



# Triumphant Times

## Green Country Triumphs

### Monthly Newsletter for August 2019



Recipient VTR Newsletter Award 2016 - 2018

<http://greencountrytriumphs.org>

**Club Dues Are Due July 1<sup>st</sup> or before of each year to the club Treasurer.**

**Submit dues to be reinstated.**  
**SEE APPLICATION PAGE FOR ADDRESS**

#### From President Denny Robinson

Greetings club members,

It has not been very good weather for our cars without AC. The Spit has been sitting for two weeks because of the heat. We did have our great nieces and nephews visit for a week and they all got rides. Heat don't bother the kids as it does me.



My truck got hammered by an idiot turning on a yellow light and mine was green. Almost 7,000 in damages. Will not get it back for another week or so. Glad the 34 Ford has AC as it is my errand vehicle now.

Not much work going on in my shop because of the heat. Only work being done is keeping mowing equipment up and running. I plan on installing new leaf springs on rear of Spit before the Dripping Springs nationals. The drive to McAlester is on hold until cooler weather.

Looking forward to next meeting and hope we can get a good turnout for the meeting and fellowship.

#### From Vice President Bob Avakian

"Wadda ya mean I gotta write something", I yowled while reading John's e-mail. But certain things are apparently inescapable in life and this is one of them, I guess.

We all know that if you see it on the web it's true, right? Well, according to one item, chief motor-head, Jay Leno has delivered all of us a stab in the rear differential. After considering his Tesla, he wondered aloud why anyone would want a gasoline driven car (I loosely paraphrase). OK. So, if you can afford

#### Next Club Meeting

**Tuesday August 20th**

**Dinner at 6:00PM**

**Meeting at 7:00 PM**

**Location: Fassler Hall,  
a German restaurant**

**304S. Elgin**

**Tulsa 74120**

#### Officers and Committees

Denny Robinson – President

Bob Avakian– Vice President

Al Garbart - Member at Large

Jan Phillips – Treasurer

Adele Blom – Secretary

Kay Robinson - Activities

Art Graves – Car Shows

Jon Wood – Web Master

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

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

DUES METER
100% PAID
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Have you paid your dues?

just about anything on wheels, maybe that's true. After all, he can drive all those neat steam powered rigs on the LA freeways. But sometimes I'd like to go more than 300 miles before searching for a friendly electrical receptacle and waiting several hours. If I really wanted to travel soundlessly, have something else drive, and get the feel of a Lazy Boy recliner I'd charter a bus or train (with appropriate noise cancelling technology of course).

In a related piece on the BBC website, there is a company in England that eviscerates totaled Teslas (ones that don't burst into flames), and transplants the running gear into older, classic cars. An interesting concept I suppose, but at the price of £20,000 or about \$24,500 a copy (not counting VAT), I doubt we'll see many of these critters around Tulsa.

And this just in from the Electrek web site: "A Tesla driver in Florida died in his burning car after he crashed into a tree. Witnesses said that they couldn't enter the vehicle to help the driver because the door handles wouldn't work and the airbags didn't deflate." He apparently was using the auto pilot. But the bystanders weren't very technically acute, it seems. They didn't realize you can break a window and cut the airbags with a knife.

From the forefront of motor technology,

Bob A.

*(Thanks, Bob, for a cool article and for being our new VP. Editor)*

### **Secretary's Minutes of the Last Meeting by Adele Blom**

The 2019 Annual meeting of Green Country Triumphs was held at the house of Rob and Donna Thompson on Tuesday, July 16th. Outgoing president Rob called the meeting to order in a timely manner.



The minutes as given in the newsletter were approved unanimously.

Jan Phillips was not able to attend so John presented the treasurers report in her absence.

The balance had increased during the month because of members' dues arriving since the June meeting. John had also received a check from a member which was not yet deposited, and a new member family came to the meeting with a check as well. John Phillips suggested that the checking account balances mentioned in the meeting not be stated in the newsletter. After discussion this idea was adopted by the members present.

In connection with the parts committee, John reported that activity at Greasy Hands Garage North had been slow. Rolf Blom reported that he had finally reinstalled a repaired fuel pump on his TR3. He finally found that the rear nut could be tightened or loosened with his small quarter in drive socket and breaker bar. Attempt to use any ratchet device was no successful as the body of the fuel pump interferes with the ratchet head.

John gave an impassioned salute to the 50th anniversary of the moon landing. He was involved with the project at the time with his job in Tulsa. Oklahoma had strong representatives in Washington at that time which he believed help bring this work to Tulsa and McAlester.

Kay Robinson reported that the turn out for activities would probably be larger when the weather was cooler like September. In the meantime, little is going on. Rolf and Adele's plan to go to the Queen Wilhelmina Lodge on October 20th (which is a Sunday overnight) are still in place. Ten rooms have been reserved and the date should be the height of the fall colors in that area. Al Garbart reported some confusion occurred when he tried to register for this event. Rolf and Adele will look into the easiest procedure and report back at the next meeting. So far, we will have Glenn and Carol Larson, John Phillips, Al and Janice Garbart,

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Kay and Dennis Robinson, and Rolf and Adele Blom. We still have four more rooms if you would like to join us.

**We were thrilled to welcome two new members Toni and Dave Powers who live in Sand Springs and have a '58 TR 3A. John Phillips told us that there were two more new members who have a Spitfire.**

At this point Rob Thompson turned the meeting over to incoming president Dennis Robinson for the election of a new vice president and member-at-large. Bob Avakian was nominated for vice-president, and after accepting the nomination was elected unanimously. Al Garbart was willing to stay on as member-at large and was also elected.

New President Dennis Robinson appointed the following committee chairs:

Treasurer: Jan Phillips  
Secretary: Adele Blom  
Show Committee: Art Graves  
Activities Chairman: Kay

Robinson

Newsletter/Membership: John Phillips

There was no further business brought up and the meeting was adjourned at 7:30 pm.



