



Triumphant Times

Green Country Triumphs

Monthly Newsletter for November 2017

Recipient VTR Newsletter Award 2016

<http://greencountrytriumphs.org>

NEXT CLUB MEETING:

Tuesday November 21st

Dinner at 6:00 PM

Meeting at 7:00 PM

Oklahoma Joes BBQ

6175 E 61st St,

Tulsa, OK 74136

Officers and Committees

Rob Thompson – President

Cash Billups – Vice President

Denny Robinson - Member at Large

Jan Phillips – Treasurer

Adele Blom – Secretary

Kay Robinson - Activities

Art Graves – Car Shows

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

topaztr6@gmail.com



SEE PAGE 13 FOR CHRISTMAS PARTY INFORMATION

**From President Rob
Thompson**

November
brings great fall
weather and nice
cruising. Haven't put

up the top yet. I'm going to pull out my hard top from storage and assess the work it needs to restore. It will need a head liner and seals, at a minimum. The hard top is white and we'll see how that looks. Should have painted it at the same time Jim's Body shop sprayed the body.

Just returned from my 4th "Dad's Day" at OU with Luke. We've never made it to the game in four years, a lot more entertaining to tailgate and then move to his favorite drinking hole for the game. It makes you want to somehow crawl back into a 22-year-old body and start again. His big group of friends are like sons. Good times but that phase ends after this year as the group will be fissured into corporate jobs, medical and law school and well, maybe marriage. It's all good.

This month's newsletter contains my first of many articles featuring one of our members.

Thanks John for being generous with your time. Next month will feature Dennis and Kay Robinson.

Weather permitting, let's all get our prize Triumph out of the garage and scoot over to our next business meeting/dinner together.



The rest of Rob's input for this month is on pages 6 through 10. The subject matter is somewhat questionable however. Editor



From Vice President Cash Billups

November Triumph Newsletter

Hello again, I hope everyone is doing well. I have been overly pleased with the turn out from the last few meetings and I hope we can keep it up and get more people active in the group.

I have mentioned over the last few months that I have been wanting an overdrive transmission for my 1965. Well, a couple of weeks ago, Dennis, Cassie, and I made another trip to OKC to purchase the 1966 Spitfire I told the club about last month. I will be using the overdrive transmission out of the car with plans to pull the transmission out of the '66 pretty soon. When we went to pick it up I was able to test drive it and learned that the overdrive is available in all gears which is awesome. Dennis has plans for the rest of



the car such as the hood and maybe some other body pieces. I am excited to be on the road to getting an overdrive in the '65. It is going to increase gas mileage and make long drives far more enjoyable for Cassie and me.

In the last couple of weeks, I have moved all of my extra Triumph parts out of my parent's attic and for the first time have my entire collection of parts in one location. We managed to get most of it in one trip thanks to the help of a great friend, though I have had to go back for much of the more fragile pieces such as headlights. My goal is to have this all of my inventory sorted and organized in the next few weeks. With that said, if anyone is in need of Spitfire parts please let me know before you order anything, I probably have something that will work.

I look forward to seeing everyone at the next meeting.

Cash

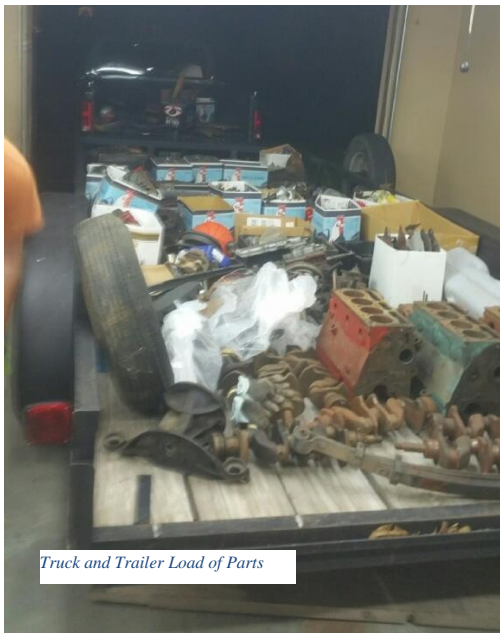
Secretary's Minutes of the Last Meeting from Kay Robinson for Adele Blom

The October monthly meeting of Green Country Triumphs was held at the Bricktown Brewery in Owasso. Rob Thompson called the meeting to order at 7pm. The minutes were accepted as e-mailed with a correction — Art Graves' name was mixed up with Al Garbart's name. Many apologies but your secretary is winging it.

Jan Phillips read the Treasurer's report and we accepted the report as given.

Art Graves reported on upcoming car shows. The Regional will be in April north of Houston. The National will be in Wisconsin in July. The 6 Pack will be in the Smoky Mountains in North Carolina at the end of September. The resort area is in the mountains has good drives, including the nearby "tail of the dragon" road.

John Phillips told us about work on his own TR-8 involving a new door panel, along with work on Glen Larson and Jim Beasley's cars. Glen Larson and Chad Jester are thinking of buying a TR-4 for parts like a top for the TR-250. Chad Jester believes he has a TR-6 door panel to help with repairs to a member's car which was hit on the



Truck and Trailer Load of Parts

driver's side on highway 75. John said he believed the driver was not seriously hurt.

Activities were reported on by Kay Robinson. The Jaguar Club had a European Extravaganza in Sand Springs. John Phillips, Glen Larson, and Art Graves got awards. Glen Larson got first place with his TR and his Jaguar. Kay Robinson reported that the drive to Tahlequah had good weather. Cash and Cassandra Billings won gold screwdrivers as the first place award in the gimmick rally answers. Art and Karen Graves won second and Al and Janice Garbart won third. It sounds like it was lots of fun, and not easy as there were no perfect scores. Thanks to Kay and Dennis for their effort in organizing the occasion. Our annual Guy Fawkes Day will be at Jan Phillips on Friday, November 3. She is planning to have shepard's pie as the main food, and guest should bring an appropriate dish to help out. December 9th will be our annual Christmas party, held this year at in the home of the Browns. Please be sure and "RSVP" to the hosts for both of these events. The activities planning meeting usually happens the first or second weekend in January. Please dream up something fun to suggest for an activity next year.

With regard to old business John Phillips reported that our website now includes newsletters thanks to the efforts and expertise of Jon Wood. Thanks to both John and Jon. Further discussions were made with respect to making a partial scholarship for some local or regional automobile repair student; however, no conclusion was reached. One possibility was McPherson College in Kansas, it was believed that Chad Jester had suggested this, but he was not in attendance this month so information was lacking about that college. A related idea which came up was providing a fixer-upper TR as a project car for a school might work. Presumably it could then be sold by the school. Other ideas for using club money for good causes were discussed. Rolf Blom reminded the club that former President Dennis Robinson had been sounded out about possibly joining forces with COVTR to support a future regional; along with possibly an Arkansas club. In connection with that Rolf promised to check on the Shangri-La resort on Grand Lake as a possible site. Another idea was to find a way to encourage more members to drive their Triumphs to the meetings.

