



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

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

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

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.

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 breading 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 breading 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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ROUTE
US
66
CENTENNIAL

2026

HEMMINGS
GREAT RACE

SPRINGFIELD, IL TO PASADENA, CA

Route 66!

June 20-28, 2026

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

HEMMINGS

**COKER
TIRE**

**McCollister's
Auto Transport**

Stahl's

**SAMUEL SMITH
OLD BREWERY**

**HAGERTY
Drivers Club**

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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-scvtr-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.jaguarcluboftulsa.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.britishironnw.org/>

6-Pack Trials

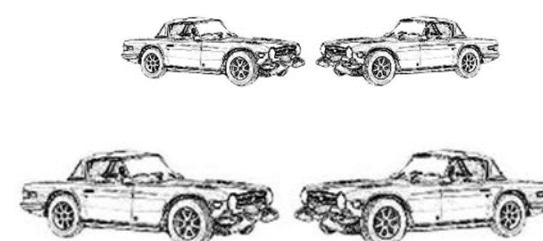
Location: ??
Date: ??
Web: <https://jimholewka.wixsite.com/trials2025>

Triumphest

Location:
Date: No Show in 2026
Web: [Triumphest 2025 — TriumphClubSoCal](https://www.triumphest2025.com)

Texas All British Car Day

Location: Austin, Texas
Date: October 9 – October 11, 2026
Web: <https://www.hillcountrytriumphclub.org/txabcd/>



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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

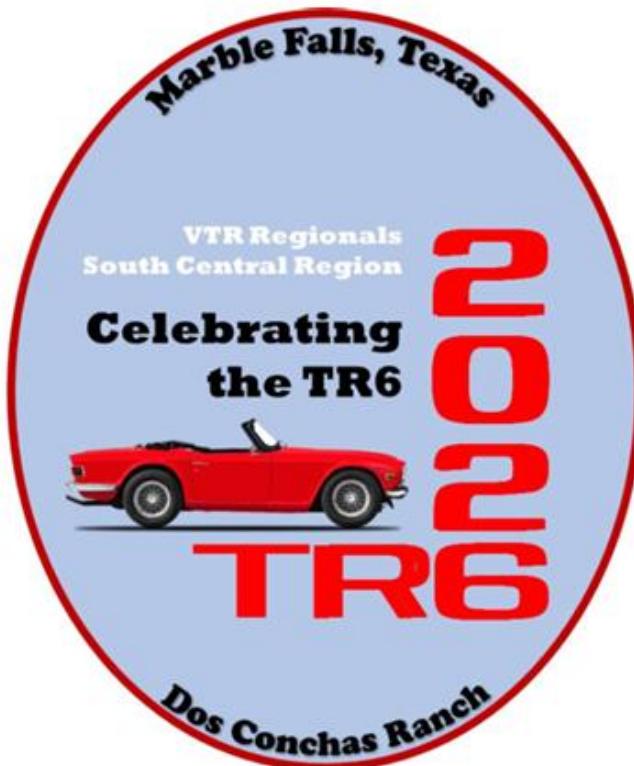
Headquarters:

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!



TRIUMPHEST 2026 EVENTS

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

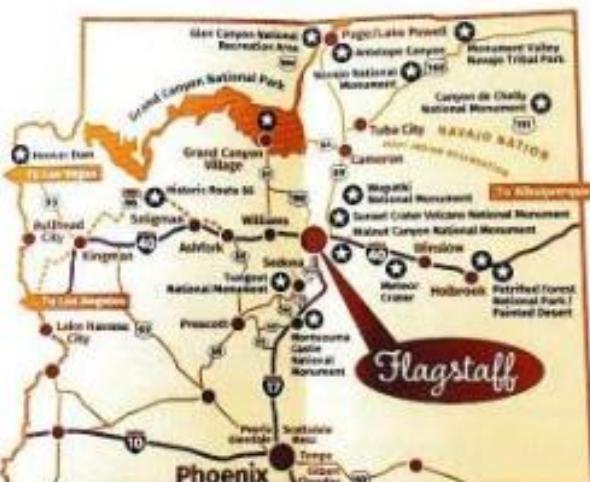
TRIUMPHEST 2026

TRIUMPHEST 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

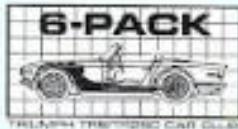


FLAGSTAFF, ARIZONA.

