



Triumphant Times

Monthly Newsletter for July 2023

Recipient VTR Newsletter 2016, 2018, 2021

<https://greencountrytriumphs.com/>

7-23
PAID
MEMB
ERS

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 July 18th
Dinner at 6:00PM
Meeting at 7:00 PM
Location: Andolini's
on the Riverwalk in
Jenks

Officers and Committees

Jim Murray – President

Rolf Blom – Vice President

Art Graves - Member at Large, Car
Shows, VTR Liaison, Club Contact

Jan Phillips – Treasurer

Trish Lindsey – Secretary

Vacant - Activities

Jon Wood – Web Master

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

**Happy Independence Day & Many
More, I Hope! Editor**

**President's Address by
Jim Murray**

The Good Ride
by Jim Murray
Houston, I

We Have a Problem

Continuing with
ongoing problem of my
functional speedometer

As promised in last month's edition, I found my way over to Art Graves' Garage to borrow the assistance of his floor jack to lift the TR-3A up high enough to try to unscrew the speedo cable and Angle Drive, connection to the transmission from below. Much to my disappointment, lifting the car off the ground did not provide any better access.

Back in my garage, I made a last-ditch effort from the top side and was able to loosen the speedometer cable collar connection and disconnect it from the L-Drive that connects to the Overdrive unit. With both ends of the speedo cable free and exposed, I was able to spin the drive cable with my fingers without resistance - cable confirmed good!

I connected the transmission end of the cable to a drill and confirmed that the speedometer was also operational.

From the shift lever access hole in the top of the Gearbox Tunnel Cover, I could see the collar connector that attached the L-drive to the Overdrive – just beyond any finger strength from above or through the side access. It was tight access, and the geometry of my two different needle-nose pliers would reach but provided no rotation moment due to the restrictions.

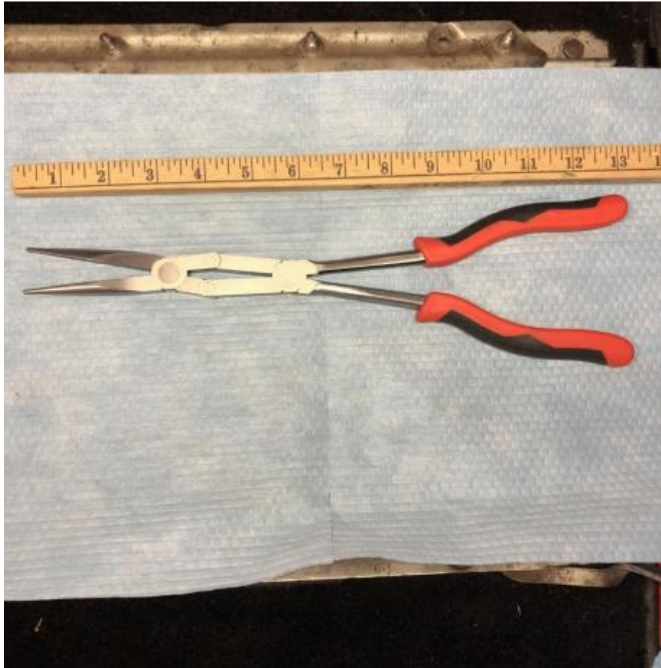
I needed a pair of extended-reach needle nose pliers! Off to the hardware store, and I found a pair that exceeded my expectations. Crescent Tool sells a double-jointed plier that provides extended reach AND slender access along the



Think
the
un-
issue.

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

path. It is a good day when I can add a cool tool to



the box!

This tool was enough to loosen the connection such that I could spin the collar connection of the L-Drive the rest of the way off, only to find that the Gearbox Tunnel Cover did not provide enough clearance to remove the L-Drive.

Sadly, the next step is to pull the Gearbox Tunnel Cover. Normally it would not be difficult to do this: 1) Unsnap and remove the Driver, Passenger, and Tunnel Cover carpets; 2) Remove the critical rubber access plugs; 3) Remove the bottom seat cushions to provide access and clearance; 3) Remove the ~16+/- Tunnel Cover securing bolts; 4) Lift the Tunnel Cover out and, as the Brits say, "Bob's Your Uncle!"

