



# Triumphant Times

## Green Country Triumphs

### Monthly Newsletter for March 2018

Recipient VTR Newsletter Award 2016

<http://greencountrytriumphs.org>

#### Next Club Meeting:

**Tuesday March 20th**

**Dinner at 6:00 PM**

**Meeting at 7:00 PM**

**Andolini's Pizzeria**

**500 Riverwalk Terrace Suite 100**

**Jenks, OK 74037**

#### 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

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

[topaztr6@gmail.com](mailto:topaztr6@gmail.com)

PLEASE SUBMIT \$20 ANNUAL DUES BY  
MAY 1 OF EACH YEAR TO TREASURER



**Time to celebrate St. Patrick's  
Day With Jan & The Phillips  
Home on the 17<sup>th</sup>, 6 P.M.**

#### From President Rob Thompson

What happened to the first two months?  
March is here and I am way behind on my gardening projects. Spent the last two days trimming, uprooting and removing millions of sweet gum balls from my yard and driveway. Our new home's landscaping (52 years old) has been ignored for some time and I am about to get it back into shape. But may aches and pains from this work would indicate that I am still not in shape for such strenuous tasks. Phases one and two of the remodeling is done. Phase 3 is the "raising of the ceiling" for my auto-lift. Will start on that soon, within a month.

Until I get my car lift in-place, I have to store my TR at the company garage. The roof is not weather proof. I had to recently cover my convertible top to protect it from rain drops. Nothing to report or troubles to lament over with by TR. John Phillips did a very nice job helping me restore Cecil 3-4 years ago and have had to do almost nothing to it but change oil.



See everyone at John and Jan's for St. Pats celebration this Saturday.

#### From Vice President Cash Billups

Talk about a crazy busy month! I don't know where the times goes. Luckily with this warmer weather I have been able to spend more time working in the garage.

This past month I have been able to make some progress on the transmission swap in the '65.



I finally got the overdrive mated to the transmission with lots of help from Cassie. The first weekend of March I was able to start tearing down the car and getting it prepped for the transmission change out. As of right now I have the bonnet removed and the engine and transmission out of the car. I feel pretty good about the change out since I have done this many times on the race car (1962 Spitfire), but if anyone has any tips or tricks I would love to hear them. I am however, extremely nervous about the transmission and overdrive operating properly. This was my first transmission and overdrive rebuild. Hopefully everything goes well. As always I will update in the next newsletter.

Hope to see everyone at the next meeting at Andolini's Pizza in Jenks.



Newly Rebuilt Transmission and Overdrive.

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

Rob Thompson called the meeting to order at 6:45pm, Ike's Chili with 8 members in attendance.

John Phillips made a motion to accept the minutes of the previous meeting as printed in the club newsletter; Dennis Robinson seconded the motion, which carried. John reported there were no changes on the treasury report. Dennis made a motion to accept the treasury report and Al seconded the motion, all present voted to accept. Renewal of club dues is to be paid by 7/1/18. The car shows and dates were printed in the newsletter.



The list of future activities can be found in the newsletter, as well. The next activity will be the St. Patrick's Day party at Jan and John Phillips on Saturday, March 17, 6pm. As always, if you wish to help, bring your own preferred drinks, and a side dish or dessert to share. Please show how classy you are and RSVP to Jan prior to the party. Only the Blom's and Robinsons attended the ice hockey game on Sunday, March 18. It was very enjoyable with the Oilers winning.

John gave the Parts Committee report. Red River club was looking for a vertical link for a TR6 right side. John had one in his attic, cleaned and painted it before shipping it to them. John has been working on his TR8 speedometer and getting help from Gonzo. The TR8 also has an oil leak and he suspects it is the valley pan. Jim Lindsay's TR6 has been in the shop for carburetor work.

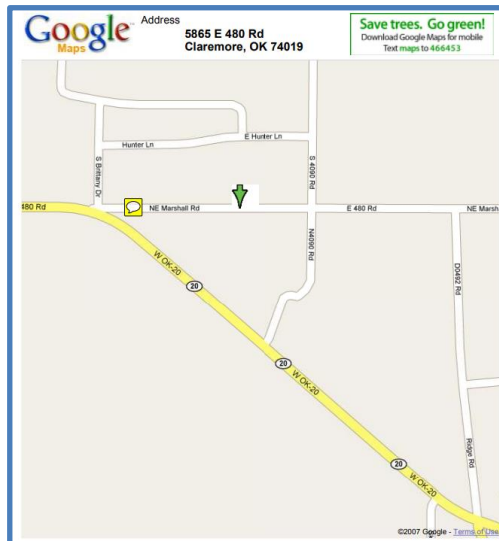
Dennis had his 64 Spitfire car body stripped with the dustless paint removal method.