Jim Lindsey brought up a possible award of \$10 for those bringing their car to a meeting. As this caused worries about how this idea fits with our tax-exempt status and charter no motion was made. All of these ideas were put off for further discussions.

Rob Thompson brought a few door prizes to the meeting which were awarded to winning ticket numbers in a drawing. The drawing process was ably assisted by Zoey who is almost three years old, a future Triumph maven and guest of Cindy and Larry Rice.

There being no further business the meeting was adjourned.

Friday's Guy Fawkes celebration

was its usual success. Several members joined us for an evening of good food and fellowship. Naturally we spent time in the shop to discuss projects, introduce new members to the facility and maybe even drink a beer or two.

If my memory is working today, Brenda Smith brought Dale for the evening. She is a lovely addition to the club, Dale not so much. Just kidding. It is always great to have new blood join us to keep us relevant in our hobby. Welcome to the Smiths.

It was good to see Karen and Art as we see them less seldom than we used too. Denny was here sans Kay. Trish and Jim Lindsey made it as did Derek and Anne Maeer who were also here for the first time.

Sue and Jerry Johnson were here as were Janice and Al Garbart and Sam. Rolf and Adele were here and Louise Wood without Frank. My memory says that is all of the attendees so if I missed someone blame it on just being old.

10/14/2017 Out & Back to Tahlequah with Kay & Denny



I left the house early today looking forward to a drive in Tinkerbell with some of my fellow club members. As I was leaving Coweta headed for Wagoner, Jack McGlumphy called me to see if I still needed a navigator, which I did.

Jack got his stuff together and drove to Wagoner to join me for the day's drive. Before Jack got to the QT at the 69 / 51 junction, Kay and Denny arrived in the Spitfire. We were later joined by Rob & son, Karen & Art, Cassie & Cash and Janice and Al. The ten of us then headed out for a drive to Tahlequah for lunch at Sam & Ella's.

The drive included the great curvy road between Fort Gibson dam and Hulbert then on the

Tahlequah. The TR8 was running great after the latest improvement. Unfortunately, the air conditioner was not working. I probably messed something up that take me a year to figure out.

Be that as it may the drive was a lot of fun especially while it was cool. The ride home got a little hot. But the pizza Jack and I shared was very good and we got to enjoy each other's company on the drive.

After lunch we all went our own way so Jack and I headed down highway 51 to Wagoner so he could collect his car and head on to Tulsa as I headed north to 412, then west to 88, then north to Claremore then 20 to home. It was good to arrive in time to see the

Sooners play the Longhorns. It was a very good game.



I see that Art.

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



We tend to have a great turnout for club meetings held at this location. Good job selecting the venue Cash.

LAST CLUB MEETING:

Tuesday October 17th

Brick Town Brewery

11909 E 96th St N

Owasso, OK 74055



JOHN PHILLIPS

Interview with John and Jan Phillips September 2017

This month, our Meet the Members article is on no other than John Phillips. I could not adequately cover all the things John has meant to the Club in a short article. As everyone who knows him, he is one of most unselfish and humble guys I have ever met. He just likes helping us and our British cars and just takes pleasure in working on them and getting us back on the road. Jan is of course the ultimate hostess and longtime companion to John. They are special, simply put. Remember, John won't ask for funds if he works on your car but it is truly appreciated and needed to keep the shop going and supporting his time.



You've been active in the club and one of the originals. How did the club get started? Was Sam Clark one of the originals?

Sam put an article in the newspaper asking if anyone was interested in starting a Triumph Club. They scheduled a meeting and said if anyone is interested, to come to a meeting at a restaurant. Then they had a meeting somewhere around 51st or 71st at a place where you would eat Breakfast. That was our first club function and first drive.

You have Greasy Hands North and South, was South Sam's garage?

Sam started Greasy Hands Garage. Everybody would take their car down there and they would do pretty much everything I do here. I didn't know anything about the place. So I bought manuals and started trying to do my own work. I remember doing some suspension work for Sharon years ago. She still lived in town. So I was working on cars a little bit here and there. That was from 1994-2000 about 5-6 years. When I built this shop, it just naturally became the place where you work on your car. That's why I built it.

You built the garage knowing that you were going to put a lift in here too?

Yes. Sam's house was the center of all the action up until we moved out here, which was in or around 2000. Sam's place from 1993 until 2000, 7-8 years. Then everyone decided to come out here instead of going to Sam's. I don't know why.

I remember when I first came out here you were pretty much like TR6 s. At some pointy in time, you broke down and started working on all these other ones.

Paul bought a TR8, Jans' dad bought a green one. It had a fuel injection on it, which called for a CPU, a computer. I wasn't into that stuff, so when Paul decided he wasn't going to drive it and Margaret wasn't going to drive it, they sold it to a guy in Washington State. I did a few things on his car, hydraulic stuff, master cylinder, wheel cylinder, and charged the AC. First time and last time I ever did that. He came up with an old motor out of a refrigerator and made it create a vacuum.

He got it to work on a TR8?

No, he didn't put it on the TR8 he just got it to work so he could put Freon in it. He had that TR8, and then sold it. Jack then got his TR8 and when it got here it had fuel system problems. There was a hose underneath the fuel injection and it was broken and spilling gas everywhere. We went down to his shop and fixed that. Then we worked on a few other things, but I can't remember what they were. I have them in the archives. When did you get your TR6...Pumkin?

I've had Pumkin since 1993. That was the first triumph I ever bought. I didn't know anything about them.

How did u get interested in the Triumph mark and buy one?

I didn't really buy it. But I had a heart attack in 92 and I decided I needed a hobby. Well I had an old Honda that I loaned/traded to Rodney Ray and he decided to keep it. Rodney had this triumph so I took it and traded it for the Honda. That was in early 93. Could've been late 92. It wasn't long after that, Sam started the club and we joined.

What condition was it when you got it and what have you done to it?

There was some rust and I had that replaced. I had it taken out and new metal put in. That was underneath one headlight, one tail light and under one floorboard. That was it, otherwise it was pretty solid. It didn't run worth a crap. I worked on it for years trying to get it to run right and finally figured out it was the distributor with Sam's help.

Which you could've figured out a lot quicker now?

Maybe, I don't know. I still don't know very much about cars, I'm just a hobby guy. I like to play with them and figure out what's wrong with them.

Could you guess how many car shows have you been in and how many awards have you won?

Average 3 a year since 93.

That's well over 50-60 right there.

Probably. I got burned out on them so I don't go much anymore. Paint job isn't as good as it used to be but still looks good from a distance (laughs). Runs great still. 50-60 is a pretty good guess though.

I can see how you'd get burnt out on them. Some people are real serious about scoring points but it's about people and relationships.

There's an old saying "We came for the cars, we stayed for the people" and that's how it is. One thing I regret is when I first started; I used to take pictures of the cars, not the people. So now I don't have any pictures of the people except for Christmas Parties and things like that. There are a lot of people who have come and gone and I don't have any photos of them, I regret that.

"We came for the cars, we stayed for the people."

Were you president year after year or did they rotate? I know you've had your hand in it.

