



Triumphant Times

Monthly Newsletter for January 2026

<https://greencountrytriumphs.com/>

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**Club Dues Are Due July 1st
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 January 20th
Dinner at 6:00PM
Meeting at 7:00 PM
Location: Big Whiskey
4532 E. 51 St Tulsa,
OK 74135**

Officers and Committees

Art Graves – President, Car
Shows, VTR Liaison, Club Contact

Michael Burns– Vice President

Jim Murray - Member at Large

Jan/John Phillips – Treasurer

Rolf Blom – Secretary

Jon Wood – Web Master

John Phillips – Newsletter, Parts,
Repairs, Appraisals, Membership
topaztr6@gmail.com

President's Address by Art Graves

Happy New Year to everyone! As the years go by, the holidays for Karen and I get less hectic and more relaxed. This year especially with the warm weather. I wore my Santa hat, Hawaiian shirt and short pants and grilled steaks for Christmas dinner.

Speaking of Christmas dinner, I want to thank Trish and Jim Lindsey again for hosting the club Christmas party at their home. The decorations were wonderful and there were plenty of snacks and side dishes to go with the lobster and steak. Now I'm going to continue with my TR6 history.

I graduated from University of Texas in May of 1981. Several job offers were made, and we were waiting for a possible third offer. All jobs would be in San Antonio, Texas. So, what did we do? Road Trip! After putting our belongings in storage, we took off on a two-and-a-half-month trip that would end in San Antonio. Of course it would be in the Triumph TR6.

I won't bother with details because they are a bit foggy at best, but here is a brief outline. From Austin, Texas we went to New Orleans, Louisiana, then to Orlando, Florida where we stayed for five or six days visiting with friends. This also included a stop at Walt Disney World. Then back to New Orleans, Austin and El Paso, Texas where we visited with my parents. Then further west to Los Angeles, California where we stopped at Disneyland. Both Disney theme parks in a week's time! Then north to Woodland, California (near Sacramento) where we visited with Karen's parents. Then – and I'm skipping a lot of detail here – back to El Paso and finally San Antonio.

This was an approximately 6,000-mile trip. I don't recall doing any maintenance on the car – maybe an oil change somewhere – and the only



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

thing that broke was a gear in the odometer. I think it got stripped somehow. This was in Flagstaff, Arizona. Once we got settled in San Antonio, I found a speedometer repair shop and they had the gear I needed.

While on the trip I received a job offer from Ernst and Whinney accountants, which I accepted. I was a working stiff now, so no more road trips. We eventually bought a second car – a 1982 Honda Civic. That car pretty much took over. I still drove the TR6 to work though. Then Karen decided she wanted to get a teaching degree and started classes at University of Texas- San Antonio.

After two years in San Antonio, we moved back to Austin. Karen was accepted at UT- Austin and I found a new job. Pretty soon our son Brian entered our lives and we bought a house in Pflugerville – a suburb of Austin. I'm still driving the TR6, now up and down IH35. A lot of miles were clocked on IH35! This continued for three years or so, then two things made a huge impact on my life – and that of the TR6. I'll relate that next month.

We have several events to discuss at the January meeting. Gary Moss wants to have a work day at his garage to install a new gas tank in his TR6. Also, Drive your Triumph Day is February 12 – a Tuesday this year.

On a personal note, January 12 marks 50 years of ownership of my TR6. It was purchased January 12, 1976 in New London, Connecticut. I had no idea at the time how big an influence it would have on my life.



Vice President's Article by Michael Burns

From the Road: No One Wants to be Ignored
By M. Burns

I had to let the TR8 sit for a few weeks. Nothing dramatic. About a month went by while life, bad weather, and work took priority. Time goes by fast; you know how that goes.



When I finally went out to start it, the result was predictable. The battery needed a recharge. No drama, no mystery, just a reminder that older cars notice when you ignore them. That and the clock sucks down way more juice than it should. Doesn't keep time well. Not sure why I leave it attached. Sounds nice ticking, I guess.

Anyway, while dealing with that, I found a random light bulb sitting on the floor of the car. I have no idea where it came from, or how it ended up there. It was not burned out. It was not broken. It was just there, and it struck me that the car was trying to make a point or leave a note in a language only old machinery understands.



Modern cars rarely do this. They sit, they wait, and when you return they either work or they do not, without much personality in between. Like most appliances.

The TR8 is different. It seems to reward attention and quietly object to neglect. Not in a vindictive way, just enough to remind you that ownership is a two-way arrangement.

In a world built around systems that hide their complexity, older cars do the opposite. They expose it. They expect participation. They reward patience. They remind you that being involved is not the same as being inconvenienced. The transactional nature of the relationship is clear.

It is one of the reasons cars like this stay with us longer than they probably should. They are not efficient, they are not convenient, and they

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certainly are not always predictable. But they feel present. They feel involved. And every once in a while, they leave a mysterious light bulb on the floor just to keep things interesting. I'm just glad it didn't decide to spring a leak somewhere.

That is what these cars ask of us. Not efficiency. Not perfection. They ask for awareness. They ask us to notice small things, to listen, and to accept that not everything has an immediate explanation. Sometimes the answer comes later. Sometimes it never does, and the bulb just becomes part of the story.

Older cars like that are what make us anthropomorphize them. When a machine reacts to being ignored, it starts to feel less like a tool and more like a relationship. The TR8 did not punish me for sitting. It simply made its needs known. Recharge the battery. Take a look around. Pay attention. That is the deal.

And honestly, that feels like a fair trade.



Minutes of the Last Meeting by Rolf Blom

No minutes taken at the party in December.



Membership, etc.: by Editor John Phillips

In December our good friend, member, 2-time past President Denny Robinson succumbed to a rapid type of dementia on the 20th of the month. We mourn his loss. God's speed friend.



Dennis Robinson

June 16, 1949 — December 20, 2025

Dennis Eugene Robinson, 76, of Sapulpa, Oklahoma, passed from this earthly life on December 20, 2025, at 12:30 a.m. in Tulsa. He was born on June 16, 1949, in Heavener, Oklahoma, to Delmer and Retha-Jean (Hall) Robinson.

Dennis was a devoted member and deacon of the Glenpool Church of Christ. On Sunday mornings, Mr. Dennis, AKA Papa Dennis or "Sucker Man" looked forward to handing out Tootsie Pops to the kids. He actually preferred "Candyman" to "Sucker Man"!

Raised on a ranch near Wister, Oklahoma, Dennis learned the value of hard work early, helping with hay and bottle-feeding calves. He attended all twelve years of school in Fanshawe. At the age of 18, he volunteered for the draft and proudly served his country in Vietnam.

After returning from military service, Dennis worked as a welder before beginning a long and distinguished career as a coal miner. He had an exceptional talent for repairing equipment and could fix nearly anything that rolled onto mine property. Before the age of 30, he became the youngest Chief Electrician in Peabody Coal Company's history. His expertise eventually took him to the United Kingdom, where he served as a mine consultant. After 30 years with Peabody Coal, Dennis retired and later worked as a federal mine inspector. Even after two retirements, he continued teaching electrical retraining classes. Somehow, he still found time to travel and enjoy his beloved classic cars.

Dennis is survived by his wife of 55 years, Phyllis Kay (McDonald) Robinson; his son, Joshua Eugene Robinson of Guthrie; his daughter, Polly Robinson-Baxter; and his granddaughter, Adilyn-Kate Robinson-Baxter. He is also survived by his sister and brother-in-law, Brenda and Jim Horne; his sister-in-law and brother-in-law, Jo and David Perryman of Blanchard; many nieces, nephews, and cousins; and his Aunt Ruby Jones of Sand Springs.

Funeral services were held on December 23, 2025, at 10:00 a.m. at the Glenpool Church of Christ. Interment followed at Summerfield Cemetery in Wister. Pallbearers were Colton Horne, Tristan Moore, Travis Cackler, Larry Kimmel, Jerry Camp, and Steven Wetzel. The eulogy was delivered by Randall Smith.

Dennis will be deeply missed.

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HELLO DAISY

John: Here's something for the newsletter.

This is Daisy, a down-on-her-luck 1980 Spitfire. Daisy comes to me from Houston and is my introduction to the world of Triumph. The previous owner purchased her in 1999 after she had been donated to a charity to get a tax deduction. The history before that is unknown. I believe the car has not been driven since 2009.



Daisy is virtually rust free and came with a treasure trove of parts and a brand-new set of tires. John O'Hara very generously spent several hours last Saturday helping me identify various

parts that weren't labeled by the PO. He also confirmed the engine turns easily, so that's a big positive.

Nearly every system needs some love, so it's going to be a while before Daisy hits the road. For now, she provides me with a retirement project and keeps me out of trouble.

Andy Morsman



Sharon's Activity

By Sharon Parker

The secret is out; on December 16 several club members met at Bishop Quigleys. The pub is a favorite of Art, Jim M and mine which happens to be in our neighborhood.

We were joined by another neighbor and future club member Jeff Drouin. Jim L and Trish drove into town also in attendance were Matt and Sam, followed later by Jim M.

Jim L. commented that the fish and chips were good but liked the breadding better at Red Lobster. I think the atmosphere in an authentic pub wins over Red Lobster any day. The topic of conversation was lively and each of us got to know each other a little better.

What I notice is that the car club is also about community. A community where we may not hold the same ideas but share collective joys and sorrows. Grouch Marx's said, "I don't care to belong to any club that will have me as a member". He would be wrong about GCT, I have met some of my dearest friends through the club and continue to meet new ones.

After a few Guinness, the comraderies of the group thought it would be funny for all of us to call Jim on his cell phone, he was still at his granddaughters' recital. The thought of Jim Murray's cell phone going off multiple times during the performance brought a laughter. Jim Murray showed up later and said he had left his phone in the car, thoughtful and practical, so we didn't embarrass him.

In the end, what started as a simple gathering turned into a masterclass in friendship, fish-and-chip critiques, and Guinness-fueled philosophy. If Groucho Marx had been there, he'd probably have joined—if only for the breadding debate. And while Jim's phone didn't interrupt a recital, we all learned an important lesson: true camaraderie isn't measured in horsepower or pints, but in how many people will conspire to prank you mid-performance.



Scheduled Club Activities

WHEN	WHAT	WHO
February 10th 2026	DRIVE YOUR TRIUMPH DAY	Art/John
Friday 13, March 2026	St. Patrick's Day	Jan's Last One

Become a VTR Member

The Vintage Triumph Register has its benefits. A national club of Triumph enthusiasts spanning the globe needs you as a member. Affiliate club membership is not automatic membership with VTR.

Some of the benefits: *The Vintage Triumph* magazine, our award-winning, bi-monthly color publication.

VTR National convention

Access to a large number of local clubs

Website with reference material and members-only sections

Record Trace Certificates TR2/TR3/TR3A/TR3B

Factory trace documents on other Triumph models no longer available

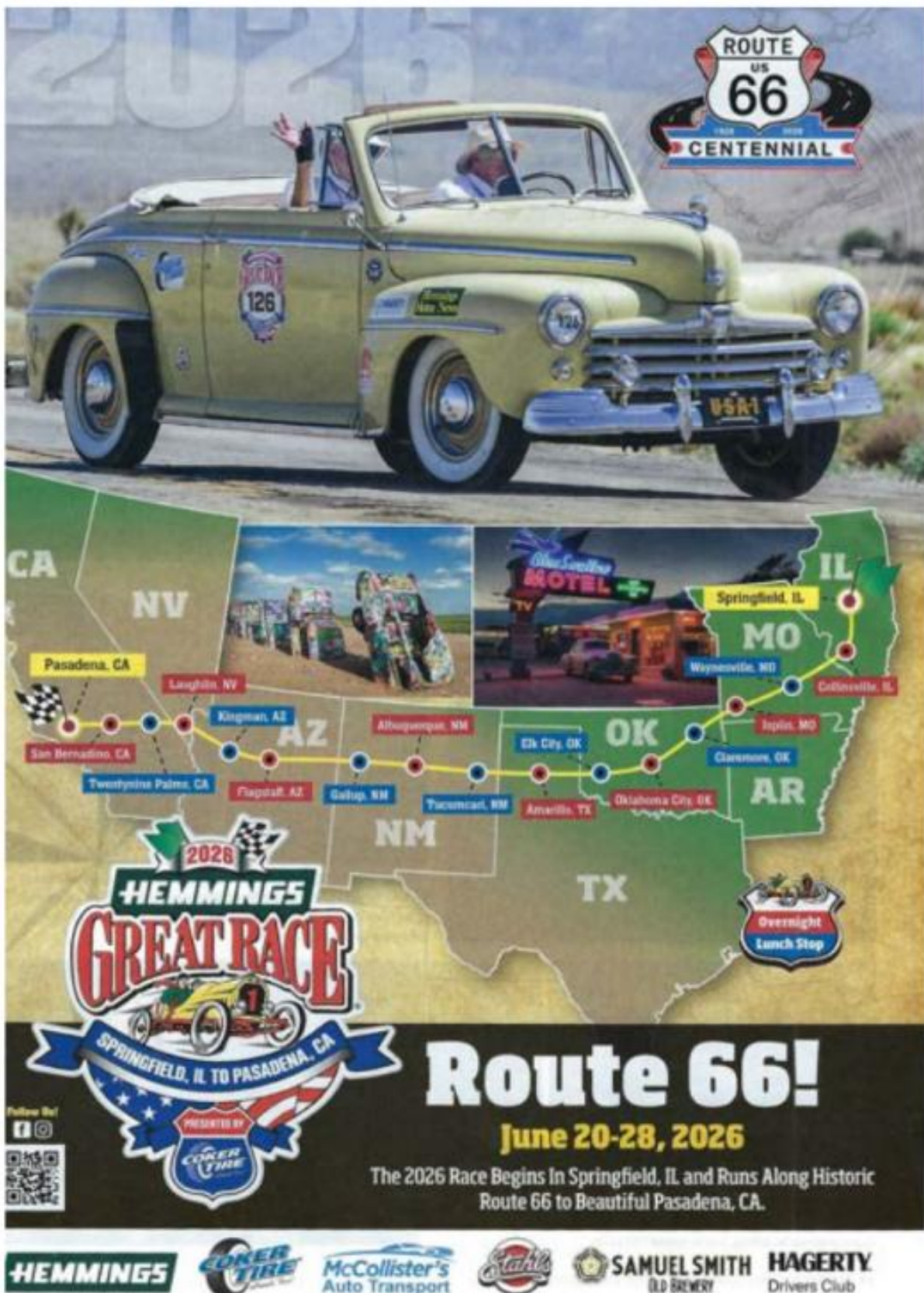
Clothing, regalia, exclusive items

Specific vehicle consultants and experts

Sign up at <https://vintagetriumphregister.org>



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A promotional poster for the 2026 Hemmings Great Race, presented by Goodyear. The top half features a vintage light green 1935 Ford V8 convertible driving on a desert road, with a driver and a passenger waving. The car has a '126' racing number and a 'USA-1' license plate. A 'ROUTE 66 CENTENNIAL' shield is in the upper right. The bottom half shows a map of the route from Springfield, IL to Pasadena, CA, passing through various states (IL, MO, OK, TX, NM, AZ, NV, CA) and cities (Springfield, IL; Collinsville, IL; Wyanonville, MO; Inlet, MO; Claremore, OK; Oklahoma City, OK; Amarillo, TX; Tucuman, NM; Gallup, NM; Flagstaff, AZ; Twentynine Palms, CA; San Bernardino, CA; Kingman, AZ; Laughlin, NV; Pasadena, CA). Insets show the Cadillac Ranch and the Blue Swallow Motel. The bottom section includes the '2026 HEMMINGS GREAT RACE' logo, a Goodyear logo, and the text 'Route 66! June 20-28, 2026'. Below this, it states 'The 2026 Race Begins In Springfield, IL and Runs Along Historic Route 66 to Beautiful Pasadena, CA.' A QR code and social media icons are on the left. The bottom of the poster features logos for HEMMINGS, Goodyear, McCollister's Auto Transport, Stahl's, Samuel Smith Old Brewery, and Hagerty Drivers Club.

ROUTE 66 CENTENNIAL

2026 HEMMINGS GREAT RACE

SPRINGFIELD, IL TO PASADENA, CA

PRESENTED BY GOODYEAR

Route 66!

June 20-28, 2026

The 2026 Race Begins In Springfield, IL and Runs Along Historic Route 66 to Beautiful Pasadena, CA.

HEMMINGS GOODYEAR McCollister's Auto Transport Stahl's SAMUEL SMITH OLD BREWERY HAGERTY Drivers Club

DYTD

Drive Your Triumph Day



Tuesday February 10, 2026

Happy Holidays to the Triumph community

Are you planning to participate in Drive Your Triumph Day on Tuesday, February 10, 2026? The day will be here before you know it!

I'm currently in preparation mode to launch a new location for posting this year's DYTD photos—more details to follow. On this new site, I also plan to include photos from past years, organized into albums by year. In addition, for 2026, I'm going to try something new and sort the photos by Triumph model as well.

So start planning a drive—or if you're in a winter climate, take a photo of your Triumph hibernating in the garage. If your car is in restoration or part of a winter project, take a photo of that too. Keep in mind that hundreds of Triumph owners from around the world will all be doing something with their Triumph on the same day. It's always great to see how everyone participates. The idea is simple: have fun with it.

Best Regards,

Rye Livingston
Activities Chairman
Triumph Travelers Sports Car Club
1960 Triumph TR3A
DriveYourTriumphDay@gmail.com



2026 CAR SHOW LIST **by Art Graves**

New Orleans British Motoring Festival

Location: Covington, Louisiana

Date: March 27 – March 28, 2026

Web: <https://www.bmcno.org/2025-british-motoring-festival/>

VTR South Central Regional Convention

Location: Marble Falls, Texas

Date: April 20 – April 23, 2026

Web: <https://redrivertriumphclub.org/2025-sevtr-regionals/>

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas

Date: May 9, 2026

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

The Wedge Shop Gathering

Location: ??

Date: ??, 2026

<https://www.thewedgeshop.com>

Euro-Expo Car Show

Location: Sand Springs, Oklahoma

Date: ??, 2026

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

TRA National Meet

Location: Madras, Oregon

Date: June 15 – June 19, 2026

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

Greater Ozarks British Motoring Club Car Show

Location: Springfield, Missouri

Date: June 26 – June 27, 2026

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

VTR National Convention

Location: Kerrville, Texas

Date: October 14 – October 18, 2026, 2026

Web: <https://www.mntriumphs.org/vtr2025/>

Kansas City All British Car Day

Location: Merriam, Kansas

Date: September 5 – September 6, 2026

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

Brits on the Bluff

Location: Natchez, Mississippi

Date: September 18 – September 19, 2026

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

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: ??, 2026

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

6-Pack Trials

Location: ??

Date: ??

Web: <https://jimholewka.wixsite.com/trials2025>

Triumphest

Location:

Date: No Show in 2026

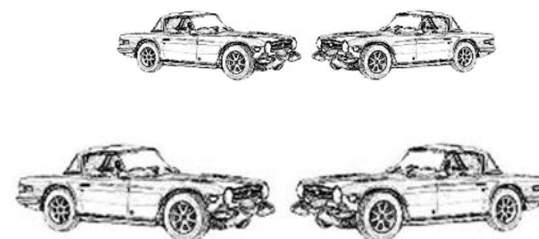
Web: [Triumphest 2025 — TriumphClubSoCal](#)

Texas All British Car Day

Location: Austin, Texas

Date: October 9 – October 11, 2026

Web: <https://www.hillcountrytriumphclub.org/txabcd/>



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TULSA'S ROUTE 66 CAPITAL CRUISE

WORLD RECORD
Classic Car Centennial
PARADE

THE BIGGEST MOMENT ON THE MOTHER ROAD
In the Capital of Route 66®

SAVE THE DATE
MAY 30, 2026
TULSA, OK, USA

DRIVE SPONSOR VOLUNTEER

BE A PART OF HISTORY

#TULSAR66PARADE
CAPITALOFROUTE66.COM

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HCTC & SCVTR 2026

Jacques Welter

Hey Hill Country Triumph Club !! We are pleased to announce that HCTC will host next year's South Central Vintage Triumph Register event. Mike McPhail and Jacques Welter are co-chairs for this event, but can use all the help HCTC can provide.

Here's the details:

When:

April 20th through April 23rd, 2026. Mark your calendar and set your vacation time.

Host Organization:

Hill Country Triumph Club

Host City:

Marble Falls, Texas

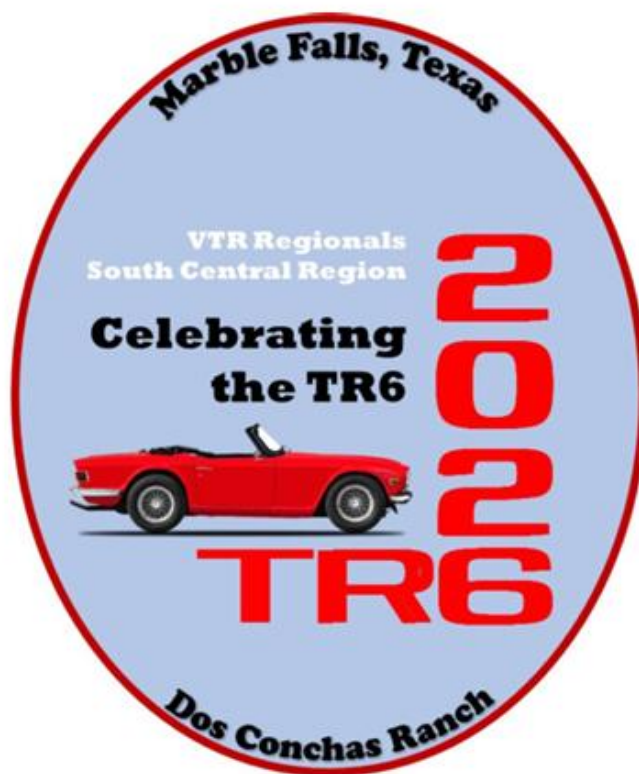
Headquarters:

Dos Conchas Ranch

Accommodations:

Hidden Falls Inn

Stay tuned for more details in **THE RAGTOP**



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SEPT 17-19, 2026

Triumphfest provides the thrill of driving our 'TR's to a destination just like the 'old days'.

At the Triumphfest we will enjoy 'Funcours', Autocross, Funkhana, tech sessions, and an awards banquet. Plus, an opportunity to meet with our Triumph friends, what a great time!



HOSTED BY THE DESERT CENTRE
REGISTER OF AMERICA
WWW.DCTRA.ORG

Celebrate the Route-66
Centennial during
Triumphfest - Get your
kicks on Route-66
in your Triumph!



TRIUMPHFEST 2026 EVENTS

AUTOCROSS
FUNKHANA
TECH SESSION
HOSPITALITY PARTY
BANQUET
AWARDS
RAFFLE PRIZES
VENDORS
RALLIES
REGALIA
MODEL/PHOTO CONTEST
WALKING TOURS
SCENIC DRIVES
DINNER CRUISES IN YOUR TR



TRIUMPHFEST 2026

TRIUMPHFEST 2026

WHERE ARE WE STAYING?



2515 E. BUTLER AVE.
FLAGSTAFF, ARIZONA 86001

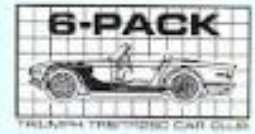
Special rates are available.
928-799-7900 mention
Triumphfest 2026,
www.flagstaff.littleamerica.com



FLAGSTAFF, ARIZONA.

Elevation 6910 ft, cool and green all year. A great place to have a Triumphfest and a great jump-off place to visit the sites of Northern Arizona.

Find more sites and activities at www.discoverflagstaff.com



6-PACK TRials 2026

Nashville, IN
September 17 – 19, 2026

The 2026 6-PACK TRials will be in Nashville, IN! The event will be based at the Abe Martin Lodge in Brown County State Park. Entry to the Park is included in your registration. The Park and the surrounding area have excellent driving roads, vineyards, and other sites. Located between Columbus and Bloomington, IN, Nashville is an artist's colony with restaurants, distilleries, breweries, and shopping.

Event and Lodge Registration opens October 10, 2026

Abe Martin Lodge Reservations: Call **877-563-4371**

- Select Option 1 for Hotel and Cabin Reservations
- Select Option 1 for Abe Martin Lodge
- Provide Event Code **0917TR** to Reserve Rooms at Abe Martin Lodge



Event Registration Form on Facebook:
6-Pack TRials – 2026



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Greetings from:
Deep in the Heart of Texas

The South Texas Triumph Association is excited to be your host for the 2026 Vintage Triumph Registry National Conference.

Event Dates: October 14-18, 2026

Location: Y.O. Ranch Hotel and Conference Center, Kerrville, Texas

This years event is located DEEP IN THE HEART OF TEXAS, near the center of paradise, also known as the Texas Hill Country! This easy to access region is well known for its scenic beauty, winding roads, art galleries, shopping, dining, antiquing, award winning wineries and excellent back roads filled with friendly small towns to visit.

Please visit our website at STTA.club/VTR2026 for more information about this not to be miss event!

Best Regards,
David Cochran, President STTA



For More Information
or
to Register Today
www.stta.club/VTR2026

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Greasy Hands Garage North Update by John Phillips

2/9/2025 – Remember that the TR8 had water in the gas and won't run. Today I raised it up on the rack and removed the fuel line that connects to the tank and ran a line to an empty gas can to drain the contaminated fuel into.

It only had a couple of inches in the bottom of the can when I got bored and came in to work on the newsletter. I hope I can remember to check it later. It is only trickling out so I am not worried.

The removed sub-assembly was hose, what I think is a back flow preventer, more hose and a filter. I have a new filter to replace the one in the assembly.

My first attempt was to try to siphon the fuel from the filler pipe. I failed and ended up with a piece of fuel line in the tank. Not very smart, I fear. Oh well, I never claimed to be a mechanic.

12/11/2025 – After I got bored and came in the house I forgot to go back out until the next morning. I was very lucky in that only a few drops had run over the top of the gas can, but it was completely full.

The bad fuel was transferred to three empty coolant bottles and an old 5-gallon bucket. So now what do I do with it??

Today the fuel line was off the pump so the switch was turned on to test the pump to make sure it was working and it was. The new fuel filter and the old back flow preventer were reinstalled using new rubber hose. Now I have to go get more gas and see what happens.

12/12/2025 – Today 5 gallons of 91 Octane no-ethanol gas happily poured into the empty gas tank. I had purchased it on my last trip into Owasso last evening. The car started right up and a trip into Claremore was made to fill the tank the rest of the way.

When the pump stopped it had added a little over 10 more gallons of fuel, so the tank holds more than I imagined. Performance there and back was all positive, except the choke would not disengage.

Back at the shop a Phillips head screwdriver was used to loosen the hold down ring on the choke body and it was moved two marks counterclockwise and retightened. Even that did not stop the choke from keeping the idle too high, about 2200 RPM.

Another adjustment was made and linkage on both sides of the carburetor was lubricated. I



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Since I spend very little if any time in the shop anymore, I plan to rerun previous articles to fill this space. Many of our members are "new" since they were originally provided so they still apply to our cars. This will allow me to have good information in this space although written previously. Time marches on.

12/21/2013 - It is difficult to get out of the habits adopted over the past weeks of inactivity. As Christmas closes in on us I ventured out to the shop to try to find a place to start. Jack's car seemed the most appropriate so let's start there.

The green circuit is the focus so what to do about the lack of connectivity between the fuse box and everything else. A check of the continuity from one the fuse block to the other indicates everything is as it should be. Another check for continuity from the input connector at the fuse block to the temperature gauge connector also was good.

Time to connect the battery and check the turn signals. Battery was run down so the charger goes on and I move over to Wayne's car.

The three things focused on before the eye stuff started were the handbrake, the windshield and the steering rack. Hoping to ease into this thing a little bit I chose to work on the hand brake assembly which always gives me trouble.

The only parts found in Wayne's stash were the bolt, bushings and nut/washer. No handle, no button. I scrounged around in the club stuff and found all the parts, I thought.

After cleaning and painting one handle, a key part was missing so I chose a second handle that is functional but has a damaged rubber grip that may need replacement at some time.

These things have lots of moving parts that have to be handled as assembly progresses, and this really increases the difficulty of doing this job. I finally decided to read the instructions and found that the secret is to remove a clevis pin to separate the parts so it will go together easier.

The question going through my mind was how in the heck do you get the split pin back in the

clevis pin to finish the reassembly? Well there must have been some magic in that old silk hat because the split pin actually went back in.

I tested the hand brake to see if the thing would work and it did not. I realized instantly that I had left the spring off the button so it would not engage the locking mechanism. Nuts!!!

Ok, enough frustration for one day. On



Monday I will start digging through all the boxes of stuff around here to find a spring for the handbrake. Or I will try to finish Jack's car then look for the spring. Just another day in the shop.

12/23/2013 – I think it is day 3 or 4 that the internet service has been iced up and not working so no e-mail and no home phone service. No problem so far with electricity, although I lost a big tree by the shop that almost took out our service. I might try to get back in the shop tomorrow.

12/24/2013 – The thaw has started so maybe I can access the part supplier's web sites later to search for a spring for the handbrake. Might also check with Chad. Spent about two hours looking for one today but did not venture into anything else yet. Hard time getting started.

1/2/2014 – The fallen hackberry tree is now firewood, and small stuff has been burned in my neighbor's back yard. Medical issues have been put aside for a few weeks so now it is time to get back to work in the shop.

The time spent searching for a spring for the handbrake was not all in vain, I did find an anti-run-on valve with clamps and reduction fitting in the club parts in my attic. Also found was an old but serviceable grounding strap for the battery. There was no grounding strap in any of Wayne's parts boxes.

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After cleaning all the old parts to some level of decency I installed the valve with the bent rubber hose that was attached so the afore mentioned hose fabrication using two 90° angles is no longer necessary. The attic spare also had the proper clamps so both hoses with restrictor are now in place and as supplied from the factory and the wiring harness connection made.

The attach point for the middle lug on the grounding strap is a fixed nut inside the firewall but it was full of paint so a thread die was used to clean the threads. A 5/16th/24 bolt was found and the middle of the strap bolted to the firewall. The lug on the end of the strap was grounded to the engine by removing one of the transmission to bell housing bolts and the lug fitted then the lock washer and nut. The other end is ready to attach to the battery when it is installed.

1/4/2014 – I ventured into the shop today and started by putting up some of the stuff that had been left about such as chain saws and assorted support tools. After that I decided to tackle the green wire issue on Jack's car.

When I started I checked the white feed wire from the ignition switch for power to the fuse block which was ok. Power was also available on the other side of the fuse block. I checked for power at the thermostat for the temperature gauge and it was ok.

I turned the ignition on and checked for backup lights. The left was shining brightly, nothing on the right. I checked for power at the light and had power. I checked for continuity from the lug on the socket to the light assembly housing and it was ok. I checked continuity on the grounding system and it was ok. I changed the bulb and it checked ok but the light still did not work.

So after checking everything in system multiple times everything is as it should be except the darn light is dark. Will try again tomorrow.

1/12/2014 – Finally a little progress in the shop. I went out today to sweep up after showing it to Julie for the first time at the planning meeting. It was pretty dirty and a little embarrassing.

After some minimal sweeping and bumping into the windshield assembly so nicely prepared by Jim Murry for Wayne's car, I decided it was time to get it installed and the discarded one in the attic for storage. Before installation I added the review mirror and sun visors thinking it would be easier before installing the assembly.

The old one was easy to remove as it had only been partially attached when set on the car the last time. They usually require a lot of pulling and twisting to remove which is why the job has not been done previously as that would have violated doctor's orders.

At this point the dash pad was checked and found to be in good shape. It was cleaned and reinstalled properly this time.

The upgraded unit was set in and the three top bolts with fasteners for the tonneau cover were added at the back of the assembly above the dash pad. Once these were started the two locknuts



and washers were added to the main posts on either side of the assembly under the dash and all five locations tightened down. The assembly is now installed properly. The old bright strip and windshield wipers were also installed. The seal under the old windshield was also acceptable for re-use. Looks really nice Jim. Good job.

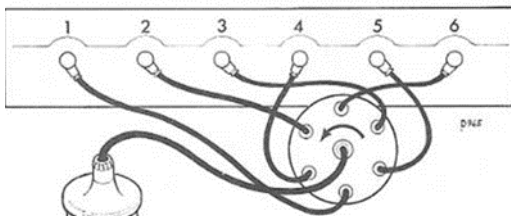


Our Fourth Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends

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.

ie

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.



For TR8

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 : Paint Ref.com or https://www.automotivetouchup.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.



<https://www.facebook.com/search/top/?q=Urban%20Auto%20Tulsa>
Alignments for Triumphs!!!!

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 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

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

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

1962 Triumph TR3 parts available:

New Listings

Several drive shafts
2 frames, 1 with small hubcaps
Several fuel tanks
Several rear ends
Several small engine body parts

For more information contact Dennis Robinson @ 918-346-0900.

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

Classified Section

Bits of Triumph



Wynnell Gorman
wynnell@bitsoftriumph.com



To explore website:
Scan here

*Embroidery Inspired by
Triumphs & their Drivers*

<https://bitsoftriumph.com>
Mobile: 469-383-2009
4610 Jakes Way, Midlothian, TX 76065

LiteZupp Industries, LLC

LED lighting for your Classic British Auto



Exterior LEDs
Dash LEDs
LED Headlamps
Flashers
LED kits

sales@litezupp.com
www.litezupp.com
www.facebook.com/litezupp

We can see you now!

2008 Saturn Sky Redline (Turbo), \$10,000
Excellent condition. John Phillips



GCT Merchandise

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

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

Andy Wilmes

Retired Owner
Admiral Alignment

+1 (918) 232-3273 Mobile
awilmes@atlasok.com

13503 N 155th East Ave.
Collinsville, OK 74021



TRIUMPHWORLD SERVICES, Inc.

Specializing in restoration, repair and
parts for the English sportscar

TRIUMPH

John R. Gauldin
Edmond, Oklahoma

(405) 250-0903
trdr@cox.net



Land's End Merchandise & Club Logo

Inbox



Art Graves

to me, Rob, Dennis

Hi John, Rob & Denny,

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

Thanks,
Art

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

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

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

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

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

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

Cheers,



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 <u>To</u> GREEN COUNTRY TRIUMPHS	
Check #	Check Date

GCT C/O JAN or JOHN PHILLIPS
 5865 E. 480 RD
 CLAREMORE, OK 74017
 (918) 341-8903
 tr6@atlasok.com

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