Old Business: Nothing more has been done on the scholarship project. Dennis and Dale are still planning to make a trip to the college campus in the future.

New Business: None

Al Garbart made a motion to adjourn and Cash seconded it. All present were in favor; the meeting was adjourned.

Minutes were taken by Kay Robinson in Adele Blom's absence.



## 2018 Club Activities

WHEN	WHAT	WHO
March 17 <sup>th</sup>	St. Patrick's celebration	Jan
March 24 <sup>th</sup> 9 am	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
Novembr 3	Guy Fawkes Celebration	Jan
December	Christmas Party	Donna / Rob

### 3/8/2018 – This evening Jim

Lindsey and I visited Glenn (and Carol) Larson to see if we could help with removal of a broken exhaust manifold stud. Jim thought that some special tools he had might work to get it out.

Working from 6 p.m. to after 9 p.m. did not result in success. In the end it was thought that the best course of action was to remove the head and take it to a machine shop to drill out the stud, and if needed, install a thread insert in the head to obtain the correct threads for a new stud. Glenn expects to have the head improved to include new hardened seats and valve guides while it is off.

Jim drove us to the Larson's in his TR6 that he bought last summer and the car ran great even though it did use about twice as much gas as it should. On the way home we pulled into the first gas station we came to while I was looking for a real gas location. The locator said 0 miles and we were at a pump that had no ethanol. What luck.

The other good thing that happened was Carol provided snacks while we were there. I ate while Jim and Glenn worked. I also helped get rid of some Rolling Rock beer that was just being stored in the refrigerator. We all have to do our part you know.



# 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.texastriumphregister.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 6<sup>TH</sup> 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](mailto: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>

 <b>VTR South Central Regionals 2018</b> <b>Lake Conroe</b> <b>Event Registration Mail In Form</b> <b>April 19 - 22, 2018</b> 											
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	County	E-mail address	Registration Method <input type="radio"/> 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="radio"/> Concours Showroom Stock <input type="radio"/> Concours Modified Prepared <input type="radio"/> Concours Preservation		<input type="radio"/> Concours Modified Touring <input type="radio"/> Concours Senior <input type="radio"/> Participants Choice			<input type="radio"/> Concours Showroom Stock <input type="radio"/> Concours Modified Prepared <input type="radio"/> Concours Preservation		<input type="radio"/> Concours Modified Touring <input type="radio"/> Concours Senior <input type="radio"/> 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 350 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 365 points shall be required for the awarding of a Preservation Award. Preservation Award can't 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"/> Gymnack Rallye <input type="checkbox"/> Funkhana					<input type="checkbox"/> Autocross <input type="checkbox"/> Gymnack 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 border="0"> <tr> <td> <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             </td> <td>               # of Attendees                _____                _____                _____                _____                _____             </td> </tr> </table>					<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	# of Attendees _____ _____ _____ _____ _____	Proof of car insurance is required to participate in moving events. Under VTR rules all Triumphs entering concours and participants choice 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 Torretta Resort, Spa & Conference Center. Please call 836 - 445 - 4400 to make a reservation, mention Triumph VTR.				
<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	# of Attendees _____ _____ _____ _____ _____										
Registration Fees and Regalia					Signatures and date:						
Item and Quantity				Sub Total		Driver A _____ Driver B _____					
Registration Fee \$95, after March 19, 2018 the Fee is \$115				\$ -		Send signed form and check in: Texas Triumph Register PO Box 40847 Houston, TX 77240-0847					
Additional Car \$25				\$ -							
Banquet \$52 per person (Guest Driver Price for Couples)		Chicken	Qty	<input type="radio"/>	Beef	Qty	<input type="radio"/>	\$ -			
Tee Shirt \$29 ea (S / M / L / XL)		\$25 ea (XXL / XXXL)		\$ -							
S	M	L	XL	XXL	XXXL						
Total				\$ -							
Go to <a href="http://www.texas triumph register.org">www.texas triumph register.org</a> for the on-line registration form											

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

## 6-PACK TRIALS 2018

IT'S ALL ABOUT THE ROADS...