I wrote the constitution by-laws, well, I made them fit our club. So I'm more familiar with those documents more than any other member but that doesn't mean I was more involved than other members. As far as being an officer of the club, I was the President once. It was early on that I was President. I got involved doing other things. I work on cars, I do appraisals. I do a variety of things for the club. (Rob – that's an understatement.)

I know you're a Triumph guy, but if you were interested in buying another make or car what would it be? Do you have a car bucket list?

My bucket list is pretty full. Back in the day I had a couple corvettes, big engine Nova's and Chevelle's and Camaro's, muscle cars. I've been down that road. If I was going to buy another car today I don't have a clue what I'd buy. Probably an old Chevy or corvette or some muscle car that is totally restored and perfect in every way. Something that I can have fun with and go out and drive.

What was your least favorite car?

I once bought a junk Corvair Spyder. I didn't do anything to it and I drove it to work one day and this guy at work coveted it and so he wound up with it. It was a Junker. It would've been a good project for restoration. But I was glad to see that thing go. I had a Rambler station wagon which was the same way. I've had some dogs.

How long have you and Jan been together?

We got together in '85. My first wife and I split up on Thanksgiving in 84. Then I went to a divorce workshop in January 85 and met Jan there and we got married in April of 85. We got married twice. We got married in April 4th (too soon for Oklahoma Law) and then legally again on September 25th.

Hey Jan, I've noticed the last 5 years I've been in the club. I'm really happy that the wives are involved in the club.

It's a family organization. We used to have kids come to the club meetings and several people got their kids involved.



When did the ladies start doing activities and stuff? You guys try to get together now and then?

Kay came to the first meeting at Ruby Tuesday's; I don't remember when that was.



Did Kay come because she had a Triumph? Or she knew that Dennis had one and wanted to join the group?

She and Dennis had a Triumph and ended up with another one, started looking for a club and ended up joining with us.

What car of all the Triumphs, do you really like to stay away from working on? Seems like the TR8 is the hardest.

It is hard, but it's so good. Every time I work on it, I think damn, that's smart. In 1980 it was called the British Corvette and was the sports car of the year. Mine is a 1980. I think they're really great cars. I think if you have a good solid body, it's better than any other Triumph on the road. The suspension is simple and it performs great.

Is that the one that you were changing out the dash?

Yes, I'm doing it on a gauge cluster that Al gave me to play with. So it's still in the experimental stage. I've got all the holes filled but there are a bunch of wires hanging out the back of it. So I've got to figure out whether or not I'm going to fish or cut bait in terms of putting it in my car.

What is one of the things about the TR8 that you've been happy with?

I'm happy with the body and the design of the suspension from an Engineering standpoint. I'm really happy with it. Now that I have the rebuilt transmission in it, it works great. I traded it for one that was already rebuilt. The differential is noisy but it works great. It's a ford design. I found on the internet that when Triumph put it together The pinion was not torqued properly. The way to fix it is to put a new bearing in it and torque it properly so it doesn't get noisy. That's what I've heard, but I haven't done it yet. That's kind of a pain in the butt. A big pain in the butt on the car is the electric choke on the holly carburetor that I've got out there. It keeps sticking. It sticks shut...it sticks open. It's a big pain in the butt.

As far as the car that I like least, I don't know. There are so many that I've never had in here. I've never worked on a spitfire. I've never worked on any of the Stags, Harolds or the Sports 6's. I don't know anything about those. The 250's kind of like a TR6 in a TR4 body, but that's true, I've never worked on them. I've worked on several TR4's, engine mounts are very difficult. They are not a lot of fun. TR3s are a not lot of fun. They aren't designed to be worked on very well. I don't like the steering boxes; I like the steering racks, not the boxes. I guess of all the cars that I've actually worked on I guess the TR3s are my least favorite. Not saying anything bad about them, they're just hard for me to work on.

What is one of your pet peeves that you see people do to their cars that absolutely drives you nuts?

Carburetor adjustments.

I thought you were going to say how they fold their top down.

Well that's a biggie too. I'm going to say I don't like 3 things that people say or do about the TR6's. I don't like when people call the late models 'rubber bumper' cars, because they don't have rubber bumpers. Folding the top where they screw it up. They tear it up and cause the windows to crack. Or trying to adjust the carburetors. I watched a guy do this a few weeks ago and doing this on the idle screws and he didn't separate the linkage to where he was adjusting individually. He would raise this one up and was fighting this one. If you don't separate the linkage, you've got one carburetor fighting against the other carburetor. That's the first thing you do.



I see you have 3 carburetors on your car, is that something you recommend?

Oh absolutely. I've had great luck with that system.

I've never heard you bitching about your carburetors.

No, well first of all I put 72 vintage carburetors on it. I rebuilt the carburetors before I put them on there. They've been great. I haven't really done anything to them other than adjust them every now and then. I've got it idling at 700rpm's and it runs fine. It just blows me away that it's idling so low and perfectly fine.

Have you ever done anything to hurt yourself working a car or that put yourself out of commission for a period of time?

Other than a couple of bruises and lots of cuts I don't think I've ever really hurt myself. No, not really.

I'm just a guy that has a hobby of working on other people's cars. I learned a hell of a lot more working on other people's cars than I have my own. If they are willing to let me play with their car, then I will.



I want to thank John and Jan Phillips for their time during this interview!

—Rob Thompson

2018 SHOW SCHEDULE

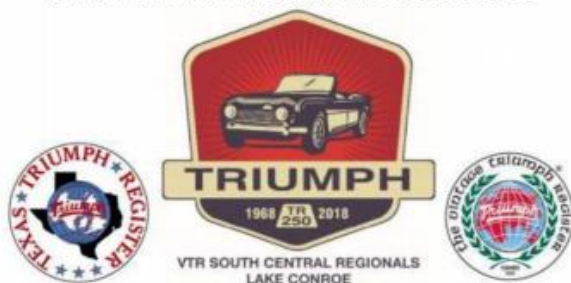
2018 SHOW SCHEDULE



2018 VTR SOUTH CENTRAL REGIONALS

By Texas Triumph Register

SAVE THE DATE AND RESERVE YOUR ROOM!



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

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

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

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

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

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

2018 South Central Regional

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

2018 VTR Nationals

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

6-Pack Trials

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



2018 Club Activities

TBD	Planning Meeting	TBD
TBD	Breakfast followed by "Roads of My Youth Tour"	John Phillips

6-PACK TRIALS 2018 IT'S ALL ABOUT THE ROAD...