I have worked professionally with many Brits over the past 40+ years in the aviation industry –most all of them great guys and solid engineers. And it was not unusual for any of them when proposing a solution to a problem "We do A,B, & C..." and finish with "...and Bob's Your Uncle!" (aka Problem Solved!) I would sometimes ask "Who is Bob, and why should I be happy that he is my uncle?" It was in the dark times before Google and I never received any real explanation on this colloquialism.

In my case, in this particular instance, Bob was NOT my uncle. Twenty-two years-ago John Phillips assisted me with replacing my 4-speed transmission with an Overdrive Transmission purchased from Quantum Mechanics. The Roadster Factory did not and does not appear to have a part number for a seal kit for the TR2-3 series Tunnel Cover.

I stumbled elsewhere on to a rope of windshield sealant that I thought would do the trick, so I used that to seal up the Cover.

The windshield sealant performed like a champ with keeping any water out and has remained pliable all these years. The downside is that this stuff is about as sticky and gooey as it comes.

The consistency is similar to hot taffy, bubble gum, or the guts of a roasted marshmallow, only more so, black, and not nearly as sweet or flavor forward. When the Tunnel comes off, one must use caution not to spread strings of the stuff all over everything!

My first thought was to not "remove" the Cover, but to "loosen and lift" just enough to provide access. I was able to lift the back end of the Cover about 6" which was enough to provide access to extract the L-Drive and discover that the output cable had sheared off. Unfortunately, there was still not enough access to align a replacement



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drive. Time to bite the bullet and pull the Cover all the way off.

When I pulled the cover off, there was a small spider web of threads of the adhesive that tried to follow me away from the car. I sat the cover upside down on the floor of the garage. The next day I discovered a thread of adhesive that stretched diagonally suspended across the open space of the 36" Tunnel. The thread had only sagged about 2". I wondered if this was a product that came out of NASA initiatives?

While possibly it was good enough for NASA, I decided I am tired of dealing with the absolute mess and plan to clean all of it off and purchase a TR6 Gearbox Tunnel Cover Seal Kit.

Time to order parts. I hope to end this saga in time for next month's article.

John continues to remind us that annual membership fees are due in July. It is too late to be early, but not too late to be on-time with your membership renewal. In the words of United States Founding Father John Dickenson, American Statesman Patrick Henry, and 1970's pop band Brotherhood of Man – "United we stand, divided we fall".

-Jim

Vice President's Article by Rolf Blom

How I learned to drive my TR-3

Idle reader, you can believe me that recalling Jim Murray's "good ride" article about driving his newly acquired TR-3 home brought to mind my "interesting" experiences when I first bought mine! The circumstances were not ideal. In the first place I had learned to drive in my father's 1951



Oldsmobile with an easy to drive automatic transmission.

This had all been in Speculator, New York

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

ALWAYS SHOW SERIAL ENGINE AND KEY NUMBERS

Handwritten notes:
 Lic. Fee 12.80
 R. Blom
 D. Short

where I was lucky to be able to spend all summers working in a family boat rental business my Aunt owned. (I elected to pass the states' driving test in Hamilton County, rather than in New York City where I grew up.) In the second place although I had saved as much as I could from my summer jobs, I would have only about \$500 left after making the purchase. To put this amount in some context, I have included an

image of the original purchase document. Note that this was before Zip codes were introduced; money went farther than now; the salesman used the English spelling "cheque" and I used my college address to save on insurance cost. I had found that insuring the car with the New



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

York City address would cost me about 25% of the car's value!

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

A couple of days later I was due back for final exams for the fall semester. (Christmas break was used to cram for tests in those days.)

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

Anyway, once I was back in school I was able to occasionally go out on iced over parking lots where I spent time leaning to drive on ice and control over-steer, under-steer and spinouts.

In Troy, New York there was snow on the ground from Thanksgiving to late April—it was wonderful fun!