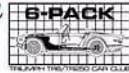
[Home](#) [Hotel Information](#) [Driving The Dragon](#) [The Roads...](#) [Schedule of Events](#)



### 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](http://www.mntriumphs.org)

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



**Featuring 50 years of the TR250**



**You have all heard the story of the fire that destroyed a lot of Jim Lindsey's TR4A parts, here are some of the pictures.**

**The car that burned and site was not a pretty sight. Not much usable stuff on this one.**





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









**Is this tub any good? No luck**





The point of going to look at the cars was to see if the tub on the white car was usable. As you can see the floors are destroyed by rust and most likely the sills. It was assumed to be lost back to the earth over time.



The back half of a 3<sup>rd</sup> car.





A couple of heads, springs, flywheel, drive shafts resting on old barrels.



Flywheel ring gear and brake caliper resting on top of the dash with steering and frame components below.





**Charlie Brown**

11 hrs · 🌐

Made it back from Darryl Starbird. What a crazy and enjoyable 4 days. There were 1027 cars to see at the largest show in the midwest. I learned more about Cougars from a lot of people that came to the show and mt fellow members. So many Cougars that need to be back on the road.

One shinning spot is that I took 2nd place in 60-69 Concervative Modified. I am still a little stunned compared to some of the cars at the show. It is probably all the Charlie Brown characters that Paula reminds me to put under the hood.

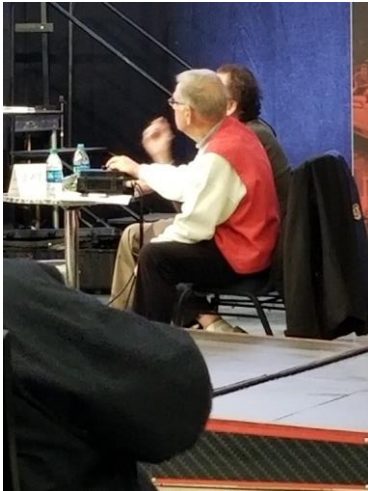
Good Night.

CB





## The Leake Auction OKC



Is that our friend Mike Billotte helping with the auction process?

Here is a small sample of the cars that got drooled on.



Figure 1 The lone Triumph seen at the auction.



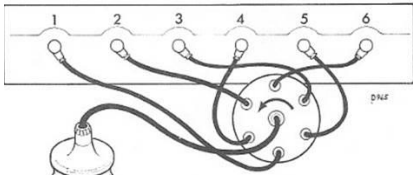
**Glenn Larson, Jim Lindsey and John Phillips** make the trip to OKC to see what happened at the auction. We had a good trip in Jan's Forester in spite of the rain. It was a full day but a fun one.

