



# Triumphant Times

Monthly Newsletter for April 2024

Recipient VTR Newsletter Award 2016, 2018, 2021

<https://greencountrytriumphs.com/>

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**Club Dues Are Due July 1<sup>st</sup> or before of each year to the club Treasurer. Send \$20 to: Green Country Triumphs, C/O Jan Phillips, 5865 E 480 RD., Claremore, OK 74019**

**Next Club Meeting**  
**Tuesday April 16th**  
**Dinner at 6:00PM**  
**Meeting at 7:00 PM**  
**Location: Emersumnice Brewery**  
**102 South Main Street**  
**Owasso, OK**

## Officers and Committees

Rolf Blom – President  
 Pat Kendall– 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)

## President's Address by Rolf Blom

*In lieu of an article from Rolf a message about co-events with the MG club is being provided, Editor.*



Rolf Blom  
 Mar 21, 2024, 1:29 PM  
 to Matthew, me

Hi Matthew,

As I sort of expected everyone at the club meeting (attendance 14) is supportive of some sort of activity combination with the MG Club: but going on from there was somewhat difficult. I brought up the idea of a joint monthly meeting and didn't hear much anything against it. (I had in mind a joint meeting once in a while.) With respect to you what any reservations might be; I brought up a personal concern, our club is not good about RSVP issues. Most restaurants particularly the good ones require a head count minimum or a food and beverage minimum, or both but that is rare. That was usually OK but could possibly raise problems.

At that point John Phillips mentioned that he believed the MG club my meet in members (?) homes which would also raise issues.

As for a joint show or similar thing nothing came up.

So apart from this we didn't make much progress.

If you want to ask a question, please let me know. Or John P.

On Thursday, March 14, 2024, at 01:04:06 PM CDT, Matthew Karibian

<mateos4ever@yahoo.com> wrote:

Rolf,

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

Thanks for your response.

I guess my real question is does GCT have any interest in co-partnering in anything with the MG Club? If not, it is a moot point.

Both of our numbers are few, so getting together may be a good thing! MG Club meetings are the 3rd week of the month, as are GCT meetings.

Maybe we look at what each has thought about for activities.

Thanks and Have a Great Day!

Matthew

On Mar 14, 2024, at 10:24 AM, Rolf Blom <rolf.blom.gct@sbcglobal.net> wrote:

Hello Matthew,

I will be sure to discuss this at some point (it seems to me that the subject has already been mentioned so perhaps it is OLD business?).

Give me some more details about what you would like to learn, when does the MG club meet? should we include them on our invitations? As you may know the GCT seldom knows who will attend or how many. Is that the same situation for the MG club?

A simple question are we interested in joint activities would likely be yes.

Anyway please give me some ideas for what to cover.

Rolf

On Tuesday, March 12, 2024 at 11:18:24 AM CDT, Matthew Karibian <mateos4ever@yahoo.com> wrote:

Rolf,

Hope this note finds you well!

I wanted to follow-up on an email I sent to the group several weeks ago, asking if the GCT has interest in doing any combined/joint events with the local MG club. Always good to boost the British car visibility, if we can. And there are similarities in the vehicles, both being British Leyland.

Unfortunately, for Tuesday's meeting, I will not be able to attend, so I wanted to get this email to you, for NEW business, at the meeting.

Please let me know. Not sure what any reservations might be, if any, but please let me know. I look forward to our conversation!

Thanks, and Have a Great Day!

Matthew

*So, the discussion continues.*

### **Vice President's Article by Pat Kendall**



### **Minutes of the last meeting by Secretary Adele Blom**

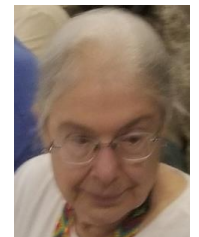
#### **Minutes for the Green Country Triumphs Meeting of March 19, 2024**

The March monthly meeting of GCT was held at Tres Amigos Mexican Grill & Cantina, 8144 South Lewis Avenue, Tulsa. President Rolf Blom called the meeting to order at about 7:00 pm with 14 members present.

The minutes of the February meeting, as written by Trish Lindsey and printed in the March newsletter, were accepted unanimously after a motion was made by John Phillips and seconded by Jim Lindsey.

The Treasurer's report was given by John Phillips. He reported a \$60 increase in the balance from one member and two new members, one living in Bartlesville and one in Owasso. Jim Lindsey moved to accept the Treasurer's report, George Tabor seconded the motion, and it was then approved unanimously.

John Phillips also reported on Parts. He got new brake line hoses for his new project a white TR6 in his garage hospital. He reported problems with the hood alignment, and a leak in





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

the heater which has so far eluded identification. It could be a leak in the heater core, or if he is lucky perhaps it could be a poor heater hose or connection. At the moment it has been drained of fluid. Rolf Blom still needs his choke cable aligned and Jim Lindsay offered to try to help him, as he has an idea of how it might be done. John noted that The Roadster Factory was beginning to get back in business, with a new website and some limited items. Many members were pleased about this.

Activities: We all were thrilled with the St. Patrick's Day party at Jan and John Phillips'...fabulous! Jim Lindsey says he will do another steak party but this time he will do fillets. No date has been set but when this does occur, we will require a firm head count. If you don't tell him, you want one he won't buy one for you. Oklahoma City's club wants to do a Time, Speed, Distance rally to the Rock Café in Stroud with starting points in Tulsa and Oklahoma City. Instead of manned checkpoints, time and distance data will be collected from an application installed on your cellphone. Each leg will apparently be clocked separately, and the winner would have the least deviation. The app will tell you if you are too fast or slow on each leg, and develop the results as well based on the cars number assignment. This sounds like pure fun with the arithmetic handled by a computer. The date for the event was not known at our meeting. The end of April was mentioned as a possibility.