Later that winter I drove over the top of a snow-covered road and found a large truck coming the other way using a bit more than his fair share of the road. I managed to get by the truck while I was drifting slowly to the right; but after that point the right rear fender touched a snowbank on my side of the road, causing the car to spin around the other way—twice. It was not fun; however ever since I have been quite glad for all my misbehavior on frozen lakes and icy parking lots.

* * *

For our April meeting I have finally found a usable restaurant for our Broken Arrow members in the Olive Garden restaurant, located at 1301 East Hillside Drive. It is just a bit north of the Broken Arrow expressway between the Lynn Lane and Kenosha exits. Lynn Lane is best, then go north on 9th street, turn right on Hillside. Keep right for a couple of turns and there it is

I had high hopes to provide some favorable news about my Blue TR-3 which has been idled for most of the past winter. I brought over a nice cast iron manifold to the storage unit figuring I could start changing the exhaust system to eliminate the aftermarket exhaust manifold.

I want to do this exchange because the current exhaust blocks access to the rear engine drain on the engine block. When I arrived at the garage, I noticed that the last time I put the car in I had hurried in without taking the time to straighten out the car.

It was threatening hail at that time. Needing to get the car in a more workable position, I hoped in and turned the key and got no response to the started button despite the dashboard instruments clearly in order.

Looking at the situation I then noticed the battery maintainer was sitting on the floor. I guess I must have been in a terrible hurry when I parked that way, as I am a great believer in using a maintainer.

So, I found my T-key and opened up the hood; set up the maintainer; plugged it in to the only power socket and waited for the yellow flashing light to go on to bring the battery up to snuff. No such luck! Instead, I got the dreaded red flashing light saying the battery was bad. Since it is quite a new battery, I probably can get a replacement for not too much cost other than the nuisance of the trips back and forth to AutoZone but was disappointing.

The situation became even worse when I discovered that the positive terminal connector was actually loose enough to turn by hand. This loose connection does explain why I could get enough voltage to get responses from the dashboard needles but not the starter or even the red ignition light.

Next steps are to bring over a voltmeter to see how weak the battery is and either replace or not depending on the condition. Too bad the instrument panel doesn't have one. In the meantime, the manifold change will have to wait.

* * *

For our May meeting I decided to use "Big Whiskey's American Restaurant & Bar Tulsa" on 51st Street. The street address is 4532 E 51st St. Adele and I had been somewhat reluctant to try

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

this one because the name gave us a strange first impression. We tried it out and the food was good and not too costly. We definitely did not try any of their whiskey "flights." One word of warning is that the menu rather pictorial and has various types of food scattered around. Be sure and look it all over before placing your order.

They have really nice pieces of fried shrimp served in several ways. I ordered one type only to discover one I would have preferred when it was too late. There is supplementary parking on a side street, with an access door that leads past the updated storage units south of the restaurant.

Those of you who helped me relocate the blue TR-3 back in February 2019 will recognize the area.

We have finally found a usable restaurant for our Broken Arrow members in the Olive Garden restaurant, located at 1301 East Hillside Drive. It is just a bit north of the Broken Arrow expressway between the Lynn Lane and Kenosha exits. Lynn Lane is best, then north on 9th street, turn right on

Hillside. Keep right for a couple of turns and there it is.

Minutes of the last meeting by Secretary Trish Lindsey

June 20, 2023

Green Country Triumph
Club Minutes



The meeting was called to order at 7:00 pm at Emersumnice in Owasso. Introduction of guests and new members were made. Only one member drove his Triumph to the meeting.

Minutes were accepted as printed in the newsletter. The treasurer's report was given and approved.

Parts: John is trying to put lights over gauges. He knows of a '72 TR6 project available for sale in Bixby.