*Figure 1 Our Charlie Brown posing with the cartoon version. You can figure out which is which.*



## 2019 Scheduled Club Activities

WHEN	WHAT	WHO
TBD	Annual Lake Tour	Rob/Tom
September 6 <sup>th</sup> – 7 <sup>th</sup>	British Iron Fayetteville	Art
September?	Pops / Round Barn/Arcadia	Al
October 20, 2019	Halloween/Fall Drive or Party Rolf Blom <i>Make your reservations now at Queen Wilhelmina Lodge</i>	Rolf
November Friday 1 or 8	Guy Fawkes	Jan
December	Christmas Party	TBD

## Upcoming 2019 Car Shows

### Kansas City All British Car Day

Location: Kansas City, Missouri

Date: August 31 – September 1, 2019

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

### British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: September 6 – 7, 2019

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

### Triumphest

Location: Santa Maria, California

Date: September 12 – September 14, 2019

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

### Texas All British Car Day

Location: Round Rock, Texas

Date: September 27 – September 29, 2019

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

### 6-Pack Trials

Location: St. Louis, Missouri

Date: October 3 – October 6, 2019

Web: <https://ckeefe4.wixsite.com/6-packtrial2019/>  
<https://www.facebook.com/events/2065984406955406/>

### VTR National Convention

Location: Dripping Springs, Texas

Date: October 6 – October 11, 2019

Web: <http://hillcountrytriumphclub.org/vtr2019/>





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# 18th ANNUAL **BRITS** *in the* **OZARKS**

**ALL BRITISH CAR & CYCLE SHOW**  
*Benefiting the ALS ASSOCIATION*  
*"Fighting Lou Gehrig's disease"*



**SPONSORED BY**  
**BRITISH IRON TOURING CLUB  
OF NORTHWEST ARKANSAS**



**University of Arkansas Agripark  
Fayetteville, Arkansas**

**September 5 - 7**

**Thursday, Sept 5**  
Driving Tour

**Friday, Sept 6**  
Driving Tour  
Parking Lot Party

**Saturday, Sept 7**  
Car Show  
Banquet

**SPECIAL GUEST**  
**David Hobbs**

*Champion Racer, TV Personality, and Author*

**Car Display • People's Choice Judging • Concessions Available**

**Host Hotel**  
**Holiday Inn Convention Center of Northwest Arkansas**  
**I-49 and Highway 412, Springdale, AR**

FOR REGISTRATION INFORMATION CONTACT  
**BILL WATKINS** OR **DOUG SCHRANTZ**  
479-636-2168 479-531-2783  
[www.Britishironnwa.org](http://www.Britishironnwa.org) [dougschrantz@gmail.com](mailto:dougschrantz@gmail.com)



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

The British Iron Touring Club invites you to attend the 18<sup>th</sup> annual Brits in the Ozarks All British Car & Cycle Show in Fayetteville Arkansas. This year's schedule includes driving tours on Thursday and Friday, September 5<sup>th</sup> and 6<sup>th</sup>. The Thursday tour will be a little shorter this year with more stops for, umm, sight seeing and relief. The route will take us from the host hotel to Low Gap for lunch with a stop on the way at the historic Kingston square. The route home will include a stop at the historic Stamps Store in Osage, Arkansas. Figure about an hour and a half each way plus stops. The popular Friday tour is likely to include War Eagle Mill, the Hobbs Estate visitors center, and, maybe, Crystal Bridges museum of American Art. There is no charge to participate in either tour. Departure will be at 10:00 each morning from the host hotel.

The legendary parking lot party takes place the evening of the 6<sup>th</sup>, the car show on the 7<sup>th</sup> and the awards banquet the evening of the 7<sup>th</sup>. This year we are excited to feature as our special guest



legendary story teller, broadcaster, and racer David Hobbs (left). David is sure to entertain us with wonderful tales of his racing and broadcast career.

As always this is all for a good cause. Every dime in excess of event costs goes to charity. Our primary beneficiary is the ALS Association, Arkansas Chapter, whom we help with its fight against Lou Gehrig's disease.

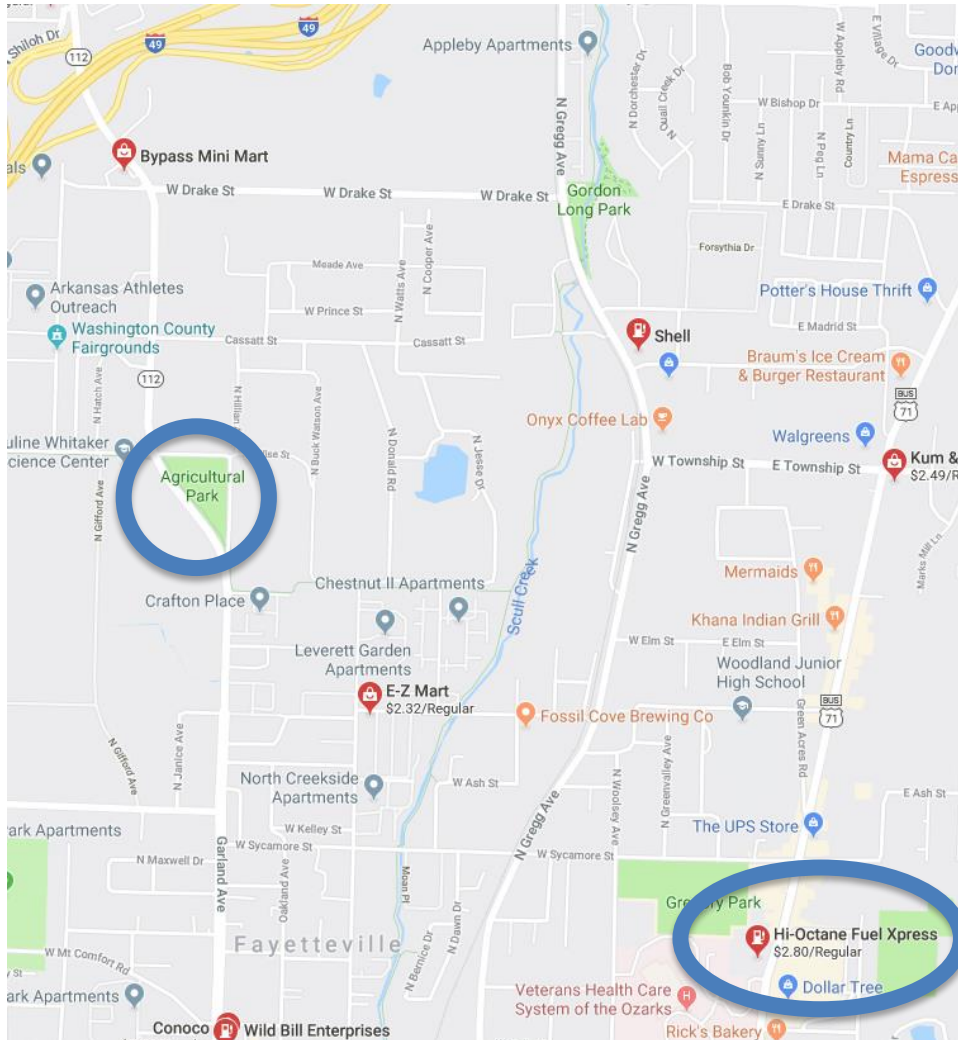
For a registration form and other information please go

to our website, [www.britishironnwa.org](http://www.britishironnwa.org) and click on the "2019 Car Show" link. There you can also find information about the host hotel and directions to Agri Park where the car show will take place. Also, be sure to "like" us on Facebook. Search for British Iron Touring Club.

Come join us for a great time and a great cause.



