



# Triumphant Times

Monthly Newsletter for April 2023

Recipient VTR Newsletter April 2016, 2018, 2021

<https://greencountrytriumphs.com/>

7-23  
PAID  
MEMB  
ERS

**Club Dues Are Due July 1<sup>st</sup>  
or before of each year to the  
club Treasurer. Send to:  
Green Country Triumphs, C/O  
Jan Phillips, 5865 E 480 RD.,  
Claremore, OK 74019**

**Welcome new member Steven  
Anagnost with his 72 TR6**

## President's Address by Jim Murray

The Good Ride  
by Jim Murray  
Do I Really Need a  
Speedometer if I Know the  
Equivalent Tach Readings?  
Spring is finally upon  
us! The number of days  
where we can drive our LBCs  
with the top down is slowly  
increasing. In another few days it will be too hot,  
so take advantage while you can! Oklahoma  
weather is always an adventure, a crapshoot, or  
an annoyance, depending on your attitude.



Last month I related the failure of my  
speedometer while on the drive to Cushing to  
meet the COVTR club for a Drive Your Triumph  
Day outing. Late winter / early spring turned out  
busier than I had planned. My vision for my  
retirement was to spend lots of time in the garage  
with the car and to do some traveling with my wife,  
Debbie. It seems that now that I have more time  
on my hands there are more pressing projects with  
the house/yard, more opportunities to spend some  
time carting the grandkids around, etc., etc. The  
issue these past two weeks was cleaning up the  
aging and degrading asphalt driveway to be ready  
for a long overdue coating of sealant. So, not  
much progress on the speedometer issue.

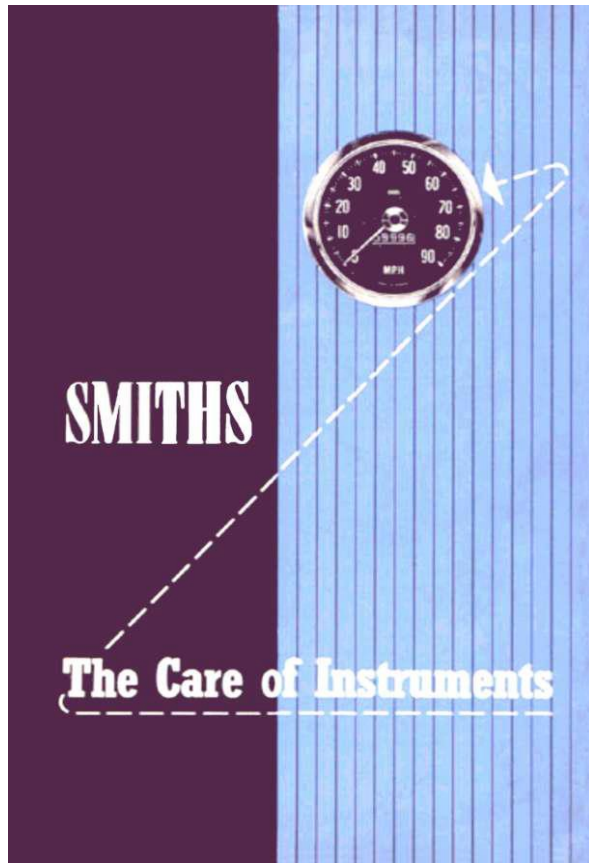
However, I HAVE done some research. I  
found a couple of documents on The Internet of  
Things that show promise of being of assistance.

**Next Club Meeting  
Tuesday April 18th  
Dinner at 6:00PM  
Meeting at 7:00 PM  
Location: Olive  
Garden restaurant,  
located at 1301 East  
Hillside Drive  
Broken Arrow**

## Officers and Committees

Jim Murray – President  
Rolf Blom – Vice President  
Art Graves - Member at Large, Car  
Shows, VTR Liaison, Club Contact  
Jan Phillips – Treasurer  
Trish Lindsey – Secretary  
Vacant - Activities  
Jon Wood – Web Master  
John Phillips – Newsletter, Parts,  
Repairs, Appraisals, Membership  
[topaztr6@gmail.com](mailto:topaztr6@gmail.com)

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The first is a reproduction of a Smiths Motor Accessory Division document titled The Care of Instruments. There are 32 pages of text and illustrations on the installation, removal, problem diagnosis, as well as care & feeding of Flexible Drives, Speedometers, Revolution Indicators, Fuel Gauges, Oil Gauges & Pressure Switch, Temperature Gages (Mechanical / Electric / Electro-thermal) and Clocks. The document has lots of useful diagnostic information. Unfortunately, for anything dealing with internal failures the recommendation is to send the instrument back to the manufacturer. Here is a link to the document on the Vintage British Cables website.

<https://vintagebritishcables.com/documents/SMITHStheCareofInstruments.pdf>

The second document is Repairing Jaeger and Smiths Speedometers by Anthony Rhodes. Rhodes provides 25 pages of information on problem diagnosis, disassembly, repair, calibration and reassembly of the speedometers and odometers. The introduction of this document

states that it “covers mechanical Jaeger/Smiths speedometers from the early 1960’s through (at least) the late 1970’s”. However, in the body of the document there is coverage of older instruments used in TR2-3B.

Below is a link to the Copyright 2000 document. There are other links floating around that connect to an earlier 1999 version.

[https://obswww.unige.ch/~wildif/cars/docs/Smith-jaeger\\_speedo\\_repair.pdf](https://obswww.unige.ch/~wildif/cars/docs/Smith-jaeger_speedo_repair.pdf)

The Sunbeam Tigers United web site has a web version here:

<http://www.tigersunited.com/techtips/Rhoades-Speedo/rt-Rhoades-Speedo1.asp>

And lastly, a source for some parts.

<https://www.odometergears.com/products/Jaeger-Smiths/All/37>

My first step is to find the time to actually read these documents!

-Jim

### **Vice President’s Article by Rolf Blom**

How I learned to drive my TR-3



Idle reader, you can believe me that recalling Jim Murray’s “good ride” article about driving his newly acquired TR-3 home brought to mind my “interesting” experiences when I first bought mine! The circumstances were not ideal. In the first place I had learned to drive in my father’s 1951 Oldsmobile with an easy to drive automatic transmission. This had all been in Speculator, New York where I was lucky to be able to spend all summers working in a family boat rental business my Aunt owned. (I elected to pass the states’ driving test in Hamilton County, rather than in New York City where I grew up.) In the second place although I had saved as much as I could from my summer jobs, I would have only about \$500 left after making the purchase. To put this amount in some context, I have included an image of the original purchase document. Note that this was before Zip codes were introduced; money went farther than now; the salesman used the



## Our Fourth Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends

English spelling "cheque" and I used my college address to save on insurance cost. I had found that insuring the car with the New York City address would cost me about 25% of the car's value!

The dealership was located in the New York garment district with trucks everywhere

for the fall semester. (Christmas break was used to cram for tests in those days.)

My father (who had opposed my idea of the car purchase all along) decided to ride with me up to school. He clearly was unsure I knew how to drive the stick shift. By the time I dropped him off at the Albany railroad station he was no longer

worried and had indeed softened up enough to admit that I "had a nice little car."

Anyway, once I was back in school, I was able to occasionally go out on iced over parking lots where spent time leaning to drive on ice and control over-steer, under-steer and spinouts. In Troy, New York there was snow on the ground from Thanksgiving to late April—it was wonderful fun!

Later that winter I drove over the top of a snow covered road and found a large truck coming the other way using a bit more than his fair share of the road. I managed to get by the truck while I was drifting slowly to the right; but after that point the right rear fender touched a snow bank on my side of the road, causing the car to spin around other way—twice. It was not fun;

however ever since I have been quite glad for all my misbehavior on frozen lakes and icy parking lots.