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



2018 6-Pack Trials
Fontana Dam, North Carolina • September 27-30, 2018
Celebrating the 50th Anniversary of the Triumph TR250



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

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

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



Featuring 50 years of the TR250

CHRISTMAS PARTY 2018

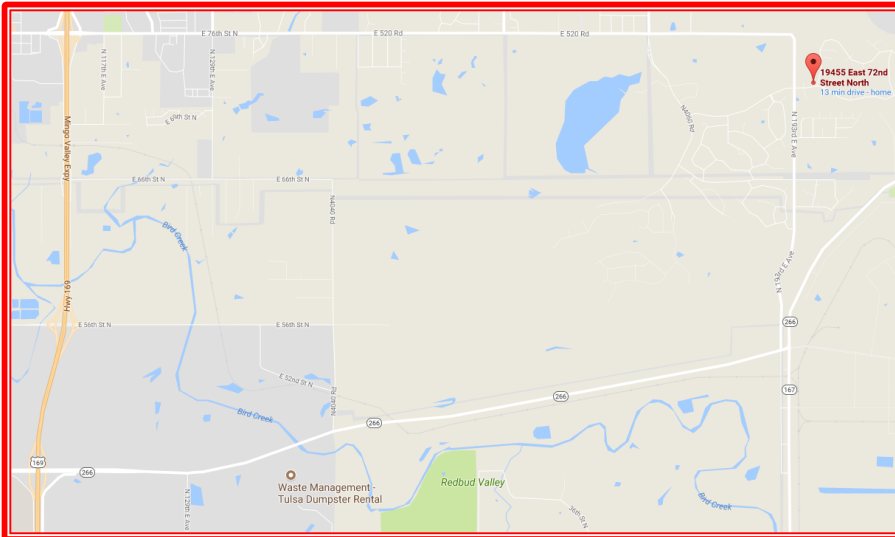


**PAULA AND CHARLIE BROWN ARE
HOSTING THIS YEAR'S PARTY.**



When: December 9th, 6 pm
Where: 19455 E 72nd St. N, Owasso
Phone: (918) 341-4222
Cell: (918) 760-2269

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



Editor's note: It is assumed this information relates to SAE style fasteners as a reference is made to 1/4" as opposed to a metric equivalent.

FASTENER SUPERSTORE FASTENER GUIDE

Measuring Screws / Bolts

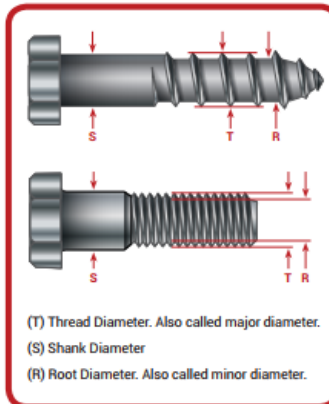
Measuring Screws and Bolts

Knowing how to find the diameter and length of the fasteners you need is an important first step in acquiring the correct parts.

Diameters of Screws / Bolts

To measure the diameter of screws and bolts, you measure the distance from the outer thread on one side to the outer thread on the other side. This is called the major diameter and will usually be the proper size of the bolt. You can also measure from the bottom cavity of the threads from one side to the other to find the minor diameter.

For sizes of 1/4" or lower, a number is commonly used to designate the size. This is called a nominal measurement. Here are those numbers and their decimal equivalent.



(T) Thread Diameter. Also called major diameter.
(S) Shank Diameter
(R) Root Diameter. Also called minor diameter.

Screw Size	Decimal
#0	.060
#1	.073
#2	.086
#3	.099
#4	.112
#5	.125
#6	.138
#7	.151
#8	.164
#9	.177
#10	.190
#12	.216
#14	.250

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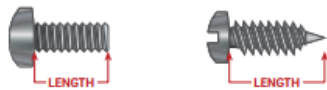
There is a lot more to know about fasteners than what you see here. Coarse threads vs. Fine is very important. Specialty fasteners can vary in thread angle lead, pitch diameter, thread root configuration and many more features. That does not even touch on metric issues.

Measuring Screws / Bolts *cont.*

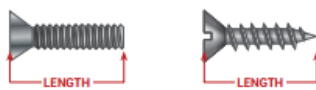
Length of Screws / Bolts

The simplest way to remember how to measure length: Length is the distance from the flat part of the head, to the tip or blunt end of the screw or bolt. Almost all screw head types will either be flat on the top or on the bottom.

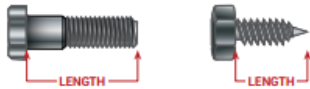
Most screws are flat on the bottom of the head (pan head; round head; truss head, etc....) All of these are measured from the bottom of the head to the tip.



Flat head, countersunk screws are flat on the top of the head. They are measured from the top of the head to the tip.



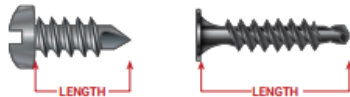
Hex and hex washer head screws and bolts, although flat on the top and the bottom, are measured from the bottom of the head.



Oval head screws are an exception to the rule. The starting point for their length is at the widest point of the head. From that point to the tip is the length of the screw.



Self drilling screws are measured all the way to the end of the drill point tip.



If you have questions about the screw size you need, contact the Fastener SuperStore at (866) 688-2500, or via online chat at www.fastenersuperstore.com.



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SUPERSTORE

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TR Marque *by Jim Wheeler*

A UNIQUE MODEL: THE TR5 GINEVRA

HISTORY

Just before the Geneva Motor Show in March 1968, Giovanni Michelotti was about to organize the presentation of the new Triumph Stag on his stand.

But the Standard Triumph directors had a sudden change of mind and decided to put the Stag on the official Triumph stand. This left Michelotti with a vacant space. He had to react quickly, and decided to design a prototype, which he presented as the evolution of the TR5 – the future TR6!

Employees, friends and family members burned the midnight oil for 15 days and 15 nights to prepare this prototype called the TR5 Ginevra (Geneva in Italian). Michelotti obtained a TR5 chassis from the factory to build his prototype numbered X760 (prototype) as well as a 2-litre straight 6 engine (not the 2.5 version) fitted with Lucas injection. It had a standard 4-speed + overdrive gearbox, and would make 125 mph.

After the show the Standard Triumph management entrusted the Karmann bodywork company with the task of designing the future TR6. The TR5 Ginevra remains a one-off much to the delight of its present-day owner.

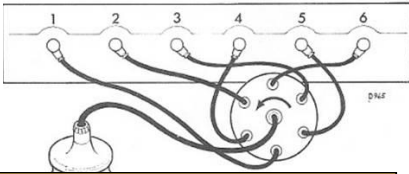


What a RUSH! See ya on the road!

JOHN'S QUICK TIPS

Plug Lead Positions (Fig. 55)

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



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

TR6 Soft Top Folding

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



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



2 Fold top forward without folding back window

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

Products Appropriate for Your Car

Not the only option but good ones.

Standard TR6 Tire Size: 215 X 65 X 15

This web site is terrific for selecting a tire size that will work with your speedometer.

<https://www.tacomaworld.com/tirecalc?tires=215-65r15-205-70r15>

Motor Oil: 5W50 Castrol Edge with Syntec API SN, synthetic, formerly Castrol Syntec, *black bottle* = 75,409 psi ZDDP 1200 ppm or add Lucas Break-in Oil at each oil change to your regular oil.