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

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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**

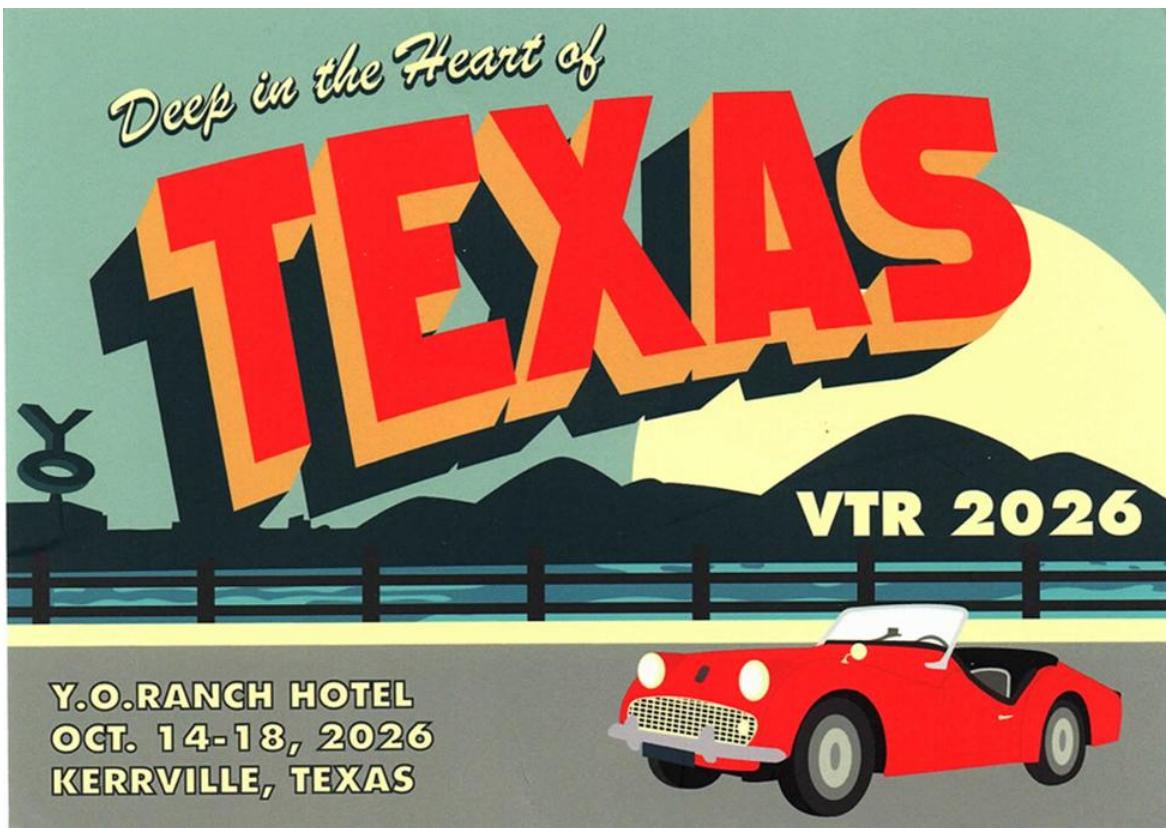
- Select Option 1 for Hotel and Cabin Reservations
- Select Option 1 for Abe Martin Lodge
- Provide Event Code **0917TR** to Reserve Rooms at Abe Martin Lodge



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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am hoping for better results when I take a run into town for some med refills later today.

There could be an issue with the temperature setting on the thermostat causing the engine to run too cold. That kind of makes sense so it appears that I may need to consider a new thermostat in the future.

First, I think I will try a good cleaning of the carburetor and some choke adjustments.

12/15/2025 - The carb was cleaned and it appears to have really helped the way the car runs. At least I don't have to repeatedly stomp the accelerator to get the idle down.