For our April meeting I have finally found a usable restaurant for our Broken Arrow members in the Olive Garden restaurant, located at 1301 East Hillside Drive. It is just a bit north of the Broken Arrow expressway between the Lynn Lane and Kenosha exits. Lynn Lane is best, then north

CAR INVOICE		<b>TRIUMPH SPORTS CARS, INC.</b>					
		1745 BROADWAY NEW YORK 19, N. Y. COLUMBUS 5-7350				1556	
Red/b1k/b1k		SOLD TO: <b>Rolf E. Blom</b>				DATE <b>1/4/63</b>	
SALESMAN: <b>Short</b>		ADDRESS <b>G-2 Church I RPI Troy, N.Y.</b>					
MAKE	MODEL	NEW OR USED	SERIAL No.	ENGINE No.	KEY No.		
<b>1963 Triumph</b>	<b>TR-3B</b>	<b>N</b>	<b>TCF 2419 L</b>	<b>TCF 2489 B</b>		PRICE OF CAR	<b>\$2365.00</b>
						FREIGHT AND HANDLING	<b>225.00</b>
						OPTIONAL EQUIP. & ACCESS.	
<b>INSURANCE COVERAGE INCLUDES</b>							
<input type="checkbox"/> FIRE AND THEFT <input type="checkbox"/> PUBLIC LIABILITY — AMT.							
<input type="checkbox"/> COLLISION — AMT. DEDUCT. <input type="checkbox"/> PROPERTY DAMAGE — AMT.							
<b>OPTIONAL EQUIPMENT AND ACCESSORIES</b>							
GROUP	DESCRIPTION					PRICE	
	<b>Heater</b>						
	<b>Tonneau</b>						
	<b>Wire Wheels</b>						
	<b>Washers</b>						
	<b>Mich X Tires</b>						
<i>Paul Blom</i> <i>B Short</i>							
<i>Lic Fee:</i> <i>* 12.80</i>							
						SALES TAX	
						LICENSE AND TITLE	
						TOTAL CASH PRICE	<b>\$2590.00</b>
						FINANCING	
						INSURANCE	
						TOTAL TIME PRICE	
<b>SETTLEMENT:</b>							
DEPOSIT						<b>\$ 67.70</b>	
CASH ON DELIVERY						<b>2522.30</b>	
USED CAR:-							
TYPE							
SER. No.							
ENG. No.							
PAYMENTS:							
<b>TOTAL</b>						<b>\$2590.00</b>	
ALWAYS SHOW SERIAL, ENGINE AND KEY NUMBERS							

making deliveries and so on. When I showed up to take delivery, I was pretty nervous due to the traffic so Bert Short offered to back the car onto 57th street for me. I was glad to accept! 57th Street is one way to the west so I headed straight to the Westside highway where I could get back to our house with only about eight traffic lights. I stalled the car perhaps twice and probably put about a months' worth of wear on the clutch! A couple of days later I was due back for final exams

## *Our Fourth Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends*

on 9th street, turn right on Hillside. Keep right for a couple of turns and there it is!

### **Minutes of the last meeting by Kay Robinson for Secretary Trish Lindsey**

GCT March 21, 2023 club  
meeting minutes

President Jim Murray called the meeting to order at 7:05pm at the Ol'Vine Restaurant. John Phillips was the only member who drove his Triumph to the location. There were no guests. Sam Clark made a motion to approve the minutes of the February meeting as published in the March newsletter. The motion was seconded by Adele Blom ; motion was approved. John Phillips gave the treasurer's report in Jan's absence. No account activity since last month. A motion was made by Matthew Karibian, with a second by Dennis Robinson. The motion was approved by a vote. Dues for the coming year can be paid any time and are due July 1.

#### **Committee Reports:**

John Phillips gave the Parts' Committee report. Truman Rucker's 74' TR6 has been in the Greasy Hands Shop for approximately 1 ½ months. The windshield had to be re-installed with a new seal, Jim Lindsey assisted. A Moss wire harness burned up due to making contact with a bare wire, resulting in another wire harness installation. The carburetor needed adjusting due to a high idle; John will post tips on adjusting carburetors in the next newsletter. Another installation was the oil pressure switch. The TR6 was picked up on Sunday, March 19.

Art Graves gave the report on upcoming car shows; a list of dates and locations is included in the newsletter.

Jim Murray gave an update of activities. Debbie will give a tour of The Gathering Place for members; the date will be announced in the near future.

There was no old business.

New business: Vice-President Rolf Blom lead a discussion on perhaps changing the date of

monthly meetings. He is proposing to change the date from the 3rd Tuesday of every month. A motion was made by Sam and seconded by Al for John to send out an e-mail to all members concerning feedback on alternate meeting dates. Members should have thoughts ready for further discussion at our April meeting. No changes of the meeting will be made prior to our next meeting.

Jim Murray asked about the inventory of GCT windshield clings, as, some are needing to be replaced due to wear. John says the club has ample stock and to contact him for replacements.

Sam Clark made a motion to adjourn and Dennis Robinson seconded the motion. A vote to adjourn carried. The meeting was adjourned at 7:50pm.

Notes taken by Kay Robinson in Trish Lindsey's absence



16 Members at the March meeting at Ol' Vine Restaurant. Not in the picture: Art, Sharon, Dan McWilliams +1 and John.



Web:

## Scheduled Club Activities

WHEN	WHAT	WHO
5 November?	Guy Fawkes	
December	Christmas Party	

## 2023 CAR SHOWS

### VTR South Central Regional Convention

Location: Sugar Land, Texas

Date: April 19 – 23, 2023

Web:

[http://www.texas triumph register.org/regionals\\_2023](http://www.texas triumph register.org/regionals_2023)

### Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas

Date: May 7, 2023

Web: <http://www.allbritishcarday.com/>

### The Wedge Shop Gathering

Location: West Dover, Vermont

Date: September 14<sup>th</sup> – 17<sup>th</sup>

<https://www.thewedgeshop.com/event-registration.html>

### Euro-Expo Car Show

Location: Sand Springs, Oklahoma

Date: June 9 – 10, 2023

Web: <http://www.jaguarcluboftulsa.com/>

### Kansas City All British Car Day

Location: Kansas City, Missouri

Date: June 10, 2023

<http://www.heartlandallbritish.com/index.html>

### TRA National Meet

Location: Oxford, Ohio

Date: June 19 – June 23, 2023

Web:

<https://www.miamivalleytriumphs.org/tra-2023>

### Triumphest

Location: San Diego, California

Date: August 31 – September 3, 2023

Web:

<http://www.triumphest.org/Triumphest2023/tfest2023ad.php>

### 6-Pack Trials

Location: Indiana, Pennsylvania

Date: September 21 – 24, 2023

Web: <https://forums.6-pack.org/>

### VTR National Convention

Location: Galena, Illinois

Date: September 27 – October 1, 2023

Web: <https://www.vtr2023.org/>

### Texas All British Car Day

Location: Round Rock, Texas

Date: No information for the 2023 show

Web: <http://www.txabcd.org/>

### British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: No information for the 2023 show

Web: <http://www.britishironnwa.org/>



## *Our Fourth Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends*

### **I Just Wanted to Drive**

By Art Graves

The first time I saw the film 'True Lies', driving to Key West in the TR6 over the many bridges in the Keys has been a goal for me. You remember the scenes: Jamie Lee Curtis has been kidnapped and is being driven in a limousine across the Seven Mile Bridge, unaware that a section has been destroyed. Of course, her movie husband Arnold Schwarzenegger saves her. Each year since retirement something prevented me from making that trip. Finally in 2023 the time was right.

We left on a Friday with a forecast for rain in Tulsa, but clear once we got further east. Unfortunately, that is not what happened. Our route was east to Muskogee, Fort Smith, Little Rock, Memphis and a stopover in Tupelo Mississippi. It rained – and rained hard all the way to Little Rock. Luckily traffic was light, which made it not as harrowing as it could have been.

Poor visibility during the rain.

Originally, I wanted to stay in Oxford MS. But hotel rooms were scarce and pricey. It turned out for the best because several tornadoes passed through Oxford that night and traveled north and south of Tupelo. The next morning, we drove over to Elvis Presley's boyhood home. The visitor center was not open (yet), so we wandered the grounds and took some pictures.

Statues of Elvis as a boy and as an entertainer. You would need a step ladder to see Elvis's face.