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

Spin on oil filter sizes: TR6 Fram PH3600 or Wix 51516. TR8 WIX 51515

*Coolant: Evans Waterless High Performance Coolant is specially formulated for gasoline engines in classic cars and high performance vehicles. <http://www.evanscooling.com/>

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

Brake Fluid: Valvoline Synthetic GL4/GL5

Spline Lubricant – CV Joint Grease

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

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

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

JOHN'S QUICK TIPS

starting page 2
*



Something New from Goodparts

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



US \$139.00

Product code (SKU):

2613

Weight: 3 lbs

Qty: 1

[Add to cart](#)

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

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

LESSONS LEARNED

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

Commented [t1]:



Greasy Hands Garage North Update by John Phillips

10/10/2017 – It's always something.
This morning I finished up the plug wires and



am pleased with the new look.

The old wires were too short to use
with the new wire loom so new MSD wires

replaced the old ones. Engine bay
organization is much better in my opinion.
The picture on the right illustrates what was
achievable with the old wires.

With the wiring done it was time for a
test drive. I jumped in and tried to start the

car after sitting for
several days while
working on the wires.
It would not start.

After working
with the car for a
while I hooked up the
timing light to get an
idea as to whether or
not the spark was
present and strong.
Thinking to turn the
engine over to test
spark the darn thing
started but the choke



did not engage.

Nothing happened with the choke
because the power wire was removed to
power the timing light. I readjusted the choke
to close the flap more but it did not adjust.

On with the test drive. The car was not accelerating smoothly from a stop. Not happy. There still seems to be a problem with the ignition system. I plan to follow available instructions for testing the ignition system to the letter. There has to be an answer.

Less than a mile from the house smoke came out of the dash from behind the radio.

Since the power antenna was recently installed I did not stop but went directly to the shop that installed the antenna. They were at lunch. My lucky day.

I pulled the radio out of the dash and quickly spotted the cause of the smoke. The power wire was burned through at a point just before the fuse.

I taped it off to avert more smoke then drove home and parked the TR8 outside so I can get the TR6 out for a drive. It has been pinned in the shop waiting for the TR8 to get out of the way. The way this day is going maybe I should put it off until tomorrow. Stay tuned.

Before the Pumpkin drive I sat down and looked for sources for choke parts. I ordered a new cap which includes the bi-metal spring and a new fast idle cam. I have to get that darn choke fixed. And the ignition. And the hobby goes on and on.

10/11/2017 – Shop time was limited today due to a late start and mowing first. First up was to replace the burned power wire for the radio. That did not take very long so then I started Tinkerbell but not easily since the choke parts are due on Tuesday.

I turned the radio on to see if it would work and it did but the reception was absolutely lousy. Being somewhat displeased I drove in to Code Zero Customs so they could figure out what was wrong. They came up with three things.

The first thing was that the antenna coax was not screwed into the antenna adequately so they tightened it up. The next thing was the antenna was slanted to the front and leaned out away from the car which looked crappy.

The antenna was detached from the mount and rotated 180 degrees which at least got it straight up which is a lot better.

The third thing was that the antenna wire had been too short so it was spliced. They agreed to replace the wire with a one-piece installation. So at 10:30 tomorrow it goes back to the shop. To be honest the reception is much better now that the attachment of the existing wire was tightened.

When I got back to the shop I checked my messages and Glenn was ready to come out and install his new distributor and coil which also came with new plugs and wires. He came out and we got busy.

The old distributor was out in short order and installing the new one was not bad at all except the old clamp had been abused quite a bit and had actually been tightened to the extent the part of the distributor body had been broken off.

I worked on the clamp some and finally got the new unit fully inserted. The clamp was raised up to engage the proper area of the new distributor and then pulled back down into place by the two bolts that hold the distributor to the pedestal. A little tricky but we got it in place.

The coil was installed after the old bracket was cleaned up a little and the plugs were removed so we could move the car forward to turn the engine as needed. With TDC established we installed the new plugs, wires and cap on the new distributor.

Next we started trying to figure out how to time the car with the new unit. The repair manual says to use the built in Vernier to move just so far away from TDC. The new distributor has no Vernier.

Ok I have a vacuum gauge so we will use that to time the car but there is no vacuum port on the TR3.

The fool proof method from the internet says to static time the car using a test light. The new distributor would not react to power the test light.

Conventional wisdom says that you are wasting your time to try to use a timing light. Since that is all I had left we tried it. I visualized where I thought 12 degrees BTDC

should be and it started and sounded pretty good. We tightened it down and said done.

We connected the vacuum advance tube using TR6 components and went for a test drive. The car did the same thing that led to all the new components being installed so we went back to the shop to scratch our heads a little. What about the fuel filter? I have one, let's change it. That worked and the car is now running very well. The idle speed went up so much as a result of the now new ignition system that we had to lower it 900 RPM to its normal range.

We also tried to get the steering to be easier but will work on that when Glenn brings his refurbished grill back for installation. It should be ready in a day or two. Long day in the shop.

10/12/2017 – Today I wasted a morning waiting on FedEx to deliver the new antenna wire to Code Zero Customs. I left their shop at 11:30 and stopped by Jon Wood's house on the way home to drop off a CD of the 2015 newsletters to be added to the web page.

The addition is going well but we need to discuss whether or not to require a password to open them. My feeling is that if someone wants to read a newsletter it is fine by me. (The password has since been removed.)

The TR8 did not start easily on the to or from Owasso drive. When I got back to the shop I re-read the instructions and noticed something that I did not do on the initial installation nor did the person that installed the Crane system before this one. The ballast resistor has no purpose on a car with electronic ignition and should be taken out of the system. Mine was still intact.

The purpose of the ballast resistor is to lower voltage at the distributor to protect the points from burning. Since there are no longer any points in the distributor the resistor is not needed.

To make this story a little shorter I worked 4 hours and bypassed the resistor but now the starter will not engage so I have more to troubleshoot tomorrow.

10/13/2017 – I went to the shop about noon to help Glenn gather up stuff from his TR3 work as he was ready to take it home. He had hoped to get the grill back by today so the grill, light bar and bumper could be reinstalled. Did not work out so he will come back when he has all parts ready to install.

While he was here he helped me with my work. I needed someone to engage "start" on the ignition switch so I could find the wire that was supposed to make the starter spin. With his help it did not take long, about 30 minutes much of which was not spent on the task.

With the starter engaging, I wanted to work on the choke before starting the car. The fast idle cam and new cap were installed in about 30 minutes and the car was ready to start, I hoped. It did start and easily but the high speed idle did not engage. More to check.

I drove into Owasso and got the wire replaced between the new antenna and the radio. I should have left well enough alone; it was better when I took it in than when I left.

Next was a stop to fill up with real gas in case I drove the 8 to the club out and back tomorrow. Then a stop at the car wash to get a couple of months of dust off and a few bugs. I got hot washing the car so I turned the air conditioner on when leaving the car wash but it did not come on. The reason I bought the car is not working.

A stop at the grocery and the drug store and it was back home. Hot and tired I parked the car and will decide in the morning what to drive. Not happy.

10/15/2017 – The out and back yesterday was a lot of fun driving the TR8 and visiting with good friends. True, the air conditioner was not working and my allergies are rioting but it was worth it.

Having the ballast resistor out of the ignition circuit has really helped. The tach is behaving better but not perfectly. The engine no longer stumbles and is better on power. That was a very good change.