More adjustments were made to the choke today. The fast idle screw was adjusted to lower the RPM and the engagement timing was changed to reduce the time the choke stays on. The adjustments take several attempts to get it right so this may go on for a while.

12/16/2025 – Traditionally I service rolling stock whatever that may be in the winter. That started in earlier days because there was usually at least one club member's car that I did not want to work around and they usually went home to give me room in the shop over the holidays.

After tweaking the choke on the TR8 one more time, it seemed logical to keep working on the 8 so I drained the oil. A trip to O'Reilly's was needed to get a filter and a seal for the drain plug. They had one but only in a kit so I brought home several seals that I will never use, maybe.

I had purchased some Castrol formulated for our cars previously when I saw it on sale so that is what went back in the car. Four tenths of a quart in the filter, 5 quarts in the sump. Filters by WIX number 51515 fit the TR8 51516 fit a TR6. Easy to remember.

Fluid levels for other components were checked previously so after verifying I had oil pressure my day was done. 2XX from the fridge and I came to work on the newsletter. I still have some dirty gas to get rid of at this point.

The mower goes in for service tomorrow, so the grass and leaves were blown off using compressed air. Still dirty but looks better.

12/17/2025 – The choke adjustments continue. The videos show how to get a starting place on adjustments, but the work is in the fine tuning. Yuk!

12/18/2025 – The more I fiddle with the choke the worse it gets. I decided to look into replacing the choke. What I found was a choke part replacement which I decided would fix the choke if anything would.



Why did this make sense? Because I remember one adjustment exceeded the adjustment range. A warning says don't do that; it can damage the choke spring. So, a new cap and spring might work. It should be here in 3 or 4 days. If that does not work, I will change to a manual choke. I can pull and push knobs with the best of them.

12/21/2025 – The new spring for the choke got here today. I got it installed and kind of adjusted and am now trying to get the fast idle screw somewhere close to about 1400 RPM. I guess persistence is the key here. Just keep trying.

12/29/2025 – Today I felt like working on the 8 a little and there were a couple of tasks to choose from. New LED lights were awaiting installation behind the speedometer & tach. The other project is a new radio antenna. I decided to do the lights.

It has been a few years since I have taken the dash apart, but I remembered most of it.

The top of the dash over the gauges comes off by removing 7 screws so no big deal unless you loose a screw or two. The plastic cover over the gauges is held in place by 3 more screws. The final barrier is a black trim panel that outlines the various gauges.

With access to the front of the gauges, there are more screws, 3 for the speedometer and more for the tachometer. They simply lift out at that point allowing access to the light bulbs.

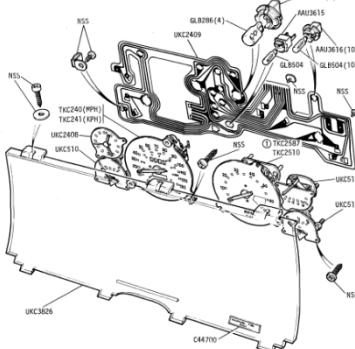
They did not come with a lot of instructions. If they don't work remove and rotate 180 degrees. This proved to be enough information because they do work.

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The reason for this task was to install brighter LED lights. I had some red ones from TWS, but they were not bright enough to see the gauges clearly. I bought some green ones from LiteZupp, and they appear to be much brighter. The part I messed up was only ordering two bulbs when I needed four.

This is not a difficult task, but care should be taken to not damage the gauge faces while exposed (I did a little damage to the temp and tach gauges, but they still work.) Now I will order two more bulbs and finish the job when they arrive.

12/30/2025 -



The additional bulbs are now on order. Since I boogered up the temp gauge reading it reads about a quarter to high. When the new bulbs are installed, I will try to adjust the temp gauge to read lower.

Yesterday when I arrived back at the shop I checked the temp of the engine via infrared gun and it read 165°. Assumption: the cooling system is keeping the engine from maintaining a typical running temperature of about 185°.

Another assumption: When the cooling system opens the thermostat, the engine cools so quickly that the choke comes back on or never goes off. My choke issue could be an incorrect thermostat heat range. Interesting.

12/31/2025 – Just Happy New Year!!!