BRITISH LEYLAND MOTORS INC.	
600 WILLOW TREE ROAD • LEONIA, N. J. 07605	
DISTRIBUTOR	MANUFACTURER'S SUGGESTED RETAIL PRICE P.O.E.
LEYLAND MOTORS SALES INC. 8691 WESTERN WAY JACKSONVILLE, FL 32216	VEHICLE \$6,050.00
DEALER	EQUIPMENT
TRONCALLI MOTORS INC 1625 CHURCH STREET DECATUR GA 30033	OVERDRIVE 225.00
PORT OF ENTRY JACKSONVILLE	TONNEAU COVER 50.00
MAKE-MODEL 1976 TR6 CONV	MICHELIN-X RADIALS 60.00
SERIAL NO. CF 55042	AM/FM/MPX RADIO 185.00
ENGINE NO. 44149	LUGGAGE RACK 79.00
COLOR PIMENTO	STRIPING KIT 51.00
BLACK	6 CYL OHV ENGINE N/C
	4 SPEED SYNCHRO GEARBOX N/C
	ALTERNATOR N/C
	4 WHEEL IND. SUSPENSION N/C
	FRONT DISC BRAKES N/C
	RADIAL PLY TIRES N/C
	WHEEL TRIM RIMS N/C
	RECLINING BUCKET SEATS N/C
	WALNUT DASHBOARD N/C
	TACHOMETER/TRIP ODOMETER N/C
	PILE CARPETING N/C
	TRUNK LIGHT N/C
	ZIP DOWN REAR WINDOW N/C
	FRONT AIR SPOILER N/C
	SAFEGLOW LINE ON SOFT TOP N/C
	S U B T O T A L 6,700.00
	DESTINATION CHARGE 78.00
	<b>LEYLAND</b>
TRIUMPH TR 6, 6 CYLINDER, 152 CUBIC INCH DISPLACEMENT, TWO SINGLE BARREL CARBURETTORS, MANUAL FOUR SPEED TRANSMISSION NON-CATALYST, 2750 LB. TEST WEIGHT, 3.7 AXLE RATIO.	
19 M.P.G. CITY DRIVING	
AND	
25 M.P.G. HIGHWAY DRIVING	
These estimates are based on tests of vehicles equipped with frequently purchased optional equipment.	
Reminder: The actual fuel economy of this car will vary depending on the type of driving you do, your driving habits, how well you maintain your car, optional equipment installed, and road and weather conditions.	
To compare the fuel economy of this car with other cars of this model year, and to learn how the tests were conducted, write for the EPA/FEA Car Mileage Guide to New Car Buyers, to Fuel Economy, Pueblo, Colorado 81009.	
THIS VEHICLE WAS MANUFACTURED IN COMPLIANCE WITH ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY AND EXHAUST EMISSION CONTROL STANDARDS.	
Total amount (does not include state and local taxes or Dealer installed accessories.)	\$6,778.00
Automobile Information Disclosure Act, July 7, 1958 Removing, Altering or Defacing this Label Punishable by Law.	

#### 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.

#### 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: 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



[https://www.youtube.com/watch?v=IS2FhnWK6\\_o&feature=youtu.be](https://www.youtube.com/watch?v=IS2FhnWK6_o&feature=youtu.be)



#### 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.

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]:

## Parts Support

From: Mike Sabelhaus  
Sent: Friday, February 16, 2018 7:21 AM  
To: Pilcher, David >  
Subject: TR6 parts

Hi Dave,  
Do you still have your TR6 parts car?  
If not, can you send this out to the club?

Looking for a Right Hand  
Vertical link for TR250-TR6  
right front suspension.



Thanks,  
Mike S.

On Friday, February 16, 2018 8:56 AM, "Pilcher, David" wrote:

Can anyone help Mike S.?

I have one on my parts car but it would require disassembly of the whole suspension to get to it. If someone had one loose, and is willing to part with it, Mike would get his needed part quicker. Contact him at and copy me so I know not to tear my car apart.

David E. Pilcher | [Bell Helicopter](#)

**From:** MICHAEL BILLOTTE  
**Sent:** Friday, February 16, 2018 11:37 AM  
**To:** John Phillips John Gauldin >  
**Subject:** Fw: TR6 parts

**From:** John Phillips  
**Sent:** Friday, February 16, 2018 12:55 PM  
**To:** Mike Sabelhaus  
**Cc:** Mike Billotte <>; David E. Pilcher  
**Subject:** right hand Vertical Link

Jackpot!! I have several. Send me your address and I will put one in the mail. You can pay postage and if you wish make a small donation to the club, or not.

**From:** Mike Sabelhaus  
**Sent:** Friday, February 16, 2018 1:19 PM  
**To:** 'John Phillips'

**Cc:** 'Mike Billotte' 'David E. Pilcher' <  
**Subject:** RE: right hand Vertical Link

Hey John, that sounds great.

One question, the one I took off had a lot of slop when in the trundle. I think the suspension had been damaged. I bought a new trundle and after installing the old vertical link it still a lot of slop, so that is why I am thinking it is the Vertical link. The threads look ok but not a firm fit. Any thoughts?

I will gladly pay postage and make a donation.  
Regards,  
Mike S.

**From:** John Phillips **Sent:** Friday, February 16, 2018  
**To:** 'Mike Sabelhaus'  
**Cc:** 'Mike Billotte' >; 'David E. Pilcher'  
**Subject:** RE: right hand Vertical Link

I assume trundle is actually trunnion. There should not be a lot of slop but certainly not tight. The lubricant is not grease but oil. I use purple.



I put new trunnions on mine and the club has not had a lot of trouble with them unless one drove through high water. We had one freeze and spread all out of shape. Bad pizza.