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*Best Real Gas Station I have ever found is in Fayetteville*

I think this  
TR3 looks  
great in  
Topaz



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SCOTFEST 40 YEARS

Events Registration Box Office Volunteer Sponsorship FAQ

Show all

3 Share 0 Tweet 0 Pin

EUROPEAN CAR SHOW

## Car Show Registration

\$25.00

**Scotfest 2019 European car show!**  
15th of September Trophies and giveaways!

Huge celebration with 16 live bands, athletics, rugby, whisky tastings, kids zone, beer tents, and more!

Registration is \$25.00 for vehicles and that gets you entry into the park. Gates open at 9am but we will **start staging at 8am** and judging is at noon with awards at 1.00. Location is Broken Arrow Events Park located by NSU BA Campus.

Let's blow this show up please share to your local car clubs!  
Registration Cut off is Sept 8th.

<https://okscotfest.com/product/car-show-registration/>



[https://www.vitesse-ltd.com/pages/triumph-gearbox-upgrades?fbclid=IwAR2x2SjWdTmQHdmrNcX7lrMx\\_weMkZwtI7\\_fAmgv8xET\\_7Kb1efFcKeDvbM](https://www.vitesse-ltd.com/pages/triumph-gearbox-upgrades?fbclid=IwAR2x2SjWdTmQHdmrNcX7lrMx_weMkZwtI7_fAmgv8xET_7Kb1efFcKeDvbM)

As of summer 2019, Vitesse Global is proud to sell its Mazda MX-5 gearbox conversion for a wide range of Triumphs: the TR8, TR6, TR5, TR4, TR2a and TR7 with a V8 conversion. To those who know Vitesse for our work improving the driving experience of MGA, MGB and MGB V8 owners right across the globe, it should come as little shock that we have worked long and hard to make sure this kit is just as devastatingly good as our others.

As with our other kits, the new Triumph range is offered with the expectation that anyone who can fit a standard box in a TR, can also fit one of ours. And, because we know you don't want to make a mess of your beloved vehicle, we have designed our kits in such a way as to avoid any nasty cutting or chopping. Each redesigned box fits snugly in place of your original, perfectly aligning with existing bolt holes.

To find out more about when this gearbox upgrade will be available for your spec' of Triumph, please email us.

## New Transmission Conversion Option



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### 1973-76 Triumph TR6 Gearbox Conversion Kit 5 Speed Mazda

Vitesse Global LTD

★★★★★ No reviews

\$3,359.00 USD

Prices are exclusive of VAT

Out of stock - Shipping in 4 weeks

Product code VITTR253

Quantity  
1

[Add to cart](#)

Share this:



TR6 GEARBOX COMING VERY SOON!

- Fits exactly in place of your existing Triumph TR6 gearbox
- Improves feel and power delivery
- Reduces weight
- Comes fully assembled
- Gear ratios suit TR6 perfectly
- Easily fitted by anyone who could fit a standard Triumph TR6 gearbox
- No drilling or cutting of your classic Triumph TR6
- Full fitting instructions provided
- High-quality OE Mazda parts
- Period correct gear knob
- Electrocoated parts
- Gearbox fitting service available in the UK
- Worldwide shipping
- 12-month warranty and support
- Suitable for all Triumphs 1973-76 TR6

Owing to the success of our gearboxes for both MG and Morgan Motor Company vehicles, we are in the process of expanding our range. In the coming weeks, we will be adding the first of our Triumph TR6 gearboxes to our inventory.

These new TR6 gearboxes will be based on the same great Mazda MX-5 base unit with model-specific alterations, meaning a perfect fit in your pride and joy.

#### What's in the kit?

- NEW Mazda MX-5 5 Speed Transmission
  - Vitesse Gearbox Case
  - Vitesse Bellhousing
  - Vitesse Machined Billet Front Plate
  - Modified rear case with Mazda mechanical Speedo Drive Assembly
- Mazda MX-5 OE Clutch Friction Plate
- Bespoke Shift Lever and Shift Knob kept in original position
- Concentric Slave Cylinder Assembly
- Braided Clutch Pipe and remote Bleed Pipe for easy bleeding
- Prop Shaft
- Spigot Bush with Mazda OE needle roller bearing assembly
- Speedo Drive Cable
- Gearbox Rear Mount Bracket Assembly and Isolator
- Complete UNF fixings kit
- Clutch Alignment Tool

A NEW  
PRODUCT  
FOR OUR  
CARS!!!

## ALFIN BRAKE DRUMS

By Frank Wood

From a flyer I received from Moss Motors they are offering Alfin brake drums for TR4/TR6 and 62-80 Spitfires. For many of us the need for high performance brakes are a luxury. Rear drum brakes on above cars converted to disc brakes can be costly so the Alfin drum brakes are an alternative.

What are Alfin brake drums? The process involves metallurgical bonding a cast aluminum hub to a cast iron brake drum ring. The process was patented in England in 1955. The cast iron drum ring is grooved on the OD and rough machined on the ID. The OD is machined to fit snugly in the pre-machined aluminum hub. The aluminum hub is then cleaned in two different sodium hydroxide solutions. The iron rings are run through a degreasing bath and then in a special oxalic acid bath heated to 150 degrees. Each hot ring is placed in a semi-permanent mold having been heated to 250 degrees, the mold closed and SAE356 aluminum alloy is poured in the mold. Upon cooling the ring/hub casting is finished machined.

Does not sound very fancy but the key to the process was the special chemicals used to ensure a bond was obtained between the aluminum hub and iron ring. This bond only could be verified by cutting up a sample part and examining after polishing and etching using a metallurgical microscope. This a time-consuming process to examine each quadrant of one casting. If this bond was not achieved properly, the brake could fail in service when the brakes were applied on the car. The ring would shear loose and a terrible wreck could result. I saw this demonstrated at GM's test lab in 1963.

In the middle 1960's GM was experiencing numerous brake failures in customer cars especially those with the bigger V8 engines. Cadillac, Buick, Oldsmobile, and Pontiac customers were raising hell having to replace front brake shoes at 20,000 or less miles. The problem was particularly bad in California. Something had to be done. Tests at a GM plant in England confirmed the Alfin process would be successful. GM in those

years was never one to use a process which was owned by someone else. Alfin would not sell the patent to GM and the company had to pay a royalty to use the process. A production line was hastily built at its Bedford, Indiana aluminum/investment casting plant. Meanwhile research and tests continued on a new disc brake metallurgy and brake design.

This is where I enter the picture. After receiving my Master's degree in May 1967, GM sent me to Bedford to work on projects involving investment cast turbine engine vanes in particular starting up a new vacuum melting induction furnace. The metallurgical lab

adjacent to the engineering offices was a very busy place evaluating the aluminum hub castings. A sample was cut up and examined for every 25 hubs produced. Every casting had its own serial number and cast in place time-date code just like was done on crank shafts and engine blocks at their other foundries. The aluminum hub production line cast 150 hubs a day on three shifts, six days a week. The lab had a tremendous job keeping up with the testing and if there was a problem with the sample casting another sample was taken from the castings poured during the same hour and if that second sample failed testing, all castings poured that hour were scrapped. At times there a lot of rejects, so many in fact these rejected casting were used as flower planters at the Bedford Country Club!