Historical marker in Tupelo, Mississippi





## *Our Fourth Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends*



Saturday, we put the top down and drove to Roswell, Georgia, near Atlanta, to visit friends we met in a Lamaze class. You never know when or where a close friend will be found! While there I removed the front carpets to dry. Turns out that was a wasted effort.



No other houses in the vicinity. I guess the property values skyrocketed!

The 1939 green Plymouth sedan is a replica of the car that the Presley family drove to Memphis. The car is parked facing northwest – the direction of Memphis. We will be heading southeast to Florida.

Sunday, after reinstalling the carpets and putting the top up, we drove IH75 to Oviedo, Florida, near Orlando, to visit my cousin. I don't know exactly when, but sometime late Saturday afternoon my tachometer had failed. Nothing I can do about that now. Again, it rained heavily from Atlanta to the Florida border. Then, IH75 became very congested near Gainesville all the way to the Florida Turnpike. While there I disconnected the tachometer cable from the distributor and used a power drill to spin it. We heard a noise from the gauge, but it didn't move. This will be a project when I return home.

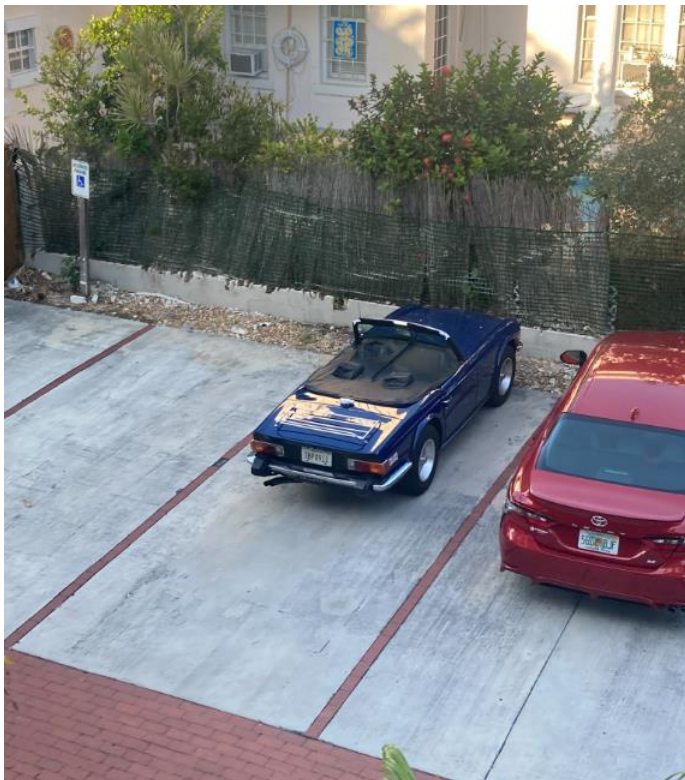
We didn't get on the road until noon Monday, but we were only going as far as Boca Raton to visit my brother, John. We stayed off of IH75, so traffic was fairly light. He has a new girlfriend and we were on a mission to meet her and get pictures for the rest of the family.



## *Our Fourth Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends*

Tuesday was the Big Day – driving over the Florida Keys to Key West! We took IH95 south and soon were on US1. We stopped in Key Largo for lunch at The Big Chill – a restaurant started by football coach Jimmy Johnson. A half hour later we stopped at the Islamorada Brewery. Then it was the Seven Mile Bridge and Key West. The speed limit on US1 was 45 & 55 MPH and even with a steady stream of cars we were able to keep a steady pace. The highway was bordered by small trees and bushes (hurricanes took care of any large trees) so unless we were crossing a bridge, the ocean was not visible.

Our hotel in Key West was right on US1, about a half mile from the entertainment district. We were on the second floor with a veranda overlooking the small parking area and US1. We spent quite a bit of time there. The temperature was perfect: low of 73 and high of 78 with a 3mph southerly breeze. Dinner was at a Cuban restaurant. Cuba was only 90 miles to the south. That evening I removed the front carpets to dry them out on the veranda.

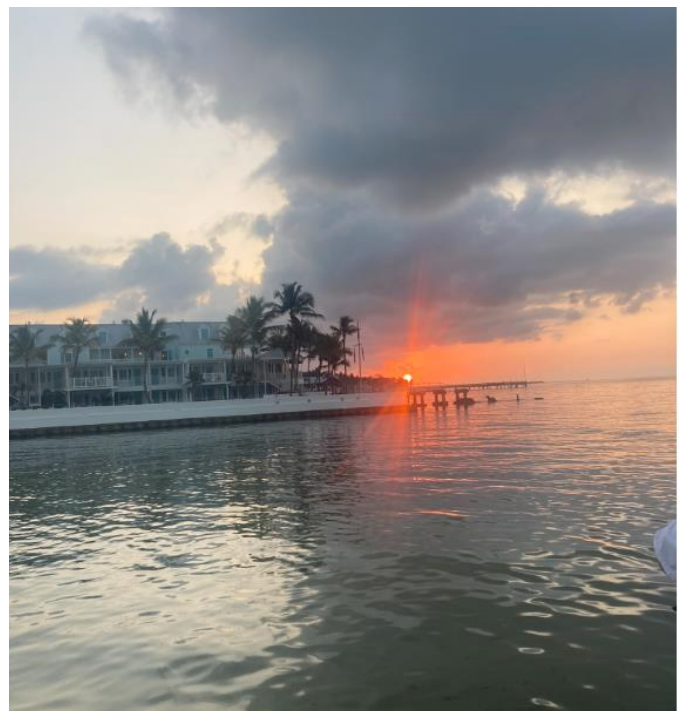


A view of the hotel parking lot from our veranda.



Karen waving from the veranda.

Sunrise or sunset? In all the excitement, I can't remember now.





## *Our Fourth Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends*

The hotel breakfast didn't start until 8:00 AM, so we walked to the Southernmost point in the United States, the Hemmingway Museum and the entertainment district. I don't know the story but chickens and roosters are loose all over the island. Very curious. After breakfast we walked back to the Hemmingway Museum and took the tour. Then walked to the piers at the northwest side of the island, where we found Mile Marker 0 on US1..



Mile Marker 0 on US1.

At the Southernmost Point in the U.S.A  
Six-toed cats on the Hemmingway grounds. Looks like he is ready to text someone.



On the museum tour we learned which bars Hemmingway frequented, so I felt obligated to visit them. Sloppy Joes was his favorite. The original Sloppy Joe's is now Captain Tony's Saloon, so I had a beer there and we ate dinner at Sloppy Joe's. Lunch was at Jimmy Buffet's Margaritaville. You guessed it – we ordered a Cheeseburger in Paradise.



## *Our Fourth Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends*

There is a lot to see and do in Key West, but we were happy just to walk around, see the sights and people watch.

Thursday, we left the islands and headed up the west coast of Florida. After briefly stopping at the Everglades National Park, we headed west on US41. The map led me to believe this would be lightly traveled, but it was quite busy. Our hotel was in Port Charlotte, just north of Fort Myers. The area is still recovering from Hurricane Ian and our hotel was still under repair.

Friday's stop would be Quincy, near Tallahassee, Florida. Most of the drive was on IH75, which was very congested. This trip is the first time to use a map and GPS app called Waze. It is similar to Google maps. One of the clever features is that it

likely restaurant downtown Quincy, and as we parked, an MGB pulled in. Of course, we had to talk to them

and ended up having dinner together. They have owned their MG for about nine months and were still learning about it.

Karen and our new friend Liz posing by



the cars.



shows your expected arrival time. While sitting in IH75 traffic, I noted that we lost a good hour! We found a

Saturday, we drove to Tuscaloosa, Alabama to visit a teacher friend of Karen's. Except for the drive on US1 to Key West, this was the first day traveled mostly on state US highways. We found another rain storm here, but thankfully it only lasted about twenty minutes. Just enough to wet the carpets.