Not sure what to say about the link unless you can compare it to another or the other side.

I will get the link in the mail probably Monday. It has to be disassembled and cleaned up. I will email you with the cost of postage. Check is fine.

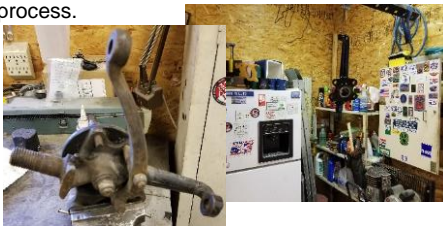
*John Phillips*  
**Green Country Triumphs**  
**Greasy Hands Garage North**  
**Claremore, OK**  
<http://greencountrytriumphs.org>





## Greasy Hands Garage North Update by John Phillips

**2/17/2018** - In answer to the e-mails shown on the previous page a vertical link was retrieved from the shop attic where several reside and the disassembly completed. The part was cleaned up and a coat of paint applied to slow down the rust process.



**2/18/2018** – Windy and cool today but things around the house were slow. Took Tinkerbell to Claremore and got some good old 91 octane gas with no alcohol. From there you can go south which I do frequently, or east to Pryor or north to Foyl.

This time it was north and then west via country roads to 88 near the Oologah

Lake spillway. The country road was in much better condition than the last time I was on it so it was a pretty good drive.

Hwy 88 took me back to Claremore and then 20 on to home. It took about an hour to make the drive and it was completely enjoyable.

The lowered and uprated suspension makes this car handle so much better than the TR6 which is also pretty darned good.



Nice drive.

After the tachometer is fixed the next task is to eliminate an oil leak under the carburetor. The carb and intake will be removed then the valley pan. The pan will be replaced and Permatex sealant shoveled on to seal the new pan. Well, Woody says you cannot get too much sealant on the pan so I will find out.

One change that did not work out was a new rear view mirror from TRF. The



original was replaced because the change for bright lights at night did not work. The new mirror only cost \$10 but the view was distorted to the point I got a little dizzy looking into it. On top of that the lever on the bottom to switch to night use did not work, which is why I bought a new one in the first place.

I got the old one out of the cabinet and cleaned it, then reinstalled it. Much better. Any wedge guys need a mirror? I can help.

**2/22/2018** – After all the fretting, testing changing, researching, etc. it appears the tachometer mystery is finally solved.

If you recall 3 tachs were sent to The Wedgeshop for testing. The results were that all 3 worked fine but on pointer was broken. Two were returned reportedly in working condition.

One of the last steps recommended to eliminate any possible cause of a nonfunctioning tach was to switch tachs to see if the tach in the car was faulty.

With the spare tach installed it jumped to life and it appears at this point that even though the questionable tach tested good for Woody, it did not work in my car. The other one did so I used it. Wish me luck.

It is raining today so testing the car on the road is not an option. That is not a complaint as we have been in drought conditions here for several months.

**2/25/2018** – The rain stopped for today so it was road test time. I was sorely disappointed however. The tach that I



In some cases the tach will not read the correct RPM after installation of an electronic ignition. A calibration screw on the back of the tach can usually be adjusted to give correct readings. If the tach still reads high, put a resistor in the tach wire to reduce the signal level. Start with a 10K ohm 1/2 watt. You can go as low as 1K ohm 1/2 watt. You can buy the resistors from Radio Shack or other electronic suppliers. Solder into tach wire and wrap with electrical tape for protection.

thought was working registers about double what the engine speed really is.

Note that both readings were taken from the dash pod into which the tach is installed. This tells me everything is ok up to that point. So the tachs are not working properly or not compatible, not correctly calibrated. Have to figure out the next step.

**2/25/2018** – I realized that there was another tach in the pod that Al gave me so I tried that one as well. The stop for the down travel of the needle was missing so I tried to calibrate the gauge by just turning the needle base and that appeared to work. The RPM at idle was set but when road tested the gauge still registered about double.

So all of the gauges are doing the same thing, ergo the signal from the coil is not appropriate for the gauge. Couple that with the fact that the shop tester reads correctly it appears that the distributor/coil are not compatible with the gauge. More to do.