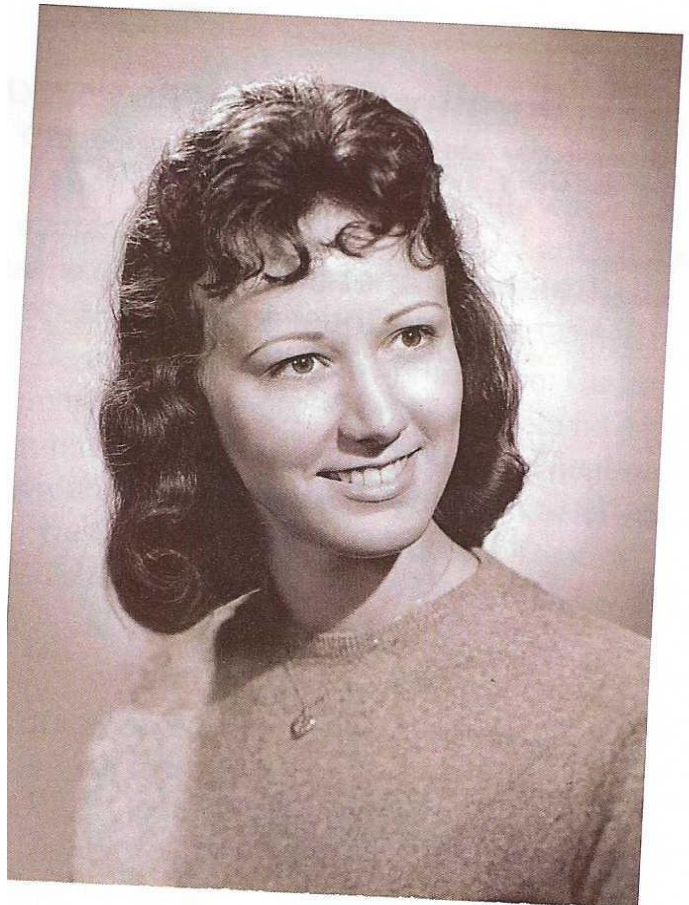
There are spring shows already starting. As usual Art Graves' column in the newsletter provides details. He did mention a show in New Orleans the weekend after our meeting and the VTR southwest regionals in Saint Louis at end of May.

New Business consisted of a discussion on possible joint activities with the MGA club. Matthew had asked for the matter to be brought up at this meeting so that he could know what to bring up at the MG club meeting. Everyone present was interested in doing joint activities; however, the particulars of the joint activity were difficult to discuss. Rolf mentioned joint meetings from time to time as a start. He also expressed concern about unpredictable attendance patterns making restaurant reservation difficulties. John also

worried that the MG club might have a pattern of meeting in members homes. Rolf agreed to update Matthew about this in an email.

With no Old Business brought up, Rolf asked for a motion to adjourn. The motion was made by John and Seconded by Denny. The motion passed and the meeting was adjourned at 7:27pm.

Meeting ended at 7:27pm.



Remembering our member and friend, Dorothy Chronister. God's speed friend.

## COVTR ROUTE 66 RALLY

LADIES AND GENTLEMEN, START YOUR ENGINES. IT'S TIME TO RALLY!

EARLIER THIS YEAR IT WAS SUGGESTED THAT WE SPONSOR A RALLY ALONG ROUTE 66 AND INCLUDE THE GREEN COUNTRY TRIUMPHS CLUB.

THE COVTR WOULD LEAVE THE OKC AREA, THE GCT WOULD LEAVE FROM THE TULSA AREA, AND WE WOULD MEET IN THE MIDDLE AT **STROUD. WE ARE GOING TO MAKE IT HAPPEN ON SATURDAY, APRIL 27<sup>TH</sup>.**

THIS IS A FIRST FOR ME AND HAS BEEN A LEARNING PROCESS. I HAVE NEVER PARTICIPATED IN A RALLY BEFORE, LET ALONE SET ONE UP.

WE WERE INFORMED THAT THE REGIONAL AND NATIONAL EVENTS WERE GOING TO USE THE RICHTA GPS CHECKPOINTS APP TO TIME

AND SCORE THEIR EVENTS, SO WE WANTED TO BECOME FAMILIAR WITH HOW IT WORKS.

OUR FIRST GO AT IT WAS FOR THE EICHEN'S CHICKEN RUN, AND I THINK IT WAS A SUCCESS. THERE WERE A FEW HICCUPS, BUT WE

LEARNED A LOT AND GAINED SOME EXPERIENCE. NOW FOR THE REAL DEAL, AND THERE ARE PRIZES AT STAKE PROVIDED BY MOSS MOTORS.

EACH SIDE OF THE ROUTE CONSISTS OF A FLYING START AND FIVE TIMED CHECKPOINTS, WITH THE FINISHING CHECKPOINT BEING AT THE ROCK CAFÉ IN STROUD, OK. THE GOAL IS TO MAKE IT TO EACH

TIMED CHECKPOINT AT THE APPROPRIATE TIME. YOUR SCORE IS CALCULATED BY HOW EARLY OR LATE YOU ARE TO THE CHECKPOINT. THE LOWER THE SCORE THE BETTER. IT IS UP TO YOU TO REGULATE YOUR SPEED.