Now if I can just get the air conditioning working I can move on to other issues.

10/19/2017 – I didn't leave the house today until after 2 pm. In the shop I tried to adjust the fast idle screw on the TR8 choke but it did not help. With the car started I just decided to take a little drive.

I backed out of the drive and turned the radio on. The station I listen to most is 93.5, I Heart Radio oldies. The signal from this station is weak and hard to bring in. Today I got nothing.

There was no intention to go back to Code Zero Customs for correction of the problem but that is where I ended up. The story of how that turned out is long but the end result is that after two hours I had a new



radio and a replacement antenna on order.

The old radio did not fit the opening in the dash but the new one does. It also has some new features that I think will be enjoyed, like Bluetooth and probably some stuff I don't know about yet.

Because of the trouble with the antenna they charged no labor for installing the radio. I liked that. This installation got rid of a lot of really ugly connections from the previous work and every connection is soldered and insulated.

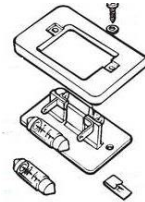
The purple wire that provides power to the antenna is dead so today I plan to troubleshoot that problem because the trunk light is also on that circuit. A new wire was pulled in for the antenna.



10/20/2017 – Made a ½ hearted attempt to trace the purple wire from the boot to the front of the car to see why it was dead. Then noticed only one of the two tag lights was lit so got distracted.

The tag light configuration is the pretty much the same on the TR8 as the TR6 and I had a couple of replacement lenses in case I broke one. I did. The bulb was still good but a little dirty so there was no contact. I cleaned it and it works fine.

The lens from the shop stash needed cleaning as did the contacts that touch each end of the bulb so the wire brush on the grinder was put to use.



This Mickey Mouse designed light does the job I guess but they are so flimsy that a lot of care is needed to keep them in one piece. Lucas.

Everything cleaned and reinstalled it works fine. The blue wire is calling out to me.

10/22/2017 – Sam was up today and we played with the TR8 choke a little. I think we did some good getting the high speed idle in an acceptable range. We shall see.

10/23/2017 – Yeah, I said the purple wire to the rear of the car was next but it was not. The connections around the oil pressure switch were leaking, at least one of the four was, so I tried again to clean everything and seal it to stop the leak(s).

I bought some thread sealer at Atwoods and hope it is miracle stuff because that leak needs to be stopped.

Back home the assembly was removed from the car and wire brushed clean. With the new sealer applied to the TEE it was reinstalled in the oil pump. The switch was cleaned and sealer applied and also reinstalled on the forward port of the TEE.

To the rear the reducer and connector were joined with sealer then installed on the TEE. The tube that connects the oil pressure gauge to the oil pump also was sealed and reconnected to the TEE.

Now I just need to go for a drive and see if the result is any better. Hopefully it will work out better than the new seal on the TR6 transmission. Replacement was a waste of time, leaks horribly. May have to do it again and use a speedy sleeve to press harder against the seal.

I hope to get the replacement antenna installed next then I will work on the electrical system, purple wire and air conditioner I hope with better luck.

10/24/2017 – Stopped in to see if the replacement antenna had been received and it had. They installed it and sent me down the road to test it out.

The performance had improved to about what it was with the broken antenna so as far as playing the radio the result is a wash, not better, no worse.

On the plus side I now have a radio with a better tuner, an antenna that retracts so that it does not get broken again and Bluetooth that is paired with my cell phone. I can live with that.

I admit the car is so loud that the value of the Bluetooth system is yet to be determined but it should be serviceable with the windows/top up. We shall see.

10/26/2017 – After working on a few projects around the house I went for a great drive in the afternoon with the top down on the Pumpkin.

The weather was perfect so some exploring was in order. The drive was about 60 miles and could not have been better. Tomorrow it turns cold.

10/27/2017 – The TR8 was selected for a trip to south Tulsa today. A stop for some medical supplies then on to Danny's Differentials for an estimate on eliminating the whine from the diff.

Web wisdom says that the reason for the whine is incorrect preload on the pinion bearing. All that is needed is to replace that bearing and apply the proper preload.

The information from Danny is that all the bearings and seals need to be replaced and maybe even the gears in the diff. as well as the axle bearings and it could cost up to about \$1500.

Needless to say I did not make an appointment, yet. The sound is annoying but I have to decide how annoying. On to the gas station to get some real 91 octane gas before heading home.

So back at the shop the car went up on the lift to see if the oil pressure switch recently removed, cleaned and resealed was again leaking. So far I

see no evidence of any leakage. I am keeping my fingers crossed.

The next thing to do while the car was raised was to apply some tire dressing to the tires. They have looked pretty bad since the last time it was washed. They look better after a little Armor All tire dressing. It just happened to be around here so I used it. I prefer 3M but could not find it. Probably quit making it since I like it.

10/30/2017 – While watching Iowa State knock off TCU Glenn called about bushings for his wiper motor mount. He needed an extra pair of hands to get the bushings in the holes so he came out to the shop.

I had done this once before but it took a while to figure out how it had been done. The only tool that seemed to work was a screw driver to push the bushing through the hole. The trick seemed to be to push the outer diameter of the bushing through the hole a little at a time. A vice kept the bracket in place while the bushings were installed.

Those little buggers are really good material because you would think that pushing on them that hard would tear them up but they went in and stayed in good shape.



Once all four were in the bracket we retired to Trails End BBQ for dinner. The dinner is why I am sitting here at 2:44 am writing this. The Tums are doing their thing but sleep as eluded me so maybe a nap will be in order later. Coffee time.

10/31/2017 – Glenn came out today to reinstall his TR3 grill after having it chrome plated. It looks very good.



We started about 11:30 and finished just before 5: pm. The wiring was the biggest time taker but we finally got everything hooked up but the lights on the bar need to be connected to the relays properly. No pictures were taken when the wires were disconnected so we did not know which point of contact to use at the relays.

Another thing that took some time was pulling the two bumper brackets together so the bolts would insert properly. We used a tie down strap for that. Of course we could not find all the fasteners so we had to hunt for replacements. Where does that stuff go?

We worked steady and a little hard all afternoon but finally finished. I also remembered to take a picture of the new cup



holder in the TR8. Found on eBay this thing was cheap and extremely functional. It does not crowd the passenger enough to concern me, after all I am not sitting there.☺

Still no progress on tracing the power wire for the trunk light. Just not very high on my priority list I guess. I have tried to learn more about the air conditioning system in hopes of getting it working again but nothing is sticking to my brain. Just not my forte I apparently.

11/1/2017 – Drove Tinkerbell to Walgreens today and the darned radio would not come on. The antenna went up but no power to the radio. Dam. Dam.

11/2/2017 – Bummed as I was Tinkerbell called me to the shop. With knee pads on the knees the passenger door was opened and the carpet moved away from the transmission tunnel.

Above the floor was a wire bundle and an orange wire with a fuse holder in line. The fuse was removed and tested and it was good. With fuse replaced the blue lights on front of the radio came on and all was well. I suppose there was a bad connection at the fuse on one end or the other. Anyway it was an easy fix if it stays fixed.