**2/28/2018** – I went back to the Pertronix support information and got this:

#### SMITHS ELECTRONIC TACHS

Today I started with a 10K ohm 1/2 watt resistor as recommended above. The result of the first resistor was that the tach still reads too high. This gives me a great excuse to get another resistor that costs 12¢ but is 20 miles away. Why yes, I am driving the TR8.

**3/2/2018** – Today was one of those days when I just don't feel like working on a frustrating old car. I did go to Tulsa for the 1K ohm 1/2 watt resistor.



On the way back to the shop I noticed the volt meter was not registering anything. Drat.

Not feeling up to working on the gauge and or wiring, I just soldered two connectors onto the resistor and quit for the day. The heck with it.



**3/3/2018** – Today is a better day. First thing checked was the battery.



Registered more than 12 volts so ok there. Started the car and checked it again and it registered more than 14 volts so the alternator is working.

So now what is wrong with the volt gauge? Starting and turning off the engine showed the indicator on the gauge to be touching the face and dragging some.

The cowl was removed to get access to the gauge cluster and the indicator was pulled outward a little to eliminate the dragging. A quick test showed the gauge to be working again. Easy fix.

Next the new 1K ohm ½ watt resistor was installed in the feed wire for the tachometer. Another test with engine running showed improvement in the way the tach was working but it was obvious the calibration was way off.

Well, having absolutely no clue as to how to calibrate one of these things I just started looking at things. First the screws on the back of the phenolic plate were checked to see if any moved but they did not so I left them alone assuming that if there was no calibration screw perhaps there was a weight used to set the calibration.

The component that most appeared to be configured to slide was an aluminum part that looked to slide on a nylon extension from the center of the center shaft. With absolutely no confidence in what I was about to try, the aluminum block was moved using a small pair of needle nose pliers.

A secondary adjustment was also made by simply twisting the pointer by the round base and the gauge was reading closer. By adjusting both the aluminum slide and the pointer several

times the gauge finally read pretty close at 800 RPM and 2000 RPM, which was all the range that my test tach had. At that point I quit while I was a little bit ahead and tested it out on a drive to get some gas.

Allowing for the fact that I do not know what I am doing the gauge does not flop around, it does not just lie there doing nothing and no one will know it is lying but me. Now if I can find someone who actually knows how to calibrate one of these things maybe I can finish the job.

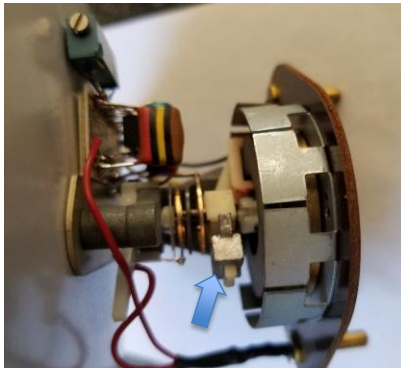
**3/6/2018** – Art and Tom were out to the shop today to work on TR stuff. Art was completing the installation of a couple of U-joints on his ½ shafts. The press was used to finish up getting everything together.

Tom used the lift to change the oil and top up the transmission and differential. The trunnions were greased as well. He had already taken care of everything under the bonnet. I enjoyed the company today.

**3/7/2018** – I started on the oil leak under the valley pan on the TR8. The car has been losing quite a bit of oil so I hope the leak and be eliminated.

I found some other leaks that need to be addressed as well in the cooling connections/plugs. Still trying to get the intake manifold clean but it is not going well. Not sure what to do about that yet.

The carb and intake are off but a toilet decided to make a mess so I quit for the day.



**3/9/2018** – I got back on the Tinkerbell project today. The sealing surfaces on the heads, intake manifold and front/back of the engine valley were cleaned and cleaned and cleaned, then wiped down with lacquer thinner.

Gray Permatex Gasket Maker was used to seal the joints at the water jacket ports and the engine valley at front and back. Several of the YouTube videos recommended using only the silicone and omit the rubber seals so I tried it.

The instructions also say to join the parts and hand tighten the bolts then let it set for 30 minutes before torquing to final specs. Then let the sealant cure for 24 hours before putting the engine back in service. To that end the coolant will be put back in the engine around 2 p.m. tomorrow.

The valley pan and intake are back on the engine with coolant hoses attached. Tomorrow I hope to complete reassembly.