ACCORDINGLY. ALL SPEED LIMITS AND TRAFFIC LAWS WILL BE ADHERED TO.

THE DAY OF THE RALLY, WE WILL GATHER AT THE START LOCATION AND MAKE SURE ALL OF THE PARTICIPANTS HAVE THE RICHTA APP IN-

STALLED AND RUNNING ON THEIR PHONE. THIS WILL BE A STAGGERED START, WITH 1-2 MINUTES BETWEEN EACH CAR. YOU WILL WANT TO

ZERO YOUR TRIP ODOMETER WHEN YOU CROSS THE START CHECKPOINT.

IT WILL BE BENEFICIAL TO HAVE A NAVIGATOR TO HELP WITH DIRECTIONS, DISTANCES AND SPEED CONTROL. THE ROUTE IS PRETTY STRAIGHT.

FORWARD, STAY ON ROUTE 66. HOWEVER, THERE ARE NUMEROUS SPEED ADJUSTMENTS ALONG THE WAY. TIMING IS BASED ON DISTANCE AND THE POSTED SPEED LIMIT, WHICH IS INCLUDED IN YOUR ROADBOOK CREATED WITH ANOTHER NEW SOFTWARE, RALLY NAVIGATOR.

GOOD LUCK AND HAPPY RALLYING.  
FRED



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**They are  
back!!!**

**THE ROADSTER FACTORY—A FEW TRF BRAND PARTS NOW IN  
STOCK  
MARCH 17, 2024.**



Scott Harper entertains Albert and Jim at Team Triumph in February. Photo credit Chuck Chapas

**Dear TRF Customer-**

I hope you are doing well.

I visited "Team Triumph" in Warren, Ohio last month during WPTA's annual pilgrimage. Scott has a cool shop and it was nice to be in a Triumph parts warehouse again. It smelled a lot like TRF used to.

I was happy to receive a small sea shipment from our Taiwan manufacturer last week, so I do have some TRF brand parts back in stock. If you see anything below you are in need of, please place an order over our new website by clicking on the picture of the part. There are a few other parts on the new website, so please take a look if you have the time. It is very bare bones for now, but we are trying to make things a little better everyday.

best,  
Albert  
TRF

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

This year's St. Patrick's Day attendees were treated to a good dinner of Jan's corned beef and cabbage enhanced by all the side dishes and desserts that were brought by diners.

Naturally the guys, et al, had a look at the current TR6 project in the shop. There were a few focused discussions to go along with all of the general comments, so it was enjoyable.

Conversation continued in the house while the dinner was being spread on the bar for serving. When Jan rang the bell it got pretty quiet while folks moved the food from their plate to their palate.

We welcomed new members, and it became comfortable as we became acquainted. Nice folks.

There were several offers of assistance as the participants began to head for home after dessert. Another nice evening for members and Jan loved having everyone there.

Of course, we missed those that no longer fill the chairs where they once sat to enjoy our group. Goodbye old friends.

Please forgive the lousy photography.

John





<b>Scheduled Club Activities</b>		
<b>WHEN</b>	<b>WHAT</b>	<b>WHO</b>
March?	St. Patrick's Day Dinner	Jan
November	Guy Fawkes	Jan

## **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/>

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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## **2024 CAR SHOW LIST** **by Art Graves**

### **New Orleans British Motoring Festival**

Location: Covington, Louisiana

Date: March 23, 2024

Web: [2024 British Motoring Festival - BMCNO](http://www.bmcno.com)

### **Dallas All British & European Car Day**

Location: White Rock Lake Park, Dallas, Texas

Date: April 21, 2024

Web: <https://allbritishcarday.com/shop/>

### **VTR South Central Regional Convention**

Location: St. Louis, Missouri

Date: May 30 – June 1, 2024

Web: [SCVTR 2024 Information \(sltoa.org\)](http://www.sltoa.org)

### **The Wedge Shop Gathering**

Location: ??

Date: ??, 2024

<https://www.thewedgeshop.com>

### **Euro-Expo Car Show**

Location: Sand Springs, Oklahoma

Date: June 1, 2024

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

### **TRA National Meet**

Location: Mohican State Park, Ohio

Date: June 17 – June 21, 2024

Web: <https://www.triumphregister.com/tri-national-meet/>

### **Greater Ozarks British Motoring Club Car Show**

Location: Springfield, Missouri

Date: June 28 – June 29, 2024

Web: <https://gobmccarshow.com/>

### **Kansas City All British Car Day**

Location: Merriam, Kansas

Date: August 31 – September 1, 2024

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

### **Triumphest**

Location: TBA

Date: 2025

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

### **Britts on the Bluff**

Location: Natchez, Mississippi

Date: September ??, 2024

Web: <https://www.msemc.org/events/>

### **British Iron All British Car Day**

Location: Agri Park, Fayetteville, Arkansas

Date: September 5 – September 7, 2024

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

### **VTR National Convention**

Location: Nashville, Indiana

Date: September 8 – September 12, 2024

Web: <https://indianatriumphcars.regfox.com/2024-vintage-triumph-register-national-convention>

### **6-Pack Trials**

Location: Corning, New York

Date: September 18 – 21, 2024

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

### **Texas All British Car Day**

Location: Austin, Texas

Date: October 11 - October 12, 2024

Web: [Texas All British Car Day - Car Show Pro](http://www.texasallbritishcarshow.com)



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## VTR 2024 Regionals - South Central Region

30 May - 1 June 2024 in Saint Louis, MO

"A Confluence of Triumphs"

Planning is currently underway for the 2024 South Central region VTR convention. More information will be added to this page over time. If you wish to register early, a mail-in registration form is currently available below. Online registration will also open shortly. We hope to see you and your Triumphs in Saint Louis next year!