Sunday's drive took us to Nashville, where we had several errands. Our neighbor wanted a black Patsy Cline coffee mug. This could only be purchased at the Patsy Cline Museum in downtown Nashville. I mistakenly thought downtown Nashville would be fairly quiet on a Sunday morning, but nooooo. It was packed with people and vehicles. Fortunately, we found a parking spot around the corner from the museum. It was a loading zone, but other cars were parked there, so what the heck. We hot footed it to the museum, bought the mug and were back on the road fifteen minutes later.

The other errand was to stop at McKay's Used Book store. It is on the west side of Nashville, just off IH40.



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We found it quite by accident last year and were amazed at the selection and prices. Karen had a long list of books to look for. I found some Ernest Hemmingway and Charles Dickens novels I hadn't read, but couldn't find the LPs on my list. But I did find a few Homer and Jethro and Smothers Brothers LPs. We got out of there by 1:30 PM and drove the hour and a half to Jackson, Tennessee, our last night on the road.

We hit the road early on Monday, hoping to get to Tulsa by mid-afternoon, which we did. While at our last fuel stop a young guy asked the year of my car. I told him 1976, to which he replied that his grandfather and probably father likely touched it while working at the Triumph factory in Covington, England. I suggested he touch the car as well so that three generations had hands on the car.

Final thoughts about this trip. If you were keeping count, ten of the eleven days were spent driving. Key West sightseeing was the only non-driving day. I drive the TR6 a lot, usually 10,000 miles a year. But Karen is no stranger to travelling in the TR6. She first rode with me from El Paso, Texas to Sacramento, California. While in school, Karen drove the Triumph to work. There have been many other trips as well: Niagara Falls, New York City,

South Dakota to name a few. It can be done!

All in all, a very successful trip. We covered 3,700 miles in eleven days. The car ran flawlessly. The only mishaps were the tachometer and a broken clutch pedal return spring (which doesn't really do anything).

Driving to Key West was great fun, but not as exciting as the trip Jamie Lee Curtis had!

Karen and all the stuff that fits in the TR6. We use the luggage rack and use a tarp over the duffle bag in case of rain.



## Our Fourth Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends



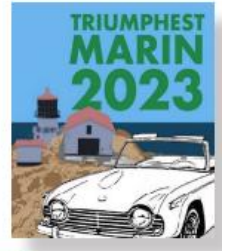
### Triumphest 2023

Hosted by the Triumph Travelers Sports Car Club in Palo Alto

September 7-10, 2023, Marin County, CA

Hotel is the newly remodeled Embassy Suites in San Rafael

Preliminary info at [www.triumphest2022.com](http://www.triumphest2022.com) and [www.triumphest.org/Triumphest2023/tfest2023ad.php](http://www.triumphest.org/Triumphest2023/tfest2023ad.php)



## WHY SHOULD I JOIN VTR?

VTR WORKS TO MAXIMIZE THE ENJOYMENT ALL OF US HAVE WHEN DRIVING A TRIUMPH AND EMPHASIZES CAMARADERIE AND SOCIAL INTERACTION AMONG TRIUMPH OWNERS. AS THE ONLY NORTH AMERICAN ORGANIZATION WHICH RECOGNIZES EACH AND EVERY TRIUMPH MODEL, WE HOPE YOU'LL WANT TO JOIN US AS WE STRIVE TO ACHIEVE THESE GOALS.

WE ALSO HOPE YOU'LL ATTEND EITHER THE NATIONAL OR REGIONAL GATHERINGS OF VTR MEMBERS. THESE CONVENTIONS ARE ALWAYS FUN FOR ATTENDEES, AND JOINING A VTR CHAPTER WILL INTRODUCE YOU TO OTHERS IN YOUR AREA WHO SHARE YOUR PASSION FOR TRIUMPHS. CAR SHOWS, RALLIES, AUTOCROSSES, TOURS, VINTAGE RACING, AND SOCIAL GATHERINGS ARE A REGULAR PART OF THE VTR SCENE.

WON'T YOU JOIN US? ? [HTTPS://VINTAGETRIUMPHREGISTER.ORG/](https://vintagetriumphregister.org/)

YOUR DUES PROVIDE THE FOLLOWING:

- OUR AWARD WINNING, BI-MONTHLY, COLOR-COVER MAGAZINE, *THE VINTAGE TRIUMPH*
- FREE CLASSIFIED ADVERTISING IN THE MAGAZINE
- TECHNICAL ASSISTANCE FROM OUR [VEHICLE CONSULTANTS](#)
- VTR MEMBERSHIP CARD AND WINDSHIELD DECAL





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Open with ▼



VTR SOUTH CENTRAL REGIONALS  
APRIL 19-22 , 2023

SUGAR LAND,  
TEXAS

CELEBRATING  
70 YEARS OF THE TR2





## 2023 South Central VTR Regionals Information

August 2022

### Texas Triumph Register invites you to 2023 Regionals

The Texas Triumph Register is pleased to extend this advance invitation to all of you to the 2023 VTR South Central Regionals to be held April 19-22 in Sugar Land, Texas. The theme will be a 70<sup>th</sup> Anniversary Celebration of the introduction of the TR2. Our host hotel, the Sugar Land Hilton Garden Inn, is centrally located very near to all of the driving event venues and provides spacious meeting and dining room capacity for all of the onsite activities. The Farm Roads of west Harris and Ft Bend Counties offer plenty of non-freeway driving opportunities on which to enjoy unique sights and attractions while taking your Triumph on one or more of the planned driving tours.

Please visit our website at VTR South Central Regionals 2023 | Texas Triumph ( [www.texas triumphregister.org](http://www.texas triumphregister.org) ) for the soon-to-be-available early registration information and full schedule of events. The Hilton Garden Inn has a limited number of rooms reserved for us for \$89 per room per night, including a free breakfast. Hotel reservations can now be made at:

[https://www.hilton.com/en/book/reservation/rooms/?cityhocr=HOUSLGI&arrivalDate=2023-04-19&departureDate=2023-04-23&groupCode=scvtr&room1NumAdults=1&displayCurrency=USD&brandCode=HH&inputModule=HOTEL\\_SEARCH&ohwDeepLinking=true&srpName=](https://www.hilton.com/en/book/reservation/rooms/?cityhocr=HOUSLGI&arrivalDate=2023-04-19&departureDate=2023-04-23&groupCode=scvtr&room1NumAdults=1&displayCurrency=USD&brandCode=HH&inputModule=HOTEL_SEARCH&ohwDeepLinking=true&srpName=)

(Discount code is SCVTR)

As your club begins planning for next year, we hope you will put the South Central VTR Regionals on your schedule and make preparations to attend.

For general information contact Hal Sharp, TTR President and Regionals Chairperson - 832-423-7138

For registration specific information contact Mike Rouse, Regionals Registration Chairperson - 281-554-4878

We are looking forward to seeing you in Sugar Land in April 2023.

Best regards,



Hal Sharp

TTR President and 2023 VTR South Central Regionals Chairperson





*Our Fourth Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends*

## *Plan to Attend the Annual*

2023 *Euro Motor Extravaganza*

*Car show Event Benefiting  
Sand Springs Animal Shelter*

**Sponsored By:**



**Welcoming all British and European Automobiles  
On the Triangle in Lovely, Historic,  
Downtown Sand Springs, Oklahoma**

June 9 4:00 pm to 6:30 pm Registration at the Sand Springs Hampton Inn  
6:30 pm Tailgate Party Hampton Inn Parking Lot

June 10 8:00 am to 10:00 am Late Registration at the Triangle  
in Downtown Sand Springs

All day Silent Auction for the Sand Springs Animal Shelter  
10:30 am to 1:30 pm Judging By the Participants  
2:30 pm Award presentations

**Complete information is available on the web at:**

**EuMoEx.com**

## *Our Fourth Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends*

Hi John, this is a photo of the park where the car show will be held, Info on the Show and registration forms can be found at [Eumox.com](http://Eumox.com) or. [jaguarcluboftulsa.com](http://jaguarcluboftulsa.com). We are hoping that the Green Country Triumph Club will join us.  
Glenn





*Our Fourth Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends*



# BY DESIGN VTR NATIONALS 2023



Original Giovanni Michelotti artwork modified by Rick Andreoli

## Vintage Triumph Register National Convention

SEP  
WED  
27

SEP  
THU  
28

SEP  
FRI  
29

SEP  
SAT  
30

OCT  
SUN  
1

### Celebrating the Vision of *Giovanni Michelotti*

This year's event will be held at The Dillard House in Dillard, GA. The Dillard House boasts breathtaking views of the surrounding Blue Ridge Mountains. These beautiful cars, many of them from the mind of Giovanni Michelotti, were designed to draw you to such places and experience all that they were created for. Your drives will take you to places of beautiful waterfalls and folklore and even a day experiencing a German-inspired mountain village. Come prepared to satisfy your driving desires, take in the breathtaking scenery and enjoy southern cooking like you never have before.