Having had a little damage to some parts and carpet during the antenna installation, repair and replacement was done in my shop in lieu of theirs.

The large plastic finisher where the top fastens to the B pillar had been broken so it was repaired with rivets and reinstalled. The carpet from the floor on the driver's side was removed, soaped, brushed and washed. A lot of dust from the oil dry in the shop had really soiled it.

In hopes of having a little protection over the carpet the old floor mats were washed and will be placed over the carpet. They are in bad shape so if it appears they will work, new ones may be procured to replace the old ones.

The blue wire was traced from the left side of the boot to the right side. The modular connector on the right side footwell had power in and out of the connector so somewhere between the battery location and the connector power has been lost. Final resolution will be achieved later. Nap time.

11/5/2017 – I laid around the house all morning then went to the shop for a while. If you read any of this drivel you may know that the choke on the TR8 has been giving me fits due to ignorance.

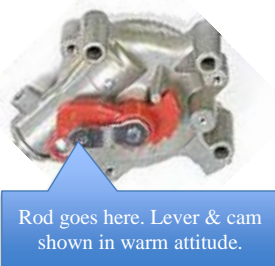
I finally had the choke working but the high speed idle adjustment eluded me. When Sam was here we thought we had the speed adjusted about right but the mechanism that engaged the little red cam was not immediately identified.

Sam and I thought about it and tried to figure it out but we did not get the job done. Today I did.

The spring in the choke raises the lever on the carburetor flap which shuts off air creating the choke action. A small rod connects the spring to the flap. The rod inserts into a lever attached to the spring.

We had that figured out, but the red cam also sits on top of the rod that protrudes through the spring lever. A small clip holds the rod far enough into lever to also hold up the cam. So when the spring cools off, it moves the flap and the red cam up at the same time.

The adjustment screw then sits on the steps of the cam. As the engine warms up the cam is lowered which slowly reduces the amount of high speed idle. Like they say, even a blind hog finds an acorn once in a while. The choke is now fully functional and properly adjusted. I now know a lot more about my Holley carburetor.



I took a test drive and it worked perfectly. I needed some hand cleaner and a replacement clip for the choke since I lost the original so a stop at O'Reilly's was made. Not finished driving, a ride into Collinsville seemed a good idea. While there a visit to my mom's grave site also was in order since I had not been there for a while.

A different route was taken back to the shop but the day was nice and the drive was good but too short.

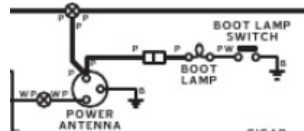
11/6/2017 – There are some days you would like to forget, then there are those you would like to remember, but probably won't.

This morning I went to the shop just to piddle while Jan watched something I had no interest in. Since I had put off trying to power up the purple wire that fed the old radio and the trunk/boot light that seemed like a good place to start.

The trunk light is fed by purple wire in question. The light obviously made by Mickey Mouse Lucas was removed and the bulb evaluated. It was bad. A replacement was taken from the shop stash and put in place of the burned one.

The light came on but would not go off when the boot lid was lowered. The switch for the boot light is fed from the purple wire. There is a small bracket that attaches to the hinge and when the lid is lowered the bracket pushes the switch in to break contact and turn the light off.

The fastener that locates



the bracket so that it contacts the switch was not tightened down so the bracket did not touch the switch. I tightened the fastener and the bracket worked. Oddly that also powered the section of the purple wire that feeds the radio power antenna.

I wish I had found that problem prior to installation of the new antenna because they had to run a new wire which was hard on some of the carpet and a plastic fitting. I was quite pleased that everything in the boot came together.

Next I worked with the carpets a little. Kent had floor mats in the car but they are worn badly and would not stay in the proper position when people would push on them with feet to maneuver out of the car.

I tried to stabilize the mats with wire ties attaching the to the new carpet which is held in place with snaps. We shall see how that works.

Since everything seemed to be going my way today the air conditioner was next. Since the issue started when the ballast resistor I pulled all the new connections out for visibility and fiddled with them for a minute or two then put them back in place.

Just for grins the car was started, the fan turned on, the switch pulled out and low and behold the air conditioner came to life. Of course it won't be needed again until the weather warms back up but at least I can take that off my things to do list.

Later I figured out which new tire on the TR6 is causing a slight shimmy by switching them back around on the right side. They had previously been moved from front to back and back to front and the shimmy appeared. By switching them back on the right side the questionable tire is now known and located on the right rear.

I visited Quality Tire in Owasso and requested a new tire to replace the defective one and they put in an order. It will take a few days to get it here and I hope the shimmy is gone when it is installed.

With the wheel off I noticed the balance weights on the wheel. I have never seen so many weights on a wheel before. This will also be addressed when the new tire is mounted and balanced.

11/7/2017 – In the shop this morning it was piddle time. I put up some tools, tried to arrange things a little better but there is just too much stuff in the shop. Next the bonnet on the TR8 was raised to see if anything needed attention.

The frame rail and the area above it on the right side of the engine bay was covered with dirty oil from the leaking oil

pressure switch. It required lots of cleaner and towels to remove the mess but it looks a lot better. I hope that leak is gone for good.

The next thing to work on is the door panels. A set of new panels was procured



from the Roadster Factory a while back. As discussed in a previous newsletter the panels are designed only for the 1981 TR8 and maybe TR7, not sure.

The difference in the configuration is at the internal lock button. As you can see in the picture, the opening for the button is rectangular in shape as opposed to round on the 1980 model.

The only component needed to support installation of the new configuration is the metal link between the button and the locking mechanism shown here. So the search begins for an existing part. If one can be found and purchased all is well. If not the existing link will require modification to conform to needed shape.



11/10/2017 –

Checked the oil in the TR6 engine and transmission and it was topped up. No issues. There were signs of a minor leak around the pipe connection for the oil pressure gauge so it was tweaked a little.

It appears oil is seeping around the threads on the bolts that hold the oil pan in place. At some point each one will be removed and sealed better. Maybe tomorrow.



Your order is on its way, John!

Thank you for shopping on eBay! Your order has been marked as shipped. We hope you enjoy your purchase!

[View order details](#)

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eBay MONEY BACK GUARANTEE

Triumph TR7 TR8 ** Instrumen

Inc P...

Item ID: 232548686415

Quantity: 1

Estimated delivery: Thu, Nov 16 - Fri, Nov 17

Paid: GBP 51.98 with PayPal

✓ Seller: numply9



The bottom center bolt that holds the timing chain cover in place was loose so it was tightened. It may get some Loctite tomorrow.

My lucky day.

Stumbled on a brand new instrument pod with new printed circuit on eBay plus shipping for \$70.63. I can't believe it yet.

tightened but not further evaluated. The third seems to be between the transmission and engine.

With hoses and a couple of fasteners tight the car needs to be driven a little to generate leaks so they can be found. Perhaps a trip to the car wash to clean everything as best it can be, then drive the car. Maybe the fresh leaks on clean surfaces can be traced to their source.

Of course this assumes I can figure out a way to get under the car to wash everything before driving it. I think I have an idea.