I had been involved with ultrasonic testing of crank shafts at the GM foundry in Danville, Illinois in late 1963 before I got called up by the Army. Ultrasonic testing was done on all crankshafts and was very reliable so I proposed we try it on the hub castings to see if a lack of bonding between the aluminum and cast-iron ring could be detected. If this could be done, it would save the need to cut up castings for examination. Unfortunately, ultrasonic testing was not far enough advanced at that time to detect the Ferro-aluminum phase at bonding areas. I bought a new 1968 Olds 442 and had to pay extra for front disc brakes which was outsources to Dana Corp. After I left GM, I lost track when GM made front disc brakes standard equipment and dropped the Alfin process.

# Welcome to 6-Pack TRials 2019

## An Unforgettable Event

Note: The First 50 cars to register with the host hotel (click on 'hotel information' above,) will be entered into a drawing to win 3 nights base room charge + tax (approx. \$418 value). Club officers and event organizers not eligible.

Welcome. We're excited to extend an invitation to our upcoming event, which has been months in the making. Please find all the details that you need on our site and get in touch if you need more information. For general questions contact Kevin Blume at KBlume1@gmail.com

This is the 6-Pack Triumph TR250/TR6 Owners Groups Annual Meeting

Drive our scenic 2-lane roads stopping at wineries and other venues along the way. Explore our city sites, including historic Route 66.

Follow us on Facebook by clicking the link at the bottom of the page to get the latest updates.

<https://www.facebook.com/events/2065984406955406/>

Oct 3, 2019 - Oct 6, 2019

Attention all rumph' lovers...TRials planning for St. Louis is in full swing now and there is still time to register at the hotel to be in the first 50 entries and eligible to win a free stay!! Here's a link to wet your appetite...Cheers, Kevin

<https://www.planetware.com/tourist-attractions-/st-louis-us-mo-sl.htm>



## **6-Pack Trials**

Location: St. Louis, Missouri

Date: October 3 – October 6, 2019

Web: <https://ckeefe4.wixsite.com/6-packtrial2019>

**6-Pack  
Gateway TRials**



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Visit Luckenbach, TX  
With Willie & The Boys

Join the  
Hill Country Triumph Club  
of Austin  
as we celebrate



Enjoy the roads at the  
Gateway to the Hill Country



# **VTR National 2019**

in Dripping Springs, Texas October 6-11, 2019





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	<b>VTR National Convention 2019</b> Dripping Springs, TX Event Registration Form October 6-11 2019													
<b>Personal Information (for Badges)</b>														
Name of Driver A (First & Last Name)		Name of Driver B (First & Last Name)												
Address		Cell Phone A      Cell Phone B												
City	State      ZIP	E-mail address A      E-mail address B												
Club Affiliation:														
<input type="checkbox"/> Check if you are willing to be a Concours Judge <input type="checkbox"/> Check if you Require Parking for Trailer														
List Additional Attendees below for badges: First & Last Name														
1. _____														
2. _____														
3. _____														
4. _____														
Would you like to be considered for the Charles Macartney Daily Driver Award? <input type="checkbox"/> Yes <input type="checkbox"/> No														
<b>Car 1 Vehicle Information</b>		<b>Car 2 Vehicle Information</b>												
Year	Model      Color      VIN	Year      Model      Color      VIN												
<b>Car show select only one</b>		<b>Car show select only one</b>												
<input type="checkbox"/> Concours Showroom Stock <input type="checkbox"/> Concours Senior <input type="checkbox"/> Concours Modified Prepared <input type="checkbox"/> Concours Preservation <input type="checkbox"/> Concours Modified Touring <input type="checkbox"/> Participants Choice		<input type="checkbox"/> Concours Showroom Stock <input type="checkbox"/> Concours Senior <input type="checkbox"/> Concours Modified Prepared <input type="checkbox"/> Concours Preservation <input type="checkbox"/> Concours Modified Touring <input type="checkbox"/> Participants Choice												
<b>Driving Events</b> (check the event(s) Car 1 will participate in		<b>Driving Events</b> (check the event(s) Car 2 will participate in												
<input type="checkbox"/> Autocross <input type="checkbox"/> TSD Rallye <input type="checkbox"/> Gimmick Rallye <input type="checkbox"/> Funkhana		<input type="checkbox"/> Autocross <input type="checkbox"/> TSD Rallye <input type="checkbox"/> Gimmick Rallye <input type="checkbox"/> Funkhana												
<b>Other Events</b>		<b>Terms &amp; Conditions</b>												
If you plan to attend one of the events below, please indicate by selecting below and enter the number of attendees for planning purposes.		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.												
<table style="width: 100%;"> <tr> <td style="width: 80%;"></td> <td style="text-align: center;"><b># of Attendees</b></td> </tr> <tr> <td><input type="checkbox"/> Welcome Party</td> <td style="text-align: center;">_____</td> </tr> <tr> <td><input type="checkbox"/> Breakfast Run(s)</td> <td style="text-align: center;">_____</td> </tr> <tr> <td><input type="checkbox"/> Brewery Tour</td> <td style="text-align: center;">_____</td> </tr> <tr> <td><input type="checkbox"/> Olive Orchard Tour * Fees Apply</td> <td style="text-align: center;">_____</td> </tr> <tr> <td><input type="checkbox"/> Winery Tour * Fees Apply</td> <td style="text-align: center;">_____</td> </tr> </table>			<b># of Attendees</b>	<input type="checkbox"/> Welcome Party	_____	<input type="checkbox"/> Breakfast Run(s)	_____	<input type="checkbox"/> Brewery Tour	_____	<input type="checkbox"/> Olive Orchard Tour * Fees Apply	_____	<input type="checkbox"/> Winery Tour * Fees Apply	_____	<b>WAIVER OF LIABILITY</b> I understand my passenger(s) and I are participating in the 2019 Vintage Triumph Register (VTR) National Convention at our own risk, and agree not to hold the event Organizers, it's members and/or the property owners including but not limited to the Hill Country Triumph Club, Vintage Triumph Register, Holiday Inn Express, the City of Dripping Springs any associated entities or persons, collectively and separately liable for any and all damages or injuries that may occur while participating in, traveling to/from, or in any way related to this event. I understand that the Organizers cannot be responsible for the action of others and insist on care and caution throughout the event. Neither the organizers nor anyone else except me has insurance protecting me or my guests during the activities in this event.
	<b># of Attendees</b>													
<input type="checkbox"/> Welcome Party	_____													
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<input type="checkbox"/> Winery Tour * Fees Apply	_____													
<b>Registration Fees and Regalia</b>														
<b>Must be a VTR Member to Register.</b>														
I am a VTR member already. My membership number is _____														
<b>Item and Quantity</b>	<b>QTY</b>	<b>Sub Total</b>												
<input type="checkbox"/> I am not a VTR member but would like to Join VTR (\$35)	\$													
Registration Fee 1 Car/ 2 People \$145 (after July 31 \$165)	\$													
Additional Attendants (No car, \$75 per person)	\$													
Additional Car \$25	\$													
Banquet \$45 per person <input type="checkbox"/> Vegetarian	\$													
Pint Glasses with 2019 VTR Logo \$6 each	\$													
Caps \$18 Each	\$													
S/M/LG/XL T-shirts \$20 each      Size _____ Size _____	\$													
2XL/3XL T-shirts \$25 each      Size _____ Size _____	\$													
<b>TOTAL</b>	<b>\$</b>													
<b>Car Insurance Agency</b> _____ <b>Expiration Date:</b> _____ <input type="checkbox"/> I have read and agree to the VTR 2019 Waiver of Liability														
Signature Driver A _____ Signature Driver B _____														
<b>See VTR2019.com for more information</b>														
Send signed form postmarked by 9/13 and check payable to: <b>Hill Country Triumph Club c/o Barbara Kramer</b> <b>4018 Malaga Drive</b> <b>Georgetown, TX 78628</b>														