HOSTED BY THE GEORGIA TRIUMPH ASSOCIATION  
AND THE BRITISH AUTO OWNERS GROUP





VTR2023.ORG



## *Our Fourth Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends*

### **Zenith Strombergs By Expert: Joe Curto** Joe Curto, Inc., (718) 762-7878

Triumphs have long used Zenith Stromberg carburetors; the TR4A first had them in 1965. When U.S. emissions came into play in 1968, however, Zenith went to the dark side and came up with the CDSE type. These carbs were much maligned and disliked, but in truth they were pretty trouble-free.

The carburetor pistons aren't adjustable, so the only way to change the fuel mixture is to lower the jet. The early cars from around 1967-'71 had the jet set below the bridge by about 0.085-0.095 inch. Unfortunately, with modern gas this setting does not provide enough fuel.

I find that setting the jet to the later dimension of 0.125 inch below the bridge helps to remove a lean surge at speed. You want to use professional tools to move the jets since you don't want to distort the shape of the orifice. There's also an adjustable jet conversion available that fits all the CDSE-type carburetors for both 0.100 and 0.090 jets.

The later, 1972-'76 carburetors have an adjustable metering needle. To identify a carb with an adjustable piston, look for two notches found across from each other on the steel tube that serves as the damper oil reservoir. This is where the special tool mounts.

The later carburetor pistons from an XJ6 Jag, V12 Jag, Lotus, Jensen, etc., will fit and are a common and relatively easy-to-obtain improvement. You'll also have to either source adjustable versions of the metering needle or swap the adjuster tops of the old needles over to the original needles.

The old carburetor oil recommendation was ATF—auto trans oil. The TR250 uses a B2Y

metering needle, and the TR6 uses a B1AF metering needle. The number is stamped on the top shank of the needle; to find it, pull it down against the spring. The TR250 needle is richer than the B1AF, so fitting them will again help on the lean surge issue. However, they're usually nonadjustable, so you have to change the tops if using them on adjustable pistons.

**Sometimes these cars get a high idle—1200-2000 rpm—which cannot be controlled by the idle screw. The usual suspect is a unit called the throttle bypass assembly, which is located on the righthand side of the carb when the unit is viewed with the air intake toward the rear. The throttle bypass assembly is an emissions control piece designed to keep the engine speeds high during shifting.**

**For test purposes, you can turn the adjusting screw counterclockwise—to do so, pop off the brass plug on the end of the unit. If this causes the rpm to drop to a controllable level, then the throttle bypass assembly needs to be rebuilt. Rebuild kits are available. Part #1 in the picture**

**If the engine is running too lean, check out the temperature compensator. It can be found under a long plastic cover, just in front of the bypass assembly.** This is also a do-not-touch item. It features a bimetallic strip that has a plunger at one end. When properly adjusted, this device opens and changes the “depression” in the throat of the carb under high-temperature conditions, dropping the piston and thus leaning out the mixture. Once the under hood temperatures return to normal, the temperature compensator returns to the closed position. Parts #2

The temperature compensator commonly goes out of adjustment on its own, defaulting to the open position and causing a lean



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condition. Previous owners and mechanics have been known to mangle it and disable it.

A lean mixture can also be caused by an open idle trim screw. This is a horizontal brass screw found near the temperature compensator that's only supposed to be open during the car's first 1000 miles. **Part #3**

If you find yourself with a hard-starting car that runs very rich once the choke is off, it's possible that the choke assembly has been disassembled and then reassembled incorrectly. **Part #4**

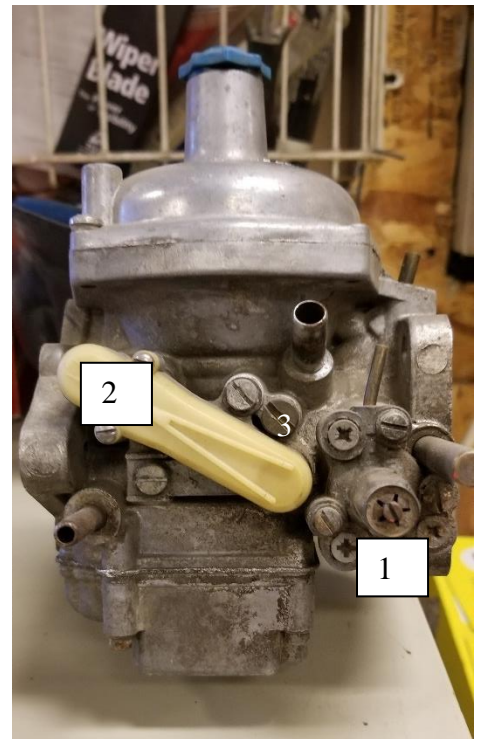
The choke unit is located on the left side of the carb. To check the choke's operation, remove the unit and hold the mounting lugs in the 12 and 6 o'clock positions. The series of holes on the rotary disc should be in the 3 and 9 o'clock positions on the 6 o'clock side.

If the holes are located at the 12 o'clock position—aka the “on” position—then you'll get a rich mixture even though the choke cable is in the closed position. A disc that's corroded or not flat can also lead to rich running. On most Zeniths there's a knurled screw on the choke housing: This is the summer/winter screw. A quarter-turn one way lengthens the screw; a quarter-turn the other way shortens it and thus changes the travel of the cam, which makes the choke setting richer or leaner.

Unlike the choke housings in the XKE and other cars, the TR6's have a weep hole for some reason. There have been complaints of dripping fuel from this hole. I assume this is residual fuel draining out of the choke housing. I have used the non-drilled housings to solve the issue.

*Editor's note: I have seen parts 1 & 2 blocked so that they do not function. No adverse effects have been noted. This is not a recommendation, simply an observation.*

*I believe Richard Good does recommend this blocking action.*



*Figure 1 Idle adjustment Parts 5 & 6. 6 can get you additional adjustment when 5 is not quite adequate.*





## Greasy Hands Garage North Update by John Phillips

**2/7/2023** –The Rucker Project – I started on Truman's car today. Remember the project consists of a carb adjustment,

outside lights and inside lights. Time permitting the exhaust rattles and new locks need to be installed.

Since the carb adjustment appeared to be the easiest issue to complete, the car was warmed up nicely, the filters were removed,

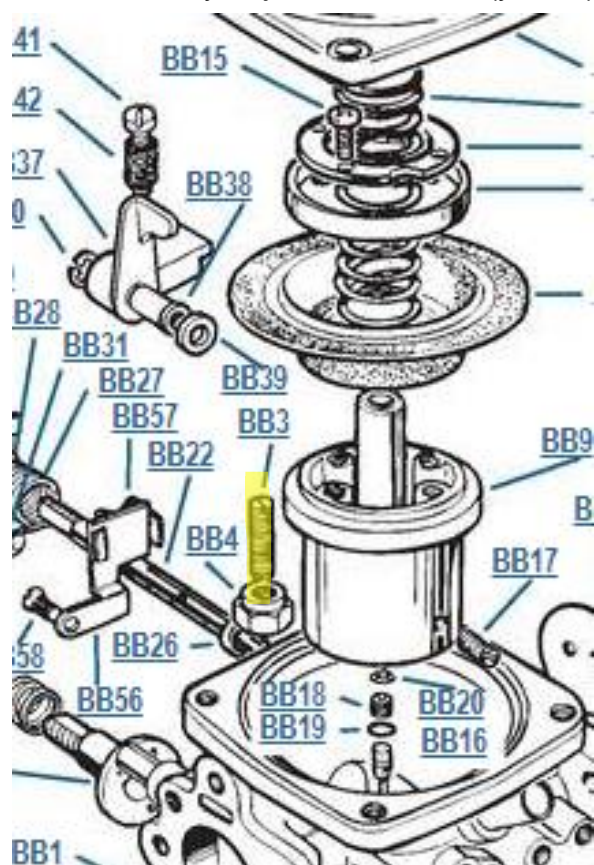




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the connection linkage between carbs was loosened, and the balance between carbs was checked. They were not balanced probably because the last balance appeared to have been done without loosening the linkage between carbs. Each carb must be adjusted independently or you are wasting your time.