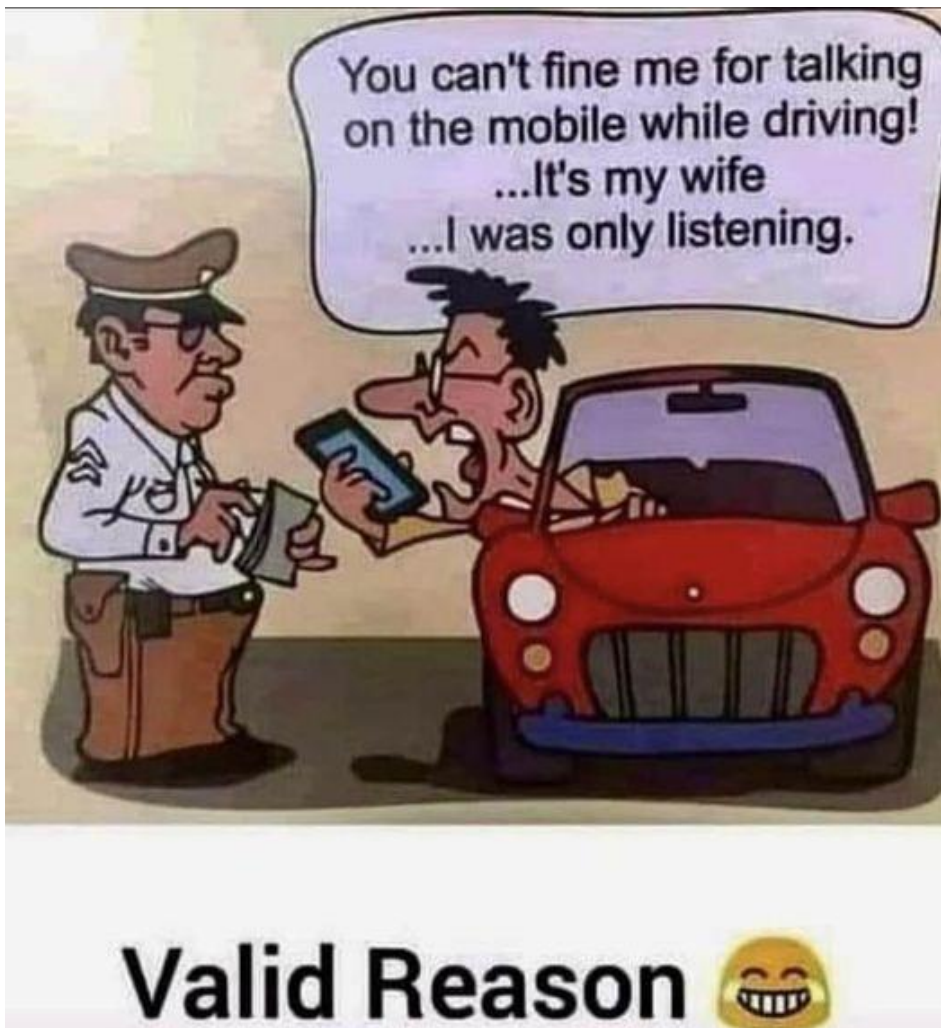
Car Shows: Check newsletter for full list.

Activities: Elections will be next month. A trip to the Cord/Duesenberg plant in BA is planned for July 21. A Gathering Place tour is put off to cooler weather. A cookout at Steve's has been proposed.

Next meeting is July 18. A possible place is Andolini's in Jenks.

There was no old business.

The meeting adjourned at 7:26 pm.



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

Scheduled Club Activities

WHEN	WHAT	WHO
Feb 10	Drive your Triumph Day w/COVTR-Cushing	Art
	St. Patrick's Day Dinner	Jan
Saturday July 8th	Joint activity with COVTR – Visit the Route 66 Auto Museum in Sapulpa	Mike Piggott
21 July	Auburn Cord Duesenberg Co. Facility Tour	Jim Lindsey
Sat., Sept. 9, Time TBD)2023	MG Club picnic – Joint Function	Matthew Karibian
5 November?	Guy Fawkes	Jan?
December	Christmas Party	?

WHY SHOULD I JOIN VTR?

VTR works to maximize the enjoyment all of us have when driving a Triumph and emphasizes camaraderie and social interaction among Triumph owners. As the only North American organization which recognizes each and every Triumph model, we hope you'll want to join us as we strive to achieve these goals.

We also hope you'll attend either the National or regional gatherings of VTR members. These conventions are always fun for attendees, and joining a VTR chapter will introduce you to others in your area who share your passion for Triumphs. Car shows, rallies, autocrosses, tours, vintage racing, and social gatherings are a regular part of the VTR scene.