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**October 20, 2019, Halloween/Fall Drive or Party Rolf Blom  
Make your reservations now at Queen Wilhelmina Lodge**

Address: 3877 AR-88, Mena, AR 71953

Phone: (479) 394-2863





## **Debugging Intermittent Problems While on the Road**

by Art Graves

Recently my TR6 has experienced a loss of power, especially when it has reached normal operating temperature. Typically, a loss of power indicates an electrical problem, however to me it seems as though it is running on one carburetor. Thinking a fuel problem first, I dismantled the fuel pump and found a bad check valve. That did not resolve the problem. Next I took the carburetors apart (they needed a good cleaning anyway) and found some dirt between the needle valve and carburetor body. Neither of those 'fixes' resolved the problem. I then plumbed in an electric fuel pump – still no positive results.

Okay – the problem must be electrical. I am not set up to test electrical components, so I used the old 'replace and see what happens' strategy. I double checked the points gap, replaced the condenser, rotor and cap, replaced the coil, replaced ignition wires and replaced the distributor with a Pertronix spare – all with no change. I test drove the car after each change so as not to confuse the issue.

Finally, during one test drive, the car stalled and I noticed the temperature and fuel gauges were not registering. At this point I must explain that the electric fuel pump was connected to the fused side of 'green circuit' of the fuse box with an alligator clip. Aha! I then switched the clip to the 'hot' side of the fuse box and viola – success! This actually made sense to me because I have recently had problems with the 'green' circuit. I then reinstalled the 'points' distributor and went for a test drive. Still good.

But I did leave the electric fuel pump in service because the mechanical pump wasn't really working well and I did not have the time to repair or replace it. There is a way to test a mechanical pump. Using your vacuum gauge (you do have one, right?), connect it to the

outlet of the pump and operate the manual lever. I should add that most vacuum gages will register a small pressure. The gauge should read 3 PSI and hold it for ten seconds or so. If it doesn't, then . . . . .

I was quite relieved to have solved the problem because I had plans to drive to Austin for a BBQ lunch with the club there. A long walk for a short drink for sure, but I also wanted a nice long drive in the summer heat. Crazy, I know.

I left the house Friday at 6:00 AM and was soon on US75 headed south. Soon I was also experiencing a loss of power. What the \$#%&! I decided to keep going and debug the problem on the way. In Okmulgee, I switched distributors, reinstalling the Pertronix. No Change. In Henrietta, I double checked the ignition timing. No change. Once on IH40 westbound, I stopped near Okemah to spray some carburetor cleaner into the fuel inlet pipes of the carburetors. No change. I decided then that I would check the spark plugs, hoping that would tell me which carburetor was failing. I did not find a likely spot and soon I was on the cloverleaf exiting IH40 to get on IH240. While on the clover leaf, all of a sudden, I had power. Wow, this feels good. It felt so good I just kept on going.

In fact, I had no more problems the rest of the way to Austin and no problems on the return trip. I even switched distributors to run points while in Austin. Still ran great.

There are two things to be gleaned from this story. One is that some problems may have multiple failure points. I had a marginal mechanical fuel pump, an electric fuel pump with a faulty connection and possibly dirt in the carburetor. The other is that a problem cannot be debugged sitting in the garage. My problem seems to be resolved for now, but I am not convinced it is gone. In the meantime, I'll do what I can in the garage and be ready to debug while on the road.



**Dale Smith** has a beauty in work.

The paint is done and once it has adequately cured, he wants to start on the suspension. The shop is adequately equipped to handle the job but it is a lot of work to disassemble everything, remove the old bushings, clean all the details and reassemble them.

Even though many suspension jobs have been done here, they were done a few years ago. I still have Sam's spring compressor, a new transmission jack to support the springs safely, and all the other tools that help with the work. I am looking forward to the activity.

thomaschronister@cox.net 8:55 AM (7 hours ago) ☆ ↩  
to me ▾

John:

I have used a shop that does body, paint, dent, and upholstery. They done minor dent and paint on our cars - Camry, Rogue, and TR 4.

Their work has been very good, and price reasonable; and I can recommend them.

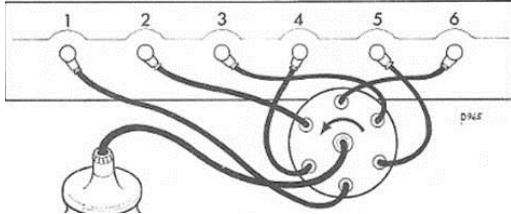
South East Auto Trim  
7686 E. 46th Street  
Tulsa, Ok



### JOHN'S QUICK TIPS

Plug Lead Positions (Fig. 55)

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



## TR6 Soft Top Folding

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



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



2. Fold top forward without folding back



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

<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





**JOHN'S QUICK TIPS**

Starting Page 2



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'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

**LESSONS LEARNED**

- When using an electronic ignition system by the **ballast resistor** is highly recommended. The resistor is for protection of ignition points (which is no longer part of the system) and lowers voltage to the plugs.
- Coolant hoses get loose over time. Be sure to tighten them periodically.
- The rear hubs on IRS cars are known to shear causing the wheel to separate from car while moving. Check by moving the raised wheel in the caster/camber attitude to check for play. There should be none.
- Thrust bearing end float should be .011" max. Push the crank shaft (fan) rearward as far as it will go. The crank should move forward when the clutch is depressed. It should move between .004" (0.1016 mm) and .011" (0.2794 mm).
- Find paint codes at PaintRef.com

Spark plugs for TR6 – NGK BP6ES  
Spark plugs for TR8 – Champion RN12YC

**AIR PRESSURE VIDEO**

[https://www.youtube.com/watch?v=wqLcxyTpVfA&utm\\_medium=email&utm\\_campaign=DTC\\_AirPressure\\_Reminder&utm\\_source=Reminder&utm\\_content=Air+Pressure+Video](https://www.youtube.com/watch?v=wqLcxyTpVfA&utm_medium=email&utm_campaign=DTC_AirPressure_Reminder&utm_source=Reminder&utm_content=Air+Pressure+Video)

**GCT Merchandise**

SEE LAST PAGE

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



### **Greasy Hands Garage North Update by John Phillips**

**7/10/2019** – Finally got some work in the shop. Just finishing up a **break** job for a neighbor.



**7/12/2019** – The picture above was taken around the year 2002. There may be some cars shown that newer members have not seen and are unknown as related to the history of the hobby here at home.