What I found was that the primary idle adjustment screw had no adjustment left in it. The secondary adjustment screw (yellow),



**41=Primary Idle Adjustment Screw**

**BB3=Secondary Adjustment Screw**

Was used to lower the idle speed of each carb to about 950 RPM, the carbs were reconnected, the filters replaced and that job was complete.

That was easy but fixing the outside lights was even easier. With the battery fully charged and the engine running, all of the lights were checked and found in good

working order. The fix was to not do anything. I can do a lot of that.

The exceptions were the reverse and fog lights. More later on these.

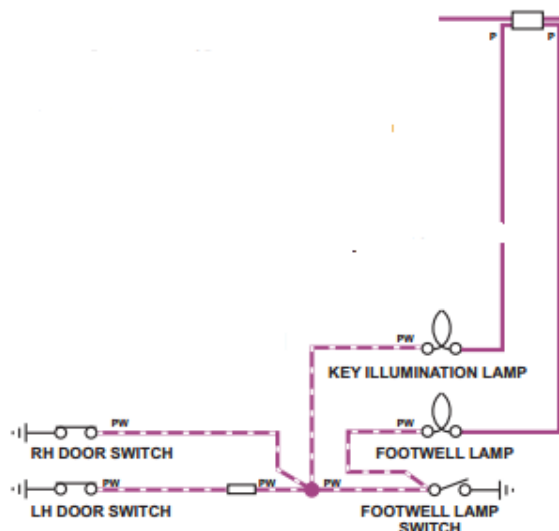
After updating the progress back to Truman, I took the rest of the day off. The interior lights are the next job to take on. We will see how that goes.

**2/7/2023** – Nothing was resolved today.

The task for today was to move cars around and get the TR6 on the lift to work on the exhaust and check the tranny and dif fluids but it was raining and the 8 is clean so I deferred to work on the inside lighting on the 6.

The key lite does not go off so the bulb had been removed. To start the rework process, the switches at the doors were checked. When the door is opened the switch closes and grounds the circuit. That is the only purpose, grounding the circuit.

The power is fused and travels via the purple wires from the fuse block to and through the light bulbs to the switches via purple and white wires. When a door is opened the switch closes and power travels to ground to complete the circuit and heat the bulb filament to glow. The footwell lamp switch is below the radio and lites up both



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bulbs when the switch is pulled to close the circuit.

The key lite is below and to the right of the steering wheel under the dash. The footwell lamp is under the glove box on the passenger side of the car.

What I see so far is that the wires are crossed somewhere because there were no wires connected to the key lite switch and the wires to footwell lite are for the moment hidden. I may have to remove the seats so I can get on my back under the dash. The glove box will also have to come out. I am beginning to wish I had not taken on this project.

Tomorrow I will work on getting the harness connections corrected and then see what works and what does not work.

**2/8/2023** – Since it is still raining moving cars around was again put off. I decided to work on the electronic issues first.

The steering wheel was removed to check out the horn issue. Everything under the wheel appears to be ok. As for the other end of the circuit, the ground wire was attached to the body of the car instead of the steering column. The wire was switched and the problem resolved.

Then I moved to the interior lites, the door switches, key and footwell lamps. The door switches were changed, one was broken.

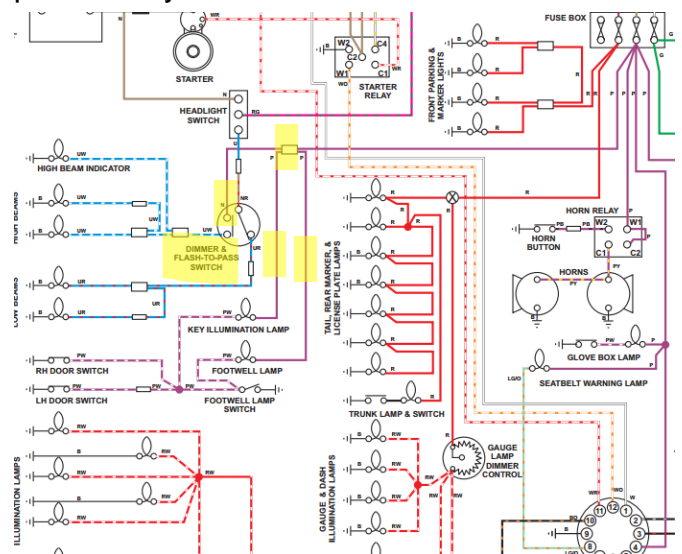
The footwell switch under the radio was disconnected for some reason. I tested it and it appears to be in good working order. The wire and bulb holder for the footwell lite were not visible so the glove box was removed so it could be located. My concern was that a short might be in that location.

The wire and bulb holder were looped above the radio to keep them out of the way I assume. The wire was straightened and bulb installed in the holder.

So far one fuse has been blown so there is a short somewhere in the circuit.

Three switches either changed or tested but the flaw is still present. The glove box light works perfectly but even though it is in the same vicinity of the footwell lite they are on different branches of the purple circuit.

You can see the only other component powered by this branch circuit is the dimmer



switch. Tomorrow I will disconnect the dimmer switch to see if that clears the short. If not the only other thing I can look for is a damaged wire.

**2/10/2023** – Yesterday implants for two teeth were started and no work was done on



the car. Today is Drive your Triumph Day but not for me. I am going slow today, Dr.'s orders. I do plan on trying to find the short in the wiring so I can put the dash back together and move on to other issues under the car. We will see.



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I did go to the shop today. Maybe I should not have. I opened the driver's door and smoke rolled out of the dash. The key and footwell light circuit went up in smoke. I cut out the burned wires and things looked pretty hopeful until I noticed the ground wire from the switch was also burned clean of insulation. I don't know how far into the wiring harness is went.



I called Truman and we talked about a repair but he opted for a new harness so he got on the phone with Moss and got it on order. Surprisingly TRF does not sell wiring harnesses anymore.

While waiting on parts I moved the TR8 off the lift and the TR6 on so I could get my cars out when I wanted. The funny thing was I was backing the 6 out and realized the steering wheel was on the work bench. I put in on temporarily to put the car on the lift.

Tomorrow the plan is to work on an exhaust rattle and check dif and tranny fluids. Then I might as well start removing the old harness from the TR6. I know I said no more wiring harnesses but here we go again.

**2/11/2023** – This morning, after a rough night, I slept in in the living room. Around 10 it was time to do something so it was off to the shop.

The 8 was moved outside out of the way then the plug from the transmission was removed and a handy little dip wire I made was used to check the fluid level. It was low so I found some GL-4 gear oil and raised the level to almost overflowing until that bottle was empty and I called it good.

Next the dif level was checked and found to be full.

On to the exhaust system to see why there was a rattle. The left side of the muffler was banging against the frame. The pipes were not aligned as they should be so they were loosened and turned to the correct alignment through the tee shirt frame section.

That did not help so why is the assembly not fitting? The inbound pipes in the muffler were set too far to the outside of the right side of the muffler pushing the muffler to the left against the frame. The other possibility was that the pipes were not bent properly to provide adequate room on each side of the muffler to prevent the banging of the muffler on the frame.