### Registration Forms

- Mail-in Registration: Click the link below to download a printable form. Follow instructions and mail the form to the provided address with payment enclosed in order to complete registration.

[www.sltoa.org/vtr24info.htm](http://www.sltoa.org/vtr24info.htm)

- Online Registration: Click the link below, and you will be directed to a secure online form hosted through RegFox where you can complete your registration virtually. Please note that online registrations are subject to a small additional processing fee over mail-in pricing.

<https://sltoa.regfox.com/south-central-vtr-2024-regionals>

(T-Shirt Design Previews: Coming soon.)

### Events

We are currently planning a number of driving and enthusiast events to take place during the VTR Convention. Details are subject to change.

- Self-Guided Drives: "Confluence Tour"
- "Gearhead Drive" to Local Destinations
- Winery Tour / Poker Run
- Daily Tech Sessions
- Breakfast and Dinner Runs
- Time, Speed, Distance Rally (Self-Guided, using Richta Rally)
- Driving Events: Autocross, Le Mans Start, Funkhana

### Hotel Information

Arrangements have been made with the Sheraton Westport Chalet Hotel in Saint Louis to secure a block of rooms for the duration of the VTR event. The following is some basic information about the hotel.





- Website: <https://www.marriott.com/en-us/hotels/slto-sheraton-westport-chalet-hotel-st-louis/overview/>
- Phone: (314)-878-1500
- Address: 191 Westport Plaza Drive, Saint Louis, Missouri 63146
- Map: <https://www.google.com/maps/@38.645818,-90.270018,15z>

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<https://sltoa.regfox.com/south-central-vtr-2024-regionals>



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		<b>VTR South Central Regionals 2024</b> <b>"A Confluence of Triumphs"</b> <b>30 May – 1 June 2024 in Saint Louis, MO</b> <b>Event Registration Form</b>		
<b>Personal Information (for Badges)</b>				
Name of Driver #1 (First & Last Name as they will appear on badge)		Name of Driver #2 (First & Last Name as they will appear on badge)		
Address		Home Phone		Cell Phone
City	State	ZIP	Country	E-mail address
Club Affiliation:				
List additional attendees below (Family members, First & Last Name)		Number of welcome party attendees: _____		Number attending banquet: _____
1. _____				
2. _____				
3. _____				
4. _____				
<input type="checkbox"/> Check if you want to be a Concours judge (Training on Thursday)		<input type="checkbox"/> Check if you will require parking for a trailer		
<b>Car 1 - Vehicle Information</b>		<b>Car 2 - Vehicle Information</b>		
Year	Model	Color	VIN	
<b>Car Show</b>		<b>Car Show</b>		
<b>Event (select only one)</b>		<b>Class (select only one)</b>		
<input type="checkbox"/> Concours <input type="checkbox"/> Concours Senior <input type="checkbox"/> Concours Preservation <input type="checkbox"/> Participants Choice		<input type="checkbox"/> Showroom Stock <input type="checkbox"/> Modified Touring <input type="checkbox"/> Modified Prepared <input type="checkbox"/> Survivor		
<b>Driving Events (check the event(s) Driver 1 will participate in):</b>		<b>Driving Events (check the event(s) Driver 2 will participate in):</b>		
<input type="checkbox"/> Autocross <input type="checkbox"/> TSD Rally (Self-Guided) <input type="checkbox"/> Funkhana <input type="checkbox"/> Le Mans Start		<input type="checkbox"/> Autocross <input type="checkbox"/> TSD Rally (Self-Guided) <input type="checkbox"/> Funkhana <input type="checkbox"/> Le Mans Start		
<b>If running Autocross, select class if known:</b>		<b>If running Autocross, select class if known:</b>		
<input type="checkbox"/> Stock <input type="checkbox"/> Modified <input type="checkbox"/> Prepared		<input type="checkbox"/> Stock <input type="checkbox"/> Modified <input type="checkbox"/> Prepared		
<b>Other Driving Events</b>		*Refer to <a href="https://vintagetriumphregister.org/competition-rules/">https://vintagetriumphregister.org/competition-rules/</a> for concours judging criteria and autocross guidelines.		
Check the events you'll participate in:		<b>Terms &amp; Conditions</b>		
<input type="checkbox"/> Breakfast Run Drive – Thursday, 30 May _____ <input type="checkbox"/> Geamead Tour – Thursday, 30 May (+\$10 for Lunch) _____ <input type="checkbox"/> Winery Tour / Poker Run – Thursday, 30 May _____ <input type="checkbox"/> Breakfast Run Drive – Friday, 31 May _____ <input type="checkbox"/> Dinner Drive – Friday, 31 May _____		Proof of car insurance is required to participate in moving events. Under VTR rules, all Triumphs entering Concours and Participants' Choice car shows are required to participate in at least one moving event. Tech and safety inspections are required in order to participate in the autocross. Any vehicle can be disqualified at the technical inspector's discretion for safety reasons. I am aware of the hazards inherent with motor vehicle events and specifically release and do indemnify the organizers, supporting sponsors, the Saint Louis Triumph Owner's Association and Vintage Triumph Register, collectively and separately from any and all liability from personal injury or property damage by me or my guest while participating in this convention. I understand that the Saint Louis Triumph Owner's Association reserves the right to revoke my registration and retain my registration fee. Cancellation policy: A full refund of the registration fee if you cancel on or before April 30, 2024. No Refund will be granted after April 30, 2024. However, special circumstances may be considered. Hotel/Lodging: You are responsible for making your own room reservations. The Saint Louis Triumph Owner's Association has reserved a block of rooms at the Sheraton Westport Plaza. Please call 314 - 378 - 1500 to make a reservation, mention discount code 8CVTR.		
<input type="checkbox"/> Check if entering Crafts, Models, Photos competition		<b>Signature and date:</b>		
<b>Registration Fees and Regalia</b>				
<b>Item and Quantity</b>				<b>Subtotal</b>
Registration: Early \$130, fee \$155 after 30 April 2024				\$
Additional Car: \$25				\$
Gearhead Tour (Lunch): \$10				\$
Banquet: \$65 per person				\$
<input type="checkbox"/> Special Dietary Needs (Detail below if applicable)				
T-Shirts    Design 1: Triumph Sports Car Lineup S/M/L/XL: \$22 XXL/XXXL: \$27				\$
S _____ M _____ L _____ XL _____ XXL _____ XXXL _____				
<b>www.sltoa.org</b>				<b>Total</b>
				\$
Send signed form and check to: <b>Saint Louis Triumph Owner's Association</b> <b>4200 Weatherton Place</b> <b>St. Charles, Missouri 63304</b>				