**3/10/2018** – It is not yet noon and the carb is back on the car and all the hoses hooked up. The coolant was put back in the car and the linkage to the carb put back in place. The breather assy was reinstalled but the filter appears to be oil soaked even though the catch can is in place and is collecting oil from the right valve cover as shown by the arrow.

While the gasket maker was still curing the car was rolled outside and given a quick wash. The floors will be vacuumed when the new floor mats are installed.

Since I tried the air conditioner the last time it was driven and got no response of course now something else is wrong so now that will have to be evaluated and repaired before hot weather gets here.

When the air filter was reinstalled the filter element was soaked in oil so the catch can is not doing the job. Some advice from the wedge forum was to add some steel wool and separate the can into two halves to make it work properly. Another project. It's always something!!

Can't wait to see if the oil leak is gone.

**3/12/2018** – The oil leak is not gone and is much worse than before I "fixed" it. I will start taking it back apart tomorrow.



Today I drove it to Glenn's house to give a hand in finishing the removal of the head. By the time I got to Glenn's the car was smelling of oil and coolant, which had been overfilled and not a problem, but the oil is.

Glenn had all the parts off except the head itself so the rope I brought was pushed into the #1 cylinder and the starter bumped. The head popped up and was loose for removal.

There was interference from the water pipe on the right and an exhaust stud on the right but once these were cleared the head was lifted off easily.

Next was coffee and discussion related to a source for valve seats, guides and seals. British Parts Northwest seemed to have the needed TR3 parts. Several other sources did not have the hardened valve seats surprisingly.

Having completed our work for the day we had a little lunch and the TR8 was taken back to GHGN for a cooldown prior to disassembly. This is getting very old. There are thousands of GM engines out there with properly sealed valley pans so why am I having so much trouble? Somebody sprinkle some adequacy dust on me so I can get this done. Help.

I am really bummed by the failure of the new valley pan to contain the oil and stop the leak. It cannot remain as is so I guess I will try again. It is costing time, effort and yes a little money as well. Darn!!



## 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.**



## **Hot Resto-Mod**

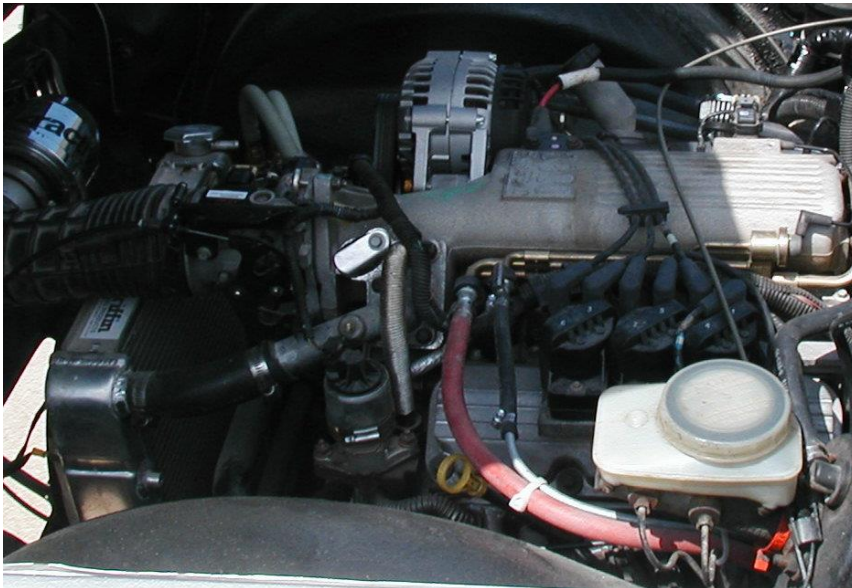
I am going to sell my TR6 Beast. I hate the thought of selling it but I drove it less than 200 miles total in the last 2 years and don't see that changing anytime soon. I would really like to see it go to someone that would enjoy and drive it!

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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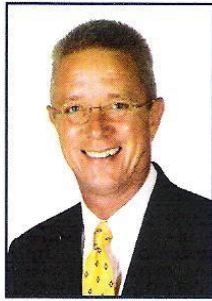
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## JOHN'S PAGE – STUFF FOR SALE



*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](mailto: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](mailto: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  
 5865 E. 480 RD  
 CLAREMORE, OK 74017  
 (918) 283-7017  
 maudjpp@gmail.com

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



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](mailto: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