Won't you join us? ? <https://vintagetriumphregister.org/>

Your dues provide the following:

- our award winning, bi-monthly, color-cover magazine, *The Vintage Triumph*
- free classified advertising in the magazine
- technical assistance from our [vehicle consultants](#)
- VTR membership card and windshield decal

GARAGE TALK WHAT FLYWHEEL DO YOU HAVE?

By Mike Sabelhaus

If you own a TR5, TR250 or a TR6 you may not be aware (or care) of what flywheel you have. Its really only necessary if you have to do work in that part of the engine.

Many TRs may have had engine transplants with some donor engines having come from other model year cars. Example: TR250 engine replaced with a late TR6 engine. If the crankshaft or flywheel is to be changed for any reason, it is important to know which crankshaft you have, and to know which flywheel matches your crankshaft. In pairs they are interchangeable resulting in the clutch face always being in the correct relationship to the center line of the crankshaft.

It also defines the ability for your starter motor to fit correctly. If starter motor doesn't fit it will not mesh with the ring gear properly when engaged to start the engine. Result is binding, destroying a ring gear on the flywheel and tearing up a starter motor.



The photo below shows a long nose crankshaft that sticks out past the rear engine plate approximately 1" (25mm), correct for '68 TR250 and '69 TR6. Conversely, the 'short back' crankshaft is roughly flush with the back mounting plate.



So why do I care?

The rebuild of my TR250 has been longer than expected. Based on the records it is the correct engine for the car. At some point in time, during the engine rebuild and multiple subcontractors working on part rebuilds, the wrong flywheel was put on the engine. How, nobody knows. Not sure what happened to the correct one as the engine started right up when I bought it.

Only after putting the transmission back in and trying to start the car did I discover a serious issue. (Severe grinding and gnashing of starter motor teeth with the ring gear). Pulling the transmission, checking tolerances, and a lot of head scratching it was found that all was not fitting correctly.

Then the discovery, that Triumph made two different flywheels. After weeks of discussion on forums and looking at sources, a correct flywheel from a donor '69 TR6 was found in upstate New York. After cleaning, refacing and re-balancing, we have the new flywheel. Note: The correct on left before cleanup, right is wrong one that has flywheel for short nose crankshaft.



GROOVY MIKES CAR TIPS

At this point we have the correct flywheel in, along with clutch and testing fit up with the starter motor.



Some Background:

Triumph actually delivered two TR types of flywheels that correlated to the two types of crankshafts that were used. 'Long backed' and 'Short backed' crankshafts refer to the length of the surface on which the rear oil seal runs and onto which the flywheel is located.

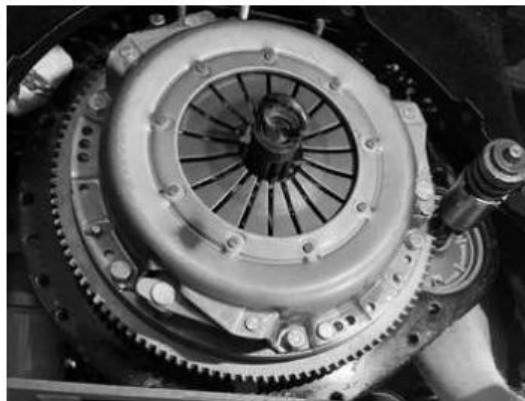


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GARAGE TALK

WHAT FLYWHEEL DO YOU HAVE? PG2

The TR5, TR250 and '69 TR6 up to about CP50000 had a 'long back' crankshaft. Notice from first photo that the back protrudes approximately 1" (25mm) from the rear mounting plate.



The combination of the later TR6 'short back' crankshaft and deeper flywheel (1" deep clutch-side) is much more common than the 'long back' combination. There are companies making "lightened" or aluminum flywheels that may work in case you have the wrong combination.