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# EuroMotor Extravaganza



**Team One**  
EST. 1988  
(918) 251-0928



**JAGUAR CLUB of TULSA**  
Established 1978



**Svenskraf**



**Sand Springs**  
OKLAHOMA

## May 31 and June 1 2024 Sand Springs, Case Park

**May 31st Friday: Case Community Park Pavilion - Sand Springs, OK**  
 4:00 pm Registration  
 4:30 pm Tailgate Party

**June 1st Saturday: Case Community Park - Sand Springs, OK**  
 8:00-10:00 am Registration & Set Up Case Park, Sand Springs  
 All day Silent Auction  
 10:30-1:30 pm Participants' choice judging  
 2:30 pm Award presentation

**Host Hotel**  
 Holiday Inn Express & Suites Tulsa West - Sand Springs  
 101 W Morrow Rd, Sand Springs, OK 74063  
 918 419 2700

**REGISTRATION FORM: Please complete and return to: Jaguar Club of Tulsa PO Box 471134 Tulsa, OK 74147**

Participant Name \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

E-Mail \_\_\_\_\_ Phone \_\_\_\_\_

Vehicle 1 Marque \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_ Color \_\_\_\_\_

Vehicle 2 Marque \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_ Color \_\_\_\_\_

Vehicle 3 Marque \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_ Color \_\_\_\_\_

Registration before 5/24/2024: \$25 1st car ..... \$ \_\_\_\_\_  
 \$10 each additional car ..... \$ \_\_\_\_\_  
 Early Registration will include T Shirt \_\_\_ Small \_\_\_ Medium \_\_\_ Large \_\_\_ X-Large  
 After 5/24/2024 Registration will not include T Shirt

Registration after 5/24/2024 \$30 1st car ..... \$ \_\_\_\_\_  
 \$10 each additional car ..... \$ \_\_\_\_\_  
 Please make checks payable to **Jaguar Club of Tulsa Inc. TOTAL \$ \_\_\_\_\_**

**Release of Liability**

It is an Entrant's privilege to participate in any Jaguar Club of Tulsa Inc. event upon executing proper registration forms and paying published entrance fees. I hereby agree to enter the above described automobiles in the Euro Motor Extravaganza. In consideration of the right and privilege to enter and participate and other valuable consideration, and intending to be legally bound, I agree to release the Jaguar Club of Tulsa Inc. and the EuroMotor Expo show committee from any and all liability for injuries, damage or loss arising from my entry and attendance in the show.

Entrant signature: \_\_\_\_\_ Date: \_\_\_\_\_

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## *Plan to Attend!*

### **2024 Euro Motor Extravaganza**

Benefiting  
Sand Springs Animal Shelter

*Sponsored By*

**JAGUAR TULSA**



(918) 251-0010

**Svenskraf** 



### **Welcoming all British and European Automobiles**

Show Location – Case Park, Sand Springs, Oklahoma

<b>Friday, May 31</b>	4:00 pm to 6:30 pm 6:30 pm	Registration Tailgate Party
<b>Saturday, June 1</b>	8:00 am to 10:00 am 10:30 am to 1:30 pm 2:30 pm All day	Late Registration Judging by Participants Award presentations Silent Auction for the Sand Springs Animal Shelter

**Keep an eye out for further details at:**

**EuMoEx.com**



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## VTR National Convention 2024



**September 8 - 12, 2024**

**Nashville, Indiana**

*Hosted by Indiana Triumph Cars*

**Celebrating 50 Years of "The Shape"**



Join us in Nashville, Indiana for the 2024 VTR National Convention. The event will be based at the Abe Martin Lodge in Brown County State Park, just outside Nashville. Brown County, the "Little Smokies" of Indiana, has amazing topography and great driving roads for you to explore. Between Columbus and Bloomington, Nashville's downtown is home to many artists, tasting rooms, distilleries, and restaurants.



**Registration is OPEN now!**

**Seats for Banquet are limited. Register Early!**

[indianatriumphcars.regfox.com/2024-vintage-triumph-register-national-convention](http://indianatriumphcars.regfox.com/2024-vintage-triumph-register-national-convention)





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**Paula and Charlie Brown** showing the TR6 at a local benefit car show. Their Cougars can be seen in the background.