On the left of course is the Pumkin. This car came from a good friend in '93. It was a rolling restoration for many years but I consider it done since everything that I want to work does at this point.

The paint job is old but still looks pretty good. Drive train is rebuilt and the car drives great. I would not hesitate to drive it cross country and may someday.

OI Red was a 74 TR6 that I bought from a guy that was moving and could not take the car. I estimated its value when finished and also estimated how much it would take to finish. Using those numbers, we arrived at a value. The process worked and the car was cosmetically finished and sold with the understanding that the engine needed a rebuild. I never intended to keep the car, just help out a guy who needed to sell it.

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

While on that subject, Jim Lindsey did the same thing and it worked out ok for him financially as well. Dale Smith is in the process of building a TR6 that ultimately, I regret not buying. A lot of work, but will be a great value when he is finished.

The green TR6 belonged to Paul Reynolds. A lady in Owasso was going to donate it to her church but I talked a friend into buying it. It did not work out for him so Paul bought it and I rebuilt it.

He had the car repainted and the engine rebuilt and the car was re-assembled in the shop at his house while our house was being built.

It ended up being a very nice car that was eventually sold to a nice couple in Jenks. I assume they still have the car. Paul bought a TR8 later but it is not in the picture.

Jan and Carol got their heads together while Sam and I were on a Trip to Knoxville. The result was that Jan owned an 89 Jag XJS 12-cylinder convertible by the time I got home. It turned out to be a good car but no one ever drove it so it was eventually traded to fund the Durango. Proceeds from sale of the Ol Red TR6 also went to the Durango as did the trade in of a Chrysler Town & Country van.

So, except for Tinkerbelle, our 80 TR8, that is the history of British cars that have passed through our lives during our time in the club. That does not count the various cars that spent many months and countless hours being made roadworthy again. I always am thankful for people letting me play with their cars.

Some cars leave before all the bugs are killed but we eventually get to where we want to be most of the time. It is a good hobby but seems to be tapering off. That is ok but I do miss it

**7/14/2019** – Yesterday was drive my Triumph day. The TR6 has not been out in a while so after helping Jan's brother with an AC, I backed the Pumpkin out and went into Owasso. As an excuse for the drive I checked on the progress of an under-construction Casey's General Store at 86<sup>th</sup> & 145<sup>th</sup> East of the High School in Owasso.

It appears to be nearing completion so there should soon be a NO ETHANOL fuel opportunity handier for me than the other station on the West side of town.

With that bit of good news, I turned around and headed back to the house as this time of year

can be uncomfortable for driving a top down car as the heat of the day builds.

The car ran great but there is one thing that I would like to improve. When I chose tires a couple of years ago, I chose badly. They are simply bad tires that have a bad ride due I think to a flaw in one of the tires. I cannot get it replaced because the last time I had the problem I got the very last of this tire in the country, or so I was told.

Obviously, I am not anxious to buy another set of tires but if anything on the car can be improved it is the tires.

**7/21/2019** – Back in July 2017 this appeared in the monthly newsletter:

**My Choice:** Hercules Tour 4.0 tires were questioned as to why that was the tire they recommended. Based on the parameters I had established this appeared to be a very good cost-effective answer.

Well, I guess we live and learn. The folks at the tire store that recommended the above tires were not correct. My main issue with the tires is that there is a shimmy in the steering wheel at about 60 MPH. It started with the new tires.

Couple that with the fact that one of the tires first mounted was defective to the point that it could not be balanced in spite of a lot of weights being added to the rim of the wheel. That tire was replaced with what I was told was the last of those tires in the country. I think the reason they quit making them is obvious, not a good tire.

No more than the car is driven it is difficult to replace tires that meet 95% of my criteria. They ride good, steer good, look ok. It is just that darned shimmy and the concern that there could be a latent internal defect.

I have been doing some shopping however and the Coker redlines are \$200 each. So far that is the tire that appears to be the best choice for the car but the price is high.

Another choice is the Michelin Defender Tour T+H. I have never had a bad Michelin tire but the defenders that Sam put on his TR6 seemed to me to ride very hard. There is some risk there. These cost about \$120 each. Still expensive. I have to think about this some more.



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

**7/22/2019** – On Friday I started the line trimmer and did some trimming. It was leaking fuel. The fuel tank was missing the vent and fuel was draining from the hole normally filled by the vent tube.

On Saturday the tank was partially removed and the assembly of three tubes held together by a gasket was removed. There was evidence of excessive age of rubber parts so off to the parts house south of Owasso for replacements.

Replacement kits were hanging next to the cash register so I assume sales on this item are brisk. Back at the shop I tried several ways to incorrectly assemble the trimmer fuel system but, in the end, I had to do it correctly.



Today, Monday which is cooler, the trimmer was started to see if it would and used to see if it could. I am pleased to say that in spite of my best efforts, the darn thing works great. Maybe it will last another 10 years.

**7/24/2019** – Today I received a new wiper switch for Tinkerbell. The old one works but the stalk keeps falling out of it. I tried using a good two-part epoxy adhesive to hold it in place but no luck.



Installation is pending, maybe tomorrow.

**7/25/2019** – After mowing the yard, the new wiper switch was next. I removed the steering wheel, cowl from over the steering column, then the

screws holding the switch in place. The wiring harness was disconnected and the assembly extracted.

The new switch installation was just reversed, the mounting screws were installed, the wiring was routed to the plug under the dash and plugged in. Next the hard part, installing the cowl over the steering column/switches.

This is a two-piece top and bottom that has two long screws that hold it together over the steering column. They pass through a bracket that locates everything. The hard part is getting the two pieces aligned and getting the screws installed from the bottom on top of a screwdriver. Most unhandy.

The steering wheel went on last but very simply since there is no horn button on the wheel. The horn button is on the left stalk that is also for turn signals and dimmer switch.

Anyway, the new switch is in and is marked like the older cars, which is much more informative than the later markings. Same switch, just different markings. I like it.

**7/26/2019** – Jan picked up a couple of wheel weights from the driveway the other day. Today Tinkerbell went up on the lift to see if there were any visible signs of having lost some weights. The left front wheel had marks where weights had been but no weights.

With the car back on the concrete, I backed out and headed to Discount Tire for a re-balance job. They were busy but worked me in after about an hour.