At the tee shirt the pipes were pushed against the frame on the right. The only thing that I thought of was what I did on my TR6. I cut a length of rubber hose and slit it from end to end. The hose was wedged between the muffler and the frame on the left side. If this insulation fix works as well here as it did on mine the problem should be resolved. We shall see.

Because of some teeth issues I called it a day.

**2/12/2023** – Today was a shop day. I set a goal of getting the front harness extracted from the car. It required several hours but it is out. I noticed several things that will be needed to install the new one to my satisfaction. One of which is

I was curious about how much damage was actually done when the smoke came out of the wires. Here I what I found.

I think the damage is very limited and the harness can be repaired quite easily.

The wires that go to the key light switch are on the left. The wires to the right go to the lights; each door, the key light on the left, the

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footwell on the right. I think tomorrow is a good day to see what I can do with it.

**2/14/2023** – Nothing productive happened yesterday. The new harness is out for delivery today. The new single pole switches from TRF arrived on Saturday. The 2 pole switches are no longer available that I could find. There was a switch in the shop stash that I think will do the job, I hope.

**2/15/2023** – The harness did arrive yesterday and after some other chores I got started with the installation. I put the bulbs in the harness first while they were easier to reach.

Next the harness was inserted into the engine bay from the interior. The big grommet was installed in the firewall around the harness to protect the wires from abrasion. The layout of the harness was then laid out back to the radiator to make sure everything could be reached.

Connections began at the firewall and moved forward. First was the wiper connection, then the starter relay, horn relay, fuse block, oil pressure switch, brake safety switch, hazard blinker, heat sensor, alternator, and coil.

Tomorrow will commence with lights, horns followed by running the harness over the heater to the other side of the dash. There are a lot of connections but they should go fairly quickly so I may finish and do some testing to see if everything works.

This is my first set of fog lights to work on so I need to find some instructions somewhere. What am I saying? I don't need no stinking instructions (as Sam would say).

**2/16/2023** – This morning I had an appointment with Andy Wilmes to check out the steering and alignment after breaking the right front wheel on the TR8. There is some movement in that side of the steering rack that has me a little concerned. Now off to the shop and more wiring.

It is 10:53 and time for a break. Front lights are done, the one horn should be working, grounded on the other side where the missing horn should be. The shroud will go in after all testing is done.



The dash harness is routed to the gauges and above the heater to the passenger side. If things go well, I may finish today.

Things went ok but not as quickly as I thought. In fact, when the passenger side of the engine bay was finished, so was I. Maybe Sunday. Other stuff still happening.

**2/17/2023** – I have a lunch date with my daughter today. I spent a couple of hours in the shop prior to lunch and accomplished



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very little under the dash on the passenger side.



One thing done was the 2 pole door switch on the driver's side was rebuilt using a plunger from a single pole switch as a replacement for the black plunger that was broken. That solves that problem.

The next issue is the brittle duct work for vent, heater and defroster under the dash. They do not bend easily and I keep breaking them to install things like the glove box. I am about finished with the electric stuff there but I am leaving behind a lot of destruction.

I will go break more stuff after lunch.

Well, I didn't break anything else but with the glove box back in, I can find the drop from the harness of the footwell lamp. It must be above the heater but I can't see it with the glove box in the way. It may have to come back out, but for now I have to walk away from it for a while.

Tomorrow is the drive to Perkins for lunch with COVTR at the highway 33 bar and grill. Probably back in the shop on Sunday.

Andy called and said the 8 was ready. The front end was aligned and a wheel bearing was tightened. The nuts on the tie-rod ends were loose and were replaced.

Looks like the Sky will stay in the barn tomorrow while the 8 is taken to Perkins.

**2/19/2023** – After a nice drive to Perkins yesterday, it was time for more work on the Truman Rucker car. With the engine bay complete and some delete work agreed

to, the next phase is the wiring connections around the driver's position.

When I laid out the harness I mislocated a couple of branches of the harness, which is easy to do. The first thing to do was get organized and line up the harness branches at the related gauge, light or switch.

After that the wires were attached to their location based on color or wire and its attach point as listed on the wiring diagram. It gets some complicated when there are two or more wires of the same color coming out of the same branch of the harness but it can be figured out.

Today door switches were installed and connected. Then the troublesome footwell light followed by the volt meter, fuel gauge, oil pressure gauge and temperature gauge. With everything reattached to the wood dash facia it was reinstalled so it looks a lot better.

Beneath those gauges are a couple of warning lights and the switch for the courtesy circuit that caused the problem.

Then the back of the car was connected to the new harness and the connections for the lights was started. By then my brain was tired so I called it a day for the shop.

Tomorrow the rest of the connections should be complete and the speedometer and tach reinstalled. At that point I think Truman is taking over to purchase and reinstall some worn out components like duct work, glove box, etc.

**2/20/2023** – It is 2:30 and I have worked on the car and come to the realization that the harness is defective in the same area that burned in the previous harness. The harness is bad. It came from Moss.

The courtesy light circuit simply is not wired correctly. Where the switch connections should be is a light. There should be two P/W wires and there are a P/W and a P wire, P being purple. Truman has agreed that just

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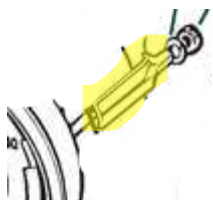
disabling the circuit is the best option and use the car without the courtesy lights. I like that decision so I won't have to put in another wiring harness.

So based on an update of the expectations, the only remaining tasks are to install the tach after finding a home for one more white wire connection and see if I can properly wire the overdrive or just use it the way it is.

**2/22/2023** – The testing phase has begun. I started with the head light switch. It fell apart so then I had to figure out how to put it back together.

When the lights came on it was the running lights but no dash lights. Tomorrow I will connect the power wire to the rest of the circuit.

Replacing the speedometer and tach was as difficult as ever. As is typical one of the Binnacles went missing and I have yet to find it.



Most of the work today was readjusting the harness and other wires behind the big gauges to make room to work. This was especially true for reconnecting the tach and speedo cables.

I don't remember this work being this hard but it is taking me a long time to do this stuff then take it apart and do it over. But there is progress. More testing and correcting on call for tomorrow.

**2/23/2023** – The part shown above is listed thus on eBay:



Smiths Gauge Instrument Dash Binnacle Clamp Jaguar XK XKE E type Mk 1 2

★★★★★ Be the first to [write a review](#).

Condition: New

Quantity:  More than 10 available. [sold](#)

Price: **US \$16.62**

I lose them regularly so I bought 4, again

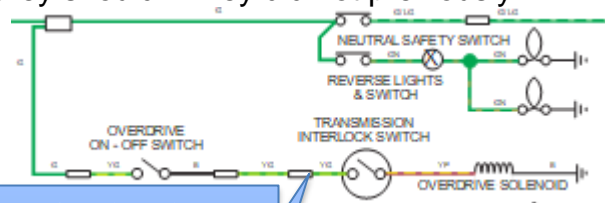
using credit card points. An \$88 total dropped to \$33. That is still a lot for simple parts such as these but they are listed for Jaguars.

Today's troubleshooting started with dash lights. I decided to by pass the rheostat that dims the dash lights since they have been reported as a fire hazard. That required dropping the wood fascia down to be able to reach behind the center gauge cluster.

A red wire and two R/W wires were soldered together one end and male lucar connectors were attached on the other ends. That provided a red to plug into the harness red and two R/W to plug into the harness R/W bypassing the rheostat. That provides full power to the gauge lights with no dimming capability. Who would ever want the lights any dimmer anyway.

When that was done the ignition was turned on and the wiper's tested. Nothing happened. More testing to do there to make sure they are receiving power.

With the wood fascia and gauges back in place my attention turned to the overdrive system and backup lights. The backup lights appeared to be wired using the correct colored wire down to the switch atop the transmission so I tried it and the lights appear to work as they should. They did not previously.



Point where the Y/G & G/N wires disappear under the transmission tunnel. Routing is for now a mystery.

On to the overdrive. A harness was needed to run from the overdrive switch on the column to the coupling above

the transmission tunnel. At this point I wanted to test the O/D so I tried to start the engine. It did not start so I guess tomorrow that will be the first task figure out why.

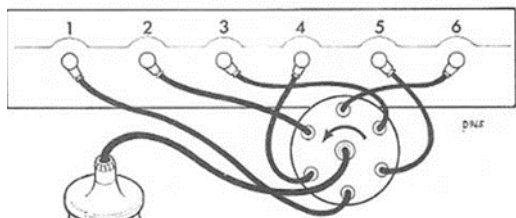


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### JOHN'S QUICK TIPS

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.



Unsnap the top from the rear bow and beneath each side window. Spread over boot lid.



2. Fold top forward without folding back window



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

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

### Products Appropriate for Your Car

*Not the only option but good ones.*

Standard TR6 Tire Size: 215 X 65 X 15

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

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

Classic Car Motor Oil  
PennGrade 1, 20W-50



<http://www.classiccarmotoroil.com/>

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

\*Coolant: Option 1; Evans Waterless High-Performance Coolant is specially formulated for gasoline engines in classic cars and high-performance vehicles.

<http://www.evanscooling.com/>

Coolant: Option 2; Peak anti-freeze, no water.

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

Differential: Red Line Heavy Shockproof Gear



Oil

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

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### 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  
 TR6 Wiring Diagrams

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.

### What is your car worth? Hagerty Valuation Tool

<https://www.hagerty.com/valuationtools>

**GCT Merchandise**

SEE NEXT TO LAST PAGE

### 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. All 12 V are needed. Exception: Leave Tach wiring if applicable.

**When diff seals leak, clean the vent.**

Cleaning the vent releases pressure in the diff and many times stops leaks.

**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).

**Find paint codes at PaintRef.com**

**Early TR6 Seat Backs Won't Stay On**

Cause: Straps in seat back are stretched. Repair: Remove cover and shorten the straps to tight. Not too hard.

**Gasket Sealant Aviation Grade**

So far found only at NAPA and considered best for gasket sealing. Does not harden.





## Classified Section

**Greasy Hands Garage**  
**North Has Used **FREE** 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 (918 527-2629)**

### DENNY'S PARTS FOR SALE

#### Triumph TR3A Parts for Sale

One TR3 wire wheel 15"  
Battery Box  
TR3 Transmission  
New in box tire storage lid, red  
New Muffler, still wrapped in plastic  
Stainless Brake Tubes and fittings  
Chrome Guard and Brackets for exhaust

(918) 346-0900  
[deugenerobinson@icloud.com](mailto:deugenerobinson@icloud.com)

#### Mark 1 & 2 Spitfire Parts 1964 & 1966

Front and rear suspension both left and right side  
3 heaters; 1 works good, other 2 motor bad, one motor good  
Frame for Mark 1  
2 Tappet Covers  
Spitfire Hubcaps, 2 sets small, 3 large  
2 Doors off 1966 Spit, complete with windows  
2 Rear Ends  
Electric Fan  
Gas Tank, complete with fill cup, Chrome  
4 Wheels with good tire, 1 extra wheel  
Drive Shaft  
2 Steering Wheels, 1 original, 1- 13"  
1966 Steering Column  
1966 Radiator with Horns and Water Bottle  
Sway Bar  
1200cc Engine Complete except exhaust & carburetor  
1200cc Engine Block, Head and Oil Pan

**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@po](mailto:cartravel@po)**  
**[box.com](mailto:box.com)**



**TR8 WHEELS / Free, no tires. Fifth wheel now being used as spare also included.**

## For Sale

Set of four, 15" x 4" - 48 spoke wire wheels. They are original equipment for many 1950s/1960s British sports cars including Triumph TR2 through TR4. Very original, stamped on the interior with: **DRC4JH15PT- Made in England- G.** The wheels have been used for "show purposes only" for approximately six years. Driven sparingly but function well, rarely over 45 mph. They have never had balance weights in that period. The splines are in good shape and there are no broken spokes. Wheels are "rattle can" painted silver and the car has never taken a deduction for them, but they have aged and yellowed. With some tender loving care and elbow grease, these wheels can be restored to their original glory or continue in their present state as "show" wheels. Asking \$100 for all four wheels. If interested please contact Mike Piggott (918) 766 4488, or [Mike\\_Piggott@Hotmail.com](mailto:Mike_Piggott@Hotmail.com). If buyer is not located nearby, delivery/shipping can be arranged/negotiated. I plan to be at the SCVTR Regional convention and the VTR National Convention this year.



Set of four, Minilite Style Knockoff Wheels, 15" x 5.5" silver. See details at Moss website catalog as part number 455-385. Current retail price \$2119.96 plus tax and shipping. These wheels come with four tubeless Goodyear Eagle LS<sub>2</sub> P195/65R15 tires; Date code 0709, with 5/32" to 7/32" tread remaining. Three wheels are pristine with one wheel having minor road rash that can be touched up. (See Photo). Wheel nuts are not included. Asking \$1000.00 for all four wheels. If interested please contact Mike Piggott (918) 766 4488, or [Mike\\_Piggott@Hotmail.com](mailto:Mike_Piggott@Hotmail.com). If buyer is not located nearby, delivery/shipping can be arranged/negotiated. I plan to be at the SCVTR Regional convention and the VTR National Conv





## Our Fourth Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends

### Land's End Merchandise & Club Logo

Inbox



**Art Graves**

to me, Rob, Dennis

Hi John, Rob & Denny,

Please review my message below and set up your own accounts with Land's End. If all looks good, John, please distribute to the club.

Thanks,  
Art

Green Country Triumph Club Members,  
As a result of some discussion at the June business meeting, I have taken steps to make available shirts and hats with our club logo using Land's End as the retailer. Actually, you can get almost anything embroidered with our club logo from Land's End. (Even pajamas, as I half-jokingly stated at the meeting.)

Each member can order as many items as desired; we do not have to make a bulk order.

To do this, log in to Land's End using this link: <https://business.landsend.com/>. In the top right corner click on the "MY ACCOUNT" icon to create or sign in to your account. You must have an account to order merchandise. Once you have an account, click on your "name" icon, located in the same place as the "MY ACCOUNT" icon, and select 'My Logos'. Then click on "ASSOCIATE A LOGO TO MY ACCOUNT". Enter Logo Reference Number "1617508" and Customer Number "4853648" and click "ADD TO LIBRARY".

Now that you have an account and the club's logo associated to it, 'Commence to shopping', as Jed Clampett would say. The charge to add the logo to any garment is \$6.95, so a \$50.00 pajama bottom with our logo will cost you \$56.95.

The logo size is 3.5" X 3.22". The colors of the stitching may be changed at any time for any color fabric. For example, if the fabric were black, the Oklahoma outline could be made white. This example shows the logo on a light blue garment.

I believe Land's End products are of high quality and are priced accordingly. However they are forever having sales, promotions offering to add a logo at no charge and free shipping.

Cheers,

*TWO CHOICES  
- VISIT BOTH*

## GCT Merchandise

Visit the **Cafe Press** store to shop for Green Country Triumphs apparel and merchandise

<https://www.cafepress.com/greencountrytriumphs>



## Our Fourth Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends

### 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. Form not required for renewals but changes to information may be communicated using the form.

Membership benefits typically include 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				
CO-MEMBER NAME				
MAILING ADDRESS				
PHONE NUMBER				
E-MAIL ADDRESS				
V.T.R. MEMBER?	.....YES <input type="checkbox"/> → → NO <input type="checkbox"/>			
6-PACK Member?	.....YES <input type="checkbox"/> → → NO <input type="checkbox"/>			
TRA MEMBER?	.....YES <input type="checkbox"/> → → NO <input type="checkbox"/>			
ANOTHER 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 74019  
(918) 283-7017  
maudjpp@gmail.com

**Dues are payable by 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). **Newsletters are discontinued Oct. 1<sup>st</sup> following the date dues were due.**

#### Andy Wilmes

Admiral Alignment

+1 (918) 232-3273 Mobile  
andy@admiralalignment.com

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