How appropriate, showing the TR6 in a handicap parking spot. ☺





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## Greasy Hands Garage North Update

by John Phillips

1/4/2024 – Better luck today. Remember that last month I was not having any luck bending tubing for the fuel system, specifically 1/4" tube from the fuel pump to the front carb. Today it worked out better.



If you thought I was kidding about the problem I was having bending tube in the correct direction, here are the 3 4' pieces that are now scrap and yours if you want them. Of course, they fit nothing, but some pieces may be something you can use. **You in the back, did you raise your hand?** Really glad I ended up with 25' by



accident. Still have some left but someone will need it.

That wraps up the fuel delivery system from the filler cap on the refurbished fuel tank to the intake manifold. The tank vent is connected to the top of the tank, but the other end is not yet connected to the carbon cannister that will go in when the radiator is actually installed.



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

**1/5/2024** – This morning I found the spreader bar that fits between the frame on both sides in front of the engine and put it in. This was one of the easier tasks done to date. Aligning the holes was the most difficult task but a pointed chisel was used to get the holes lined up so the bolts would slip right in.



The cooling fan was installed next. It was retrieved from the attic where it has been since removed from the topaz car. That one had an electric fan.

Next up was the radiator. I knew where the braces were and the carbon cannister that catches fuel fumes. I did make some rubber washers to fit under the tabs on the radiator for some vibration control.



On the negative side the cannister port for the tube from the gas tank broke off. I think I have more cannisters in the attic.

Doug Campbell (painter) called to let me know he had the final invoice ready that I had requested. I made a trip out to pick it up and that gave me an opportunity to discuss repair of the dent in the boot lid made when the car was dropped off the trailer. He said to take the part off the car and bring it and the remaining paint to him and he would fix it. I took it to him 1/6/24.

**1/6/2024** – In an attempt to complete the coolant system, the radiator hoses are now completely installed. Some trimming of the steel down pipe and rubber hoses on both sides of the auxiliary drain plug were necessary. There was just not enough room otherwise.

Then I started looking for the remaining heater hoses and found none worth using. I found enough leftover hose for the firewall to heater valve but not the firewall to the intake manifold or the intake manifold to the water pump.

**1/7/2024** – I visited O'Reilly's this morning to get more 1/2" heater hose to finish up the coolant system. All components are in place, and I believe that all clamps and connections are tight, I hope.

The radiator overflow bottle is even in place on the left front fender.

Next is the windshield washer tank and motor. The tank mounting bracket is now clean and has been primed. Paint tomorrow then glue on some foam, add a strap to secure the tank, put it in the car then mount the tank and motor, lastly attach the tube to get the fluid to the windshield.

Last thing today was to put a fiber washer on the steering column next to the firewall and then insert the short shaft into the donut fitting and tighten up all fasteners. The only thing left there is adding the tie wire to keep the bolts from turning and working their way out.

**1/8/2024** – I got to the shop late today but did follow my goal by putting on at least one part every day. Today it was the oil line that feed extra oil and better pressure to the rocker shaft and lifters. It was purchased from Rimmer Bros since I could not find one listed be any of the USA





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suppliers. Since then, I found one accidentally on the Moss website.

As you can see in the lower part of the picture, a supplied fitting is inserted into the engine block. The small fitting that was in the block when rebuilt, was reinstalled in the bottom end of the fitting to provide a location for the oil pressure gauge line.

You can barely see the line in the picture at the bottom.

The end of the line that feeds oil to the rocker shaft is at the top of the picture and is a good shot of a banjo fitting. The shank of the bolt has holes that move the oil from the engine block through the banjo fitting.

**1/9/2024** – This turned out to be “just put something on the car” day. I was a little busy and a little broody but did want to do something even if it wasn't much.

The brake booster went on first. The standard spacer had been cleaned and a slight coat of sealant was applied to both sides to prevent water from getting in.

The clevis was attached to the brake pedal via a pin/washer/cotter pin and that job was done. The brake master cylinder was loosely attached to the booster to await more work on the related brake lines.

Next the clutch master was fetched from the office for installation. A couple of 5/16ths bolts were pulled from the stash of used hardware as were a couple of lock washers. These were used to attach the clutch master to the firewall.

No tubing has been installed on either unit nor has the clutch master been attached to the clutch pedal. Maybe tomorrow.



**1/10/2024** – First I installed the pipe to the clutch master that runs down to the slave. Then somehow, I got on installing the coolant tube that runs from the



water pump to the firewall. There it has two connections for rubber tubes that support the heater system.

The unfortunate thing about this tube is that it has to be installed next to the engine block behind the exhaust manifold. DARN!!

I had to take all the fasteners out of the manifold and move it enough to get the pipe in behind so it could be installed.

When I finally found the fittings to attach the tube to the water pump, it turned out to require a compression fitting in size 1/2 inch. I thought I had little hope of finding one, but I tried O'Reilly's first then Ace, who actually had one to my surprise.

The tube is in place and should not leak. Tomorrow I plan to rebuild the PDWA before installing it and connecting all the pipes.

**1/11/2024** – The day was going great up to a point. First up was finishing the windshield washer system. The bottle bracket was painted and a new foam pad glued to it to replace the old one.

Jan donated a strap from one of her purses to replace the leather strap that held the bottle in originally. The strap was riveted to the bracket

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then the bracket was riveted to the firewall. The bottle was then strapped in and the hose was attached to the pickup fitting. The outgoing tube was pushed through the lid on the bottle.

Another system completed.

I looked several times through the pile of stuff that came with the car for the hose that runs from the intake manifold to the water pump tube that also connects to the heater. I finally looked in one box or the third time and found the needed hose. Installing that hose completed all of the coolant connections so that is another system completed.