The car was raised and wheels removed. The spin balance machine found one wheel that was in balance. The other three required a re-balance. The left front took the most weights as



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was suspected. The car was noticeably riding better so in addition to maximizing tire wear the ride was much more pleasant. The service was free since I bought the tires there. Time well spent.

**7/28/2019**— Well finally some real shop time on a TR6. Charlie brought his 73 out for two issues and we ended up working on three.

First was installing a luggage rack. Charlie had the holes locations pinpointed so we drilled



some 3/16ths holes. There was no access to the screws from inside the boot so we decided between metal screws and pop rivets as attachment



methods. Pop rivets won so we added the rubber pads under the feet and pulled the rivets in.

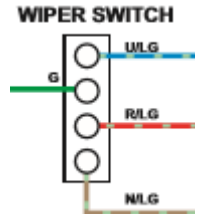


The rack really looks nice on the back of the car. It adds a lot more chrome to catch the eye.

Next we worked on the wipers since they were not working. We traced the issue to the

switch on the dash. The switch was pushed out from behind the dash and the problem was obvious. The green power wire was missing from the connect point on the switch.

We found the green wire and when the connector was put back in place it pulled right off again. The old connector had obviously spread over the years so pliers were used to squeeze the connector a little to tighten the grip on the switch point. With the fit much tighter the connection should hold indefinitely. We verified the slow and fast circuits worked but not the parking switch.



One issue that Charlie has had for a while with his seats is that the back panel of the seat will not stay in place. The problem was traced to badly



stretched seat cover support straps in the back of the seat.



We removed the driver's seat and then removed the back panel to get access to the straps. Each strap was then detached from the seat on one



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end, holes punched in a different location to tighten the strap and original retainers used to refasten the strap to the seat.



Now when Charlie or Paula lean back in the seat there is adequate support to prevent pressure being applied to the back panel and pushing it off.

Fun day in the shop with Charlie.

**8/3/2019** – On Wednesday the shop door failed to close normally. The end result was the belt had worn out. Naturally I went on line to find a replacement. I visited various businesses that sell opener parts but they had none for my opener. No luck, my unit is obsolete so replacement belts are not available.

On Thursday a local repair company I had contacted arrived to fix it but they did not have the correct belt either so they offered to sell me a new unit for \$300, charged a \$20 show up fee and left.

On Friday I called the service number on the back of the product manual and they very politely sent me a new belt kit. It had come with a lifetime warranty which was written on the back of the manual. The only cost, shipping time of 5 to 7 days.

So, until the opener is reassembled and reinstalled the shop door will have to be opened manually. Free is good. Quicker would have been better. Just another little pot hole in the road of life.

The old parts washer developed a leak but I could not find the location. I bought a new one yesterday so the old one was moved to the end of the driveway in hopes someone would steal it. No luck, Jan came home first and claimed it. I moved it to the back of the house for plants?????

The new one was assembled and put in place of the old one but I have not decided what to do with the old mineral spirits that came out of the old one.

**8/5/2019** – Yesterday I found a product that I wanted to put in the parts washer. Most of the stuff available today is some kind of soap but my limited experience with the soap products left me very unsatisfied.

I went to the local Tractor Supply and bought the two 5-gallon pails that they had on the shelf. The cleaner is rated for 20 gallons but the stuff is \$35 bucks per pail so I run the cleaner on less than max capacity just for the sake of cost.

Back at the shop the new product was poured into the new cleaner. The motor was plugged in and the button pushed to start the pump. I could hear the motor running but product was not flowing.

Today after thinking about the faulty pump, I removed the pump from the clean tank and pryed off the motor cover. I fiddled with it for a while then squeezed the motor case together and it snapped into place. Whoever assembled the motor did not finish the job.

With the pump reinstalled the start button was pushed and the cleaning fluid flowed as it should. This is just in time as Dale is scheduled to bring his newly painted TR6 to the shop for a suspension rebuild. Lots of nasty parts to clean and paint.

**8/6/2019** – **IT'S DEMO DAY**. That works for cars also. Dale arrived at the shop between 8 and 9 this morning and we got to work disassembling the front suspension from his TR6.



We stopped a little after 3 and that was all that I wanted in one day. The goal was to get all of the front out and cleaned. All of the parts still require more cleaning and painting before they are reinstalled. I figure at least two more days on the front suspension.



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The cleaning and painting are all on Dale. He was reluctant to clean parts in my new washer but that was why it is here, for club members to use in support of work on their cars.

I think we had a good day. Dale is a maybe for tomorrow but if I can get out of bed, I plan on starting the demo on the rear suspension whether Dale is here or not. Then I can coast until everything is in final finish and ready for reassembly. The only things put back on today were the rack boots. Not fun.

**BONUS:** Ben Laster had one of his workers pick up my contaminated mineral spirits today. There was about 8 gallons in all and I am glad it is gone. Thanks, so much Ben. I appreciate the help.

**8/7/2019** – Dale had daddy duty today so I decided to drop the rear suspension and get it



disassembled so Dale can clean and paint what he wants. That means I get a break of a couple of days maybe before we start reassembly.

**8/8/2019** – Today it rained hard so Dale decided to stay home. That was good because for us to have room to work in the shop, Tinkerbelle would have had to put on the galoshes. As it was, I tinkered in the shop with the upper A arms.

I opened a new tube of CV joint grease and lubricated the poly bushings in hopes they would stay quiet. The only bad trait to Poly is the squeaking so maybe we can eliminate or at least postpone the noise with the lubrication.

The bushings were placed on the trundle and then the A arms. The castle nuts were put in place and secured with cotter pins or as the Brits say, split pins.

Next was the hunt for the upper ball joints. I think Dale hid them from me but I found them anyway. With the joints in place the bolts were installed, outboard from the rear and inboard from the front per manual instructions. So, when the



next parts shipment gets here, we can hang the vertical link from the ball joint and attach the lower A arms to the frame.

**8/9/2019** – It is raining but I got in a little shop time early. Tinkerbelle was moved to the garage and the truck is sitting out in the rain. With more room to work under the car the lower A arms were installed on the frame brackets.

The next thing needed are the seals for the trunnions which are on order. After that the trunnion hardware to fasten the trunnion to the lower A arms is needed. Where is it? Can't find it. Darn, guess I will have to tell Dale to order some more parts. What's another \$50 in the big scope of things?

Dale arrived after some daddy duty to continue cleaning and painting of parts. I think



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everything is ready to reinstall as soon as parts are received from Victoria British. We are four days into the rebuild and held up for parts.

**Editor's opinion;** this company once got a segment of my business because parts arrived in some cases the next day. Now it is common for a week to pass before the parts are actually shipped from the warehouse. There are better suppliers out there that take better care of their customers.

**8/11/2019** – This morning when it was time to fetch Jan's paper there was a box on the front porch bench. Inside was the drive belt for the shop door opener. Hooray.

There was time to get it installed before Dale arrived to continue working on his suspension but not enough time to get it working properly.

We stopped working on the door and worked on his front suspension. The only parts needed to proceed a little further were the seals for the trunnions which did arrive with the Saturday receipt.

The seals were slipped into place on the vertical links, the trunnions filled with oil before screwing the into place on the links. The mechanical stops for the trunnions were installed then the stone guards replaced to complete link assembly. They were then hung from the upper ball joints and fastened securely.

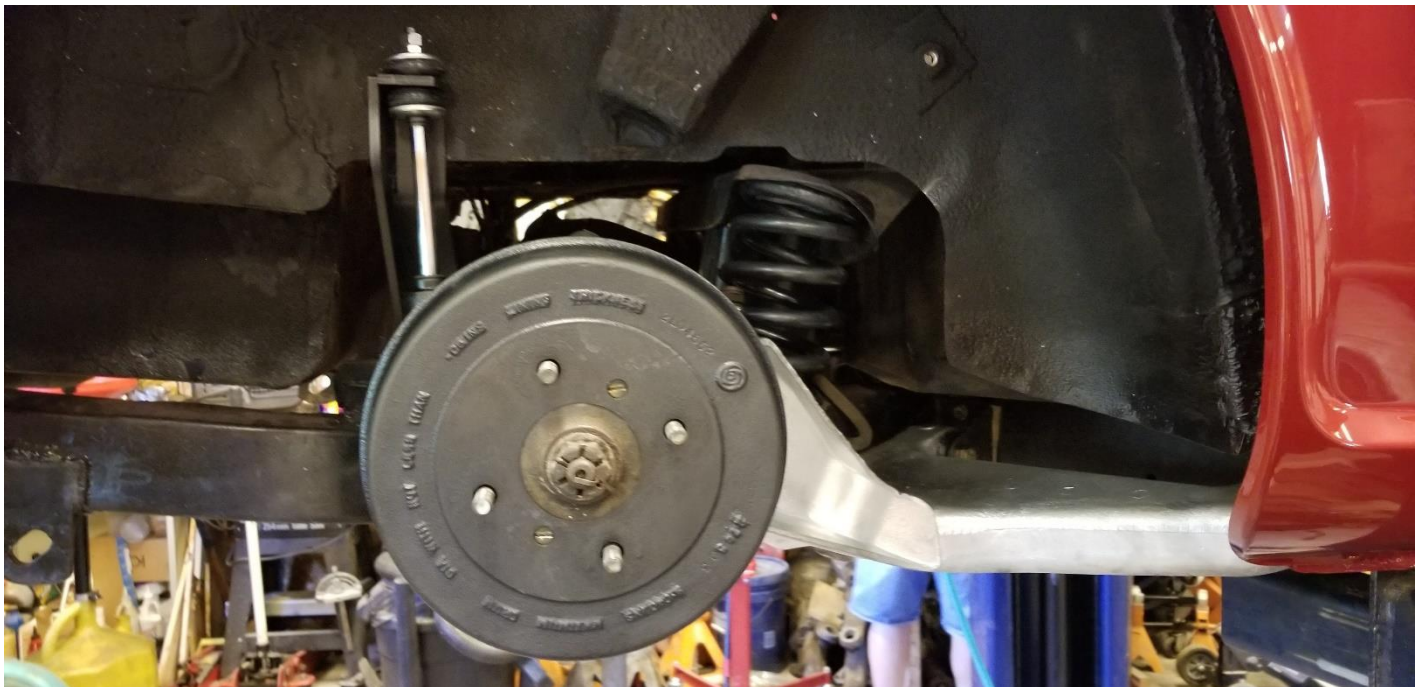
The only things left on the front is to install all the trunnion hardware and outer bushings on the lower A arms.

With no more parts to continue on the front we switched to the back. The trailing arm bushings were liberally lubricated with CV joint grease and installed in the arms. The brackets with shims were added being sure that they were replaced as they were installed when we started the work.

With the arms attached the new shock systems were installed followed by the hubs and brake components. The repainted wheels with tires were replaced on the back and that was the progress for the day on Dale's car.

It should be noted that Dale elected to install standard tube shocks in lieu of the original style lever shocks. The hardware looks very good but I have no experience with this system.

Having finished with Dale's car for the day he offered to help me with the garage door opener to get it working before he left for home. We had some success on that job as well so I no longer have to manually operate the door. Thanks Dale.





## Classified Section



**Sam** is selling his trailer. He

no longer needs it and says it is in great shape. It has served him well but is no longer used.

I suspect he would also entertain the idea of selling the truck as well.





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**MESSAGE FROM FRANK WOOD!**

**I am going to sell my car. I have developed problems from my Feb. back surgery. I cannot get in the car nor bend over the fender to work on it. Will try to send you a photo to add its sale for next newsletter and add to web site.**

**Many thanks for your assistance on working on it over the years**



**1976 TR6 98K miles.**

**Added Quantum Mechanics Overdrive Transmission and Overhauled engine less than 2000mi ago. Original paint.**

**\$10,500. Frank Wood. 918-833-2066**





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anyone wants one. Remaining stock  
goes for \$10.00 each.**



*Newly rebuilt carbs for 73 TR6, \$400 OBO.*

***Or \$250 exchange***

***[topaztr6@gmail.com](mailto:topaztr6@gmail.com) / (918) 283-7017***

**Assorted TR3 & TR4 parts**

**Contact: Larry\***

**[cartravel@pobox.com](mailto:cartravel@pobox.com)**



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**Price Re-  
Reduced**



**TR8 WHEELS / \$200 or best offer, no tires. Fifth wheel now being used as spare also included.**

**Greasy Hands Garage North Has  
Used TR6 Parts If You Need  
Something**

**Structural parts for suspension  
and steering  
Transmissions and a Differential  
Windscreen Frames, Some with  
Glass**

**Lots of other stuff so if you need  
something for your TR6 contact:  
John Phillips at**

**[topaztr6@gmail.com](mailto:topaztr6@gmail.com) or  
phone (918) 283-7017**

#### **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-STUFFα	MEMBER-INFOα	CAR-MODELα	YEARα	COMMISSION#α
MEMBER-NAMEα	α	α	α	α
CO-MEMBER-NAMEα	α	α	α	α
MAILING-ADDRESSα	α	α	α	α
PHONE-NUMBERα	α	α	α	α
E-MAIL-ADDRESSα	α	α	α	α
V.T.R-MEMBER?α	.....YES□ → → NO□α	α	α	α
6-PACK-Member?α	.....YES□ → → NO□α	α	α	α
TRA-MEMBER?α	.....YES□ → → NO□α	α	α	α
ANOTHER-CLUB?α	α	α	α	α

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.¶**



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Triumphs apparel and  
merchandise

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

## Land's End Merchandise & Club Logo

Inbox



**Art Graves**

to me, Rob, Dennis

*TWO CHOICES  
- VISIT BOTH*

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,