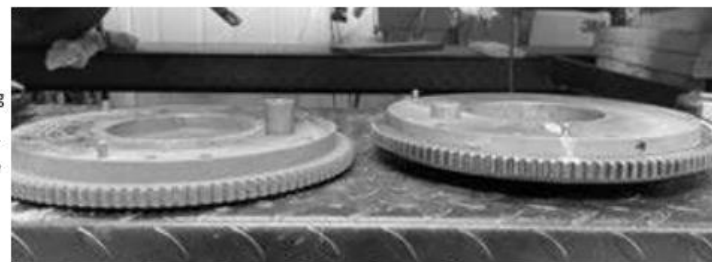


GROOVY MIKE'S CAR TIP!

A couple of notes.

Another thing to consider is the bronze pilot bushing. The long back crankshaft has a longer pilot bushing and fits inside the crankshaft. The short back crankshaft uses a shorter pilot bushing and is pressed into the flywheel.

Photo on right shows long back crankshaft flywheel on left with longer pilot bushing.



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RED RIVER
RAMBLINGS

GARAGE TALK

WHAT FLYWHEEL DO YOU HAVE? PG3

Technical info:

Flywheel for '68 TR250 and '69 TR6 up to CP 50000 with Long back Crankshaft

Clutch side depth is approx. .35" (9mm)

Crank side is rounded hump.



After CP50000 about 1970, Triumph went with a short back crankshaft.

Flywheel for TR6 '70 - '76

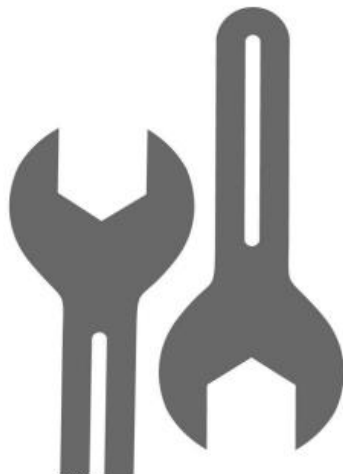
Clutch side depth is approx. 1" (25mm)

Crank side hump appears more beveled.



The short crankshaft fits flush with the back plate.

Note: Either combination will work on a TR250 or TR6 car, as long as it is the correct combo. Long crank with shallow flywheel or short crank with deeper flywheel. The combination keeps flywheel in correct position for the clutch and starter.



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2023 CAR SHOW **LIST by Art Graves**

New Orleans All British Car Day

Location: Metairie, Louisiana

Date: March 25, 2023

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

VTR South Central Regional Convention

Location: Sugar Land, Texas

Date: April 19 – 23, 2023

Web:

http://www.texastriumphregister.org/regionals_2023

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas

Date: May 7, 2023

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

Euro-Expo Car Show

Location: Sand Springs, Oklahoma

Date: June 9 – 10, 2023

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

TRA National Meet

Location: Oxford, Ohio

Date: June 19 – June 23, 2023

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

Greater Ozarks British Motoring Club Car Show

Location: Springfield, Missouri

Date: June 23 – June 24, 2023

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

Kansas City All British Car Day

Location: Merriam, Kansas

Date: September 2 – 4, 2023

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

Triumphest

Location: San Diego, California

Date: September 7 – September 10, 2023

Web:

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

The Wedge Shop Gathering

Location: Stowe, Vermont

Date: September 14 – 17, 2023

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

6-Pack Trials

Location: Indiana, Pennsylvania

Date: September 21 – 23, 2023

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

VTR National Convention

Location: Dillard, Georgia

Date: September 27 – October 1, 2023

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

Texas All British Car Day

Location: Round Rock, Texas

Date: **October 2023 - Tentative**

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

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: October 6 – 7, 2023

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

Kansas City's



Heartland All British Car and Cycle Meet

[Home](#) [Event Info](#) [Event Site](#) [Previous Heartland All British](#) [Previous MG Heartland](#) [Previous KC All British](#) [Registration](#)

We are returning to the Merriam Marketplace on Labor Day Weekend Sunday
September 3, 2023.

Please check back for more information.

Location: Merriam Marketplace
5740 Merriam Dr
Merriam, KS 66203

There was a spring British Car Show at Aristocrat Motors in
Lee's Summit on Saturday, May 13th. We hope that all who
attended had a great time.

The real Heartland All British Car & Cycle Meet will be held
September 3 at Merriam Marketplace. Please