11/12/2017 – I was out in the 8 after dark recently and had dim headlights but no brights. You may ask, "Why do you find that unusual with a Lucas system?" Well unusual or not I want the bright headlights to work.

With contact cleaner and cotton swabs in hand I got under the dash and worked on the major connection to the instrument pod. Both sides of the connection were cleaned and allowed to dry.

Also the blue and white wire had been pulled off the post while I was trying to get the dash lights back on last time out. It was

replaced back on the post but the high beams did not reappear.

I moved to the next set of connections and moved them around a little and that did the trick. Dims, brights and dash lights now work. For the moment.

This morning I went to Harbor Freight for some new additional work lights. My search for the perfect light to work on cars continues. I brought home 4 to try and hope to find Mr. perfect.

Also in the sack was a small rechargeable screwdriver to replace the one that crapped out previously.

On the way home the power to the radio disappeared. With the lights working more wires were wiggled and the radio came on. I think it is at the radio connection.

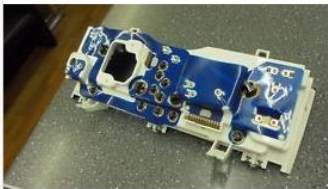


Your order is on its way, John!

Thank you for shopping on eBay! Your order has been marked as shipped. We hope you enjoy your purchase!

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ebay MONEY BACK GUARANTEE



Triumph TR7 TR8 ** Instrument pod inc P...

Item ID: 232548686415
Quantity: 1
Estimated delivery: Thu. Nov. 16 - Fri. Nov. 24
Paid: GBP 51.98 with PayPal

✓ Seller: [numpty9](#)

AI recommended LED dash lights so I ordered a set in red from Wedgeshop.

11/12/2017 – Yesterday I found several loose connections on the TR6 water hoses so today each and every hose connection was tightened. Why they get loose can only be because the hoses shrink over time. If you have checked your coolant hoses lately it may be time to give them a good twist.

With the car in the air a lot of the oil was wiped from the pan and surrounding area. The goal is to see where the leaks actually are. This is so frustrating.

There appears to be at least three leaks based on where the oil is coating adjoining parts. A couple have been

Classified Section

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

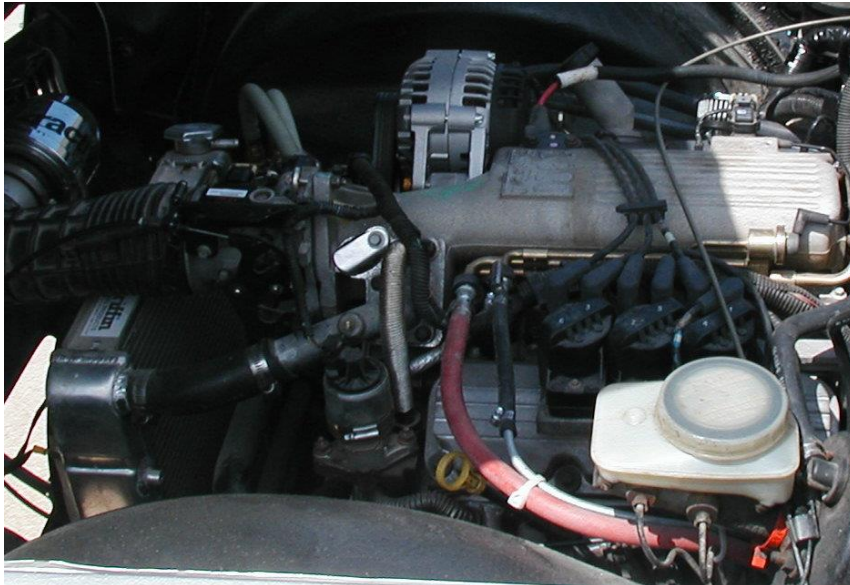
I am going to sell my TR6 Beast. I hate the thought of selling it but I drove it less than 200 miles total in the last 2 years and don't see that changing anytime soon. I would really like to see it go to someone that would enjoy and drive it!

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!!!



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



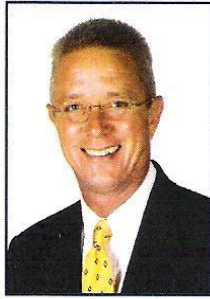
Tony Mullenger

"Superior Service - Uncompromising Integrity"

445 S. Brady

Claremore, OK 74017

tony.mullenger@aaaok.org



Office (918) 341-2100

Fax (918) 341-2154

**Specializing in Home & Auto Insurance including
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JOHN'S PAGE – STUFF FOR SALE



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



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

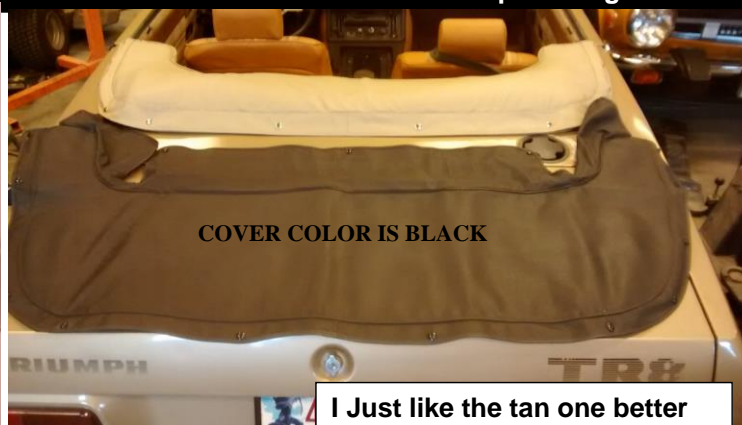
Greasy Hands Garage North Has Used TR6 Parts If You Need Something Structural parts for suspension and steering Transmissions and a Differential Windscreen Frames, Some with Glass Lots of other stuff so if you need something for your TR6 contact:

John Phillips at topaztr6@gmail.com or



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

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



I Just like the tan one better

GREEN COUNTRY TRIUMPH CLUB MEMBERSHIP APPLICATION & RENEWAL

Please complete information for each member in the household. Membership \$20 Dues = maximum TWO voting members in family. Common information needs to be listed only one time for family members.

Membership benefits typically include reduced cost on parts, tech support, access to required tools and repair facilities, extra hands to accomplish labor and a full activities calendar to enjoy club fellowship.

PEOPLE STUFF		MEMBER INFO		CAR MODEL	YEAR	COMMISSION#
MEMBER NAME						
MEMBER NAME						
MAILING ADDRESS						
PHONE NUMBER						
E-MAIL ADDRESS						
V.T.R. MEMBER?		YES	NO			
6-PACK Member?		YES	NO			
TRA MEMBER?		YES	NO			
OTHER CLUB?						

SEND YOUR DUES TO THE CLUB TREASURER: \$20

Make Checks Payable To: GREEN COUNTRY TRIUMPHS
 Check # _____ Check Date _____

GCT C/O JAN PHILLIPS
 5885 E. 480 RD
 CLAREMORE, OK 74017
 (918) 283-7017
 maudjpp@gmail.com

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



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

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

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