In hopes of finishing a third system, I fetched the slave cylinder from the office, raised the car, found the mounting bracket and mounted it to the bell housing.

The cylinder was then attached to the bracket and the lever clevis attached to the lever protruding from the transmission that is moved by the cylinder. The other end of the clevis was inserted into the cylinder.



This allows the clutch pedal depression to move the cylinder, then the lever which takes pressure off the clutch pressure plate freeing the engine from the transmission so gears can be

selected as needed. That is the third system completed today.

Obviously, this would have been a very good day except for one thing. The 6 is on the lift up high. I pulled the truck in under the 6 but got closer than I had previously. The front tire of the 6 was resting slightly on the windshield of the truck but I did not notice. I heard a weird noise and realized the windshield in the truck was badly broken. More wasted money. Another senior moment!!! \$425 at Safe Lite.



**1/13/2024** – Today I finally addressed the old PDWA (Pressure Differential Warning Actuator) and boy did it need it. A rebuild kit was purchased a while back but the task has been set aside to finish other tasks.

This task has been needed for a long time, perhaps this is the first rebuild since 1972. The hard part was getting the old unit apart.



The sliding switch activator was stuck inside the brass housing. You can see the middle section that is cut away to allow the switch pin to sit in the valley while both front and rear brakes are operating properly. When pressure drops on one end of the car the activator slides to the side



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with no pressure and pushes the switch pin up to turn the dash warning light on.

The new kit contained a new sliding activator and O-rings to maintain pressure where needed. So far, the switch is not working so a replacement will be ordered.

The clutch master cylinder was connected to the clutch peddle via pin/washer/cotter pin to finish the clutch system up. Also, the brace for the dash near the glove box location was temporarily installed to provide support in case of another senior moment.

I think the next task will be disassembling the windshield to clean, paint, replace vinyl and seals, reinstall the glass and frame cap. Big project.

**1/14/2024** – The snow is falling and sticking but the wind is not doing much. We get deep drifts if front of the garage when wind blows the snow around. I am too old to shovel snow.

The windshield frame is stripped of all components and the vinyl has been removed so the only thing left to remove is the old glue. That comes tomorrow.

The glass still has a 1990 safety sticker on it which is consistent with some of the other documentation used to estimate the time of disassembly. There was a collision on the passenger side front wing, perhaps that had something to do with it.



**1/15/2024** – This morning, I tried to order a new windshield glass to frame gasket but the web site was not cooperating so I ordered one from eBay.

Likewise, I ordered an MGB/TR7 PDWA switch from them as well. These things are hard to find so I hope this one fits. Rimmer and Moss had no listing.

New windshield is now in the truck as of this morning.. Service for Jan's car and the truck

for the next two days so I am taking a little break from the TR6.

**1/18/2024** – Well, I enjoyed my 3-day break and all of the birthday good wishes but now it is back to work. I was not looking forward to cleaning all of the old glue off the windshield frame along with the old vinyl and some surface rust off a couple of places, but it did not take as long as I thought it would. I tried a couple of things that I thought would work but ended up using a foam sanding block since the glue was so hard and resilient against other attempts.

With the frame all prepped and clean I moved it to my paint booth. ☺ The first spray product was some rust fix on the rusty parts. That has to dry for 24 hours. Tomorrow I will apply the primer, sand, add more primer and let it dry overnight. If the plan works out, the paint will go on Saturday.



I thought next, I would put the exhaust hanger on the tranny mount, but Rimmer sent the wrong one. I cut the nut off and painted the cut off area to dry. Tomorrow, I will install it and hope that it works ok.

Tomorrow may also be a good day to start putting the sound/heat shield on the firewall/floor. Hope I have enough for the job.

**1/20/2024** – Yesterday I looked for my roller that is needed to properly bed the Dynamat shielding with no success in locating it. Back home I found one on Amazon to be delivered today. Sounded like an answer to me so it is on order and scheduled for delivery by 10PM tonight.

It turns out that I have plenty of material to cover the firewall and floors with enough to do the areas in the doors and behind the side panels under the dash and from the B pillars to the rear

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

tire wells. While waiting for the roller I can cut the pieces needed and make sure they will fit properly.

The picture illustrates an excellent example of my ability to exhibit patience when focused on a particular task. The shielding is down and in place, now all I need to do is roll it all out when the roller gets here.



Tomorrow, I need to sand the windshield frame and apply another coat of flat black paint. Unfortunately, the first coat turned out to be a typical example of my lack of painting skills. Probably just bad lighting.

After looking at some of the brake system tubing it seems appropriate to replace at least one section and perhaps more after some checking to see if there are any blockages.

**1/21/2024** – Today was work on tasks not yet completed. First, I sanded a portion of the windshield frame that I did not clean well enough the first time, kind of a repeat of the frame repainted for Truman Rucker.

It was cleaned and repainted, left to dry, checked later after working on another task and re-sanded, primed and painted again. I did this three times before I was satisfied. It is drying for the last time I hope.

The next thing I worked on was finishing up the steering column. Didn't happen. I needed a part to replace the one broken earlier, a very thin washer bearing. Rimmer got some more of my money.

For some reason I shut the driver's door to check the gaps on both sides. They looked pretty good actually, but the latches were dragging a bit



and making a bad noise. I think the striker plates on the B pillars need to be well lubricated and shimmed out some so I ordered a couple of shims .064" thick one for each side, from Rimmer. This will not affect the door adjustment; it just moves the striker plate closer to the latch so that they align better.

Next a brake line needed some work, so it was removed, cleaned up and straightened. While it was disconnected from the PDWA, I used my suction gun to make sure that air would pass through the system to the rear brake drums. Everything seemed to work ok. All I need now is the PDWA switch to complete the rear brake check.

Tomorrow I will check the front brakes and try to find my 9/16" socket that went under the car to somewhere else while I was tightening the nuts that hold the brake master cylinder to the booster. The master cylinder still needs a "bench bleed" to prime the system.

**1/22/2024** – I did not want to move the truck out of the shop into the freezing rain, which means the TR6 remained up in the air with the truck underneath. So what should I work on now?

I checked the paint on the windshield frame and I decided I was ok with it. The frame went on the worktable and the new bottom seal was unwrapped. I liked the seal as it appeared soft enough to be workable.

At this point the truck was moved outside, and the car lowered for work. The rain had stopped by this time, but it was still cold.

I slipped the seal over the shafts on each end and over the bolt brackets in 3 places and started putting the seal in place over the base of the frame. It took a while and my thumbs are sore but it worked better than the old, hard but unused seals that I tried earlier.

With the seal in place the frame shafts were slid through the holes in the top of the dash into the brackets under the dash. The threaded shafts protruded through the brackets to receive a washer and nut to pull the frame down to the dash.

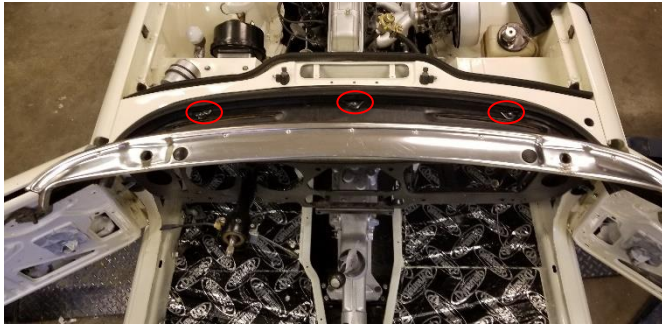
A plastic tool was used to make sure the seal edge was not folded up under the base of the



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frame so the seal would not have gaps on top of the dash on the outside of the frame near the windshield wipers.

The 3 bolts, retainers and washers were added to the frame on the inside through the padded dash cover after the threads on the captured nuts had been cleaned with a thread die.



The bright metal cap was then added using 1/8" rivets all along the length of the component. This thing is beginning to look a little like a car.



The glass to frame seal is due tomorrow weather permitting. When it is received it will be married to the glass then another set of hands will be needed to get the glass installed in the frame.

**1/23/2024**-Today everything I did yesterday was reversed. While planning out my day I noticed the vinyl for the windshield frame on the seats. I forgot to glue it on to the frame so everything had to come off so the vinyl could go on. So now I am trying to find the holes for the mirror attach screws under the vinyl. Then find the holes for the visor retainer screws. I got tired and decided to eat lunch and rest my neck muscles.

I did not make it back to the shop but more research was done to try to find a source for the PDWA switch. I read one Triumph web site that identified a direct replacement part.



Standard Ignition Standard Ignition 2  
Terminal Multi-Purpose Sensor | STD  
AX214 | Qty: 1

\$34.99

**The above part is supposed to be same as a Ford part number (C8AZ-2B264-A). The Triumph guys say this will work. If it does not, I will let you know. (It does not work)**

**1/24/2024** – Today included a long dental appointment so shop stuff was limited. I did make time to visit the attic to look for a replacement carbon cannister to replace the one I broke and to get another windshield frame to use as reference for locating holes for other component attachment.

Fortunately, I found both. The cannister is awaiting further attention but the windshield frame hole locator worked and the newly installed vinyl no longer hides the needed holes. The frame is ready for installation.

**1/25/ 2024** – The windshield frame was needing a little bit of a refresh of the paint after being wrestled around on the work bench. That was taken care of prior to installation back on the car.

With the paint dry enough to handle the frame was put back in place. The shafts were slid into place with the threaded end showing through the brackets to accept the tensioning washers/nuts. The bolts were reinstalled through the dash pad to position and secure the frame to the cowl/dash.

The next step was to put the seal on the glass. That was another wrestling match, but it finally went on the glass. At this point I was very tired, so I quit for the day.

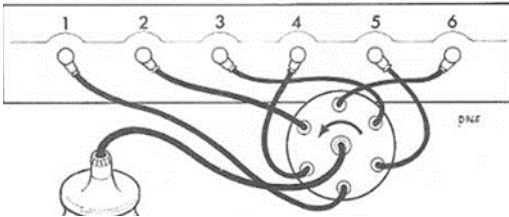


The glass and seal are sitting on the car to get them out of harm's way, almost looking finished now.

**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





## 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



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

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





## GCT Merchandise

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

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

### Land's End Merchandise & Club Log

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*



# 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.

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	
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?		

CAR MODEL	YEAR	COMMISSION#


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 74019  
 (918) 283-7017 (leave message)  
 maudjpp@gmail.com

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

**Andy Wilmes**  
 Admiral Alignment  
 +1 (918) 232-3273 Mobile  
[andy@admiralalignment.com](mailto:andy@admiralalignment.com)  
 13503 N 155th East Ave.  
 Collinsville, OK 74021



**TRIUMPHWORLD SERVICES, Inc.**  
 Specializing in restoration, repair and parts for the English sportscar

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John R. Gauldin (405) 250-0903  
 Edmond, Oklahoma trdr@cox.net