01/01/2026 – The only thing done on the 8 today was to upgrade the Lucar connector on the choke power wire. The original one had no insulation, so I cut it off and replaced it with an insulated one. Why did I do this, you may ask. I want to try disconnecting the choke to see if I even need it and I don't need an uninsulated wire flying around near the carburettor.

Then I did an annual oil / filter change on the Sky.

1/3/2026 – The new LED light for the tachometer arrived so I decided to get out of my chair and put them under the gauge. The process

is about the same as the speedometer, so I won't dwell on the installation.

A couple of other issues popped up though. I had bumped the needle on the temp gauge and moved it enough to alter the reading, which I did not like. I moved the needle back to an area that should result in a lower temperature reading which is what I want. Not yet verified by a road test.

The other issue was disappointing. One of the bulb sockets is not working which means I have $\frac{1}{2}$ the light that I wanted from the two new bulbs. Not sure what that means at this point. Fix it or live with it. We shall see.

1/8/2026 – Back to the choke today. I started the car with the power wire disconnected and it started fine but a little choke to raise the idle speed would have been nice. Since the engine was still cold the power wire was reattached and the car restarted. No change. The choke did not do anything to increase the idle speed of the engine.

I decided to start increasing the fast idle setting a little at a time. The next time the test is done I hope to see a little increase in idle speed at startup.

Back in May of 2017 I installed shorter springs as an assumed improvement to handling. Two negative changes appeared that I have not been able to correct.

The worst of the two issues is hitting bad bumps in the road. The front will typically bottom out the shock absorber and give the car a significant jolt.

The other issue is that the exhaust pipe on the passenger side sometimes bangs against the body of the car, especially when there is a passenger in the car.

These are irritations that I may or may not eliminate by installing some original style springs and shocks. Decisions, decisions.



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

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.

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



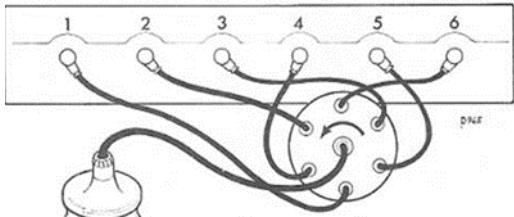
and washers were added to the main posts on either side of the assembly under the dash and all five locations tightened down. The assembly is now installed properly. The old bright strip and windshield wipers were also installed. The seal under the old windshield was also acceptable for re-use. Looks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



JOHN'S QUICK TIPS

Plug Lead Positions (Fig. 55)

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



TR6 Soft Top Folding

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



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



2. Fold top forward without folding back window



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

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

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.classicarmotoroil.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

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

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

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

What is your car worth? Hagerty Valuation Tool

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

GCT Merchandise

SEE NEXT TO LAST PAGE

LESSONS LEARNED

When using an electronic ignition system bypass of the **ballast resistor** is highly recommended. This resistor is for protection of ignition points (which are no longer part of the system) and lowers voltage to the plugs. All 12 V are needed. Exception: Leave Tach wiring if applicable.

When diff seals leak, clean the vent.

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

Coolant hoses get loose over time. Be sure to tighten them periodically.

The rear hubs on IRS cars are known to shear causing the wheel to separate from car while moving. Check by moving the raised wheel in the caster/camber attitude to check for play. There should be none.

Thrust bearing end float should be .011" max. Push the crank shaft (fan) rearward as far as it will go. The crank should move forward when the clutch is depressed. It should move between .004" (0.1016 mm) and .011" (0.2794 mm).

Find paint codes at : 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

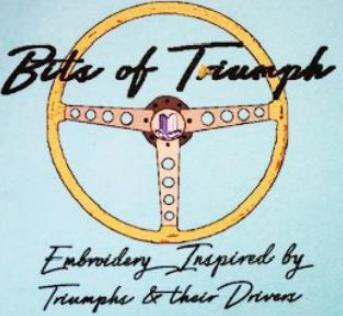
New Listings

1962 Triumph TR3 parts available:

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

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Bits of Triumph
Embroidery Inspired by
Triumphs & their Drivers

Wynnell Gorman
wynnell@bitsoftriumph.com


To explore website:
Scan here

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

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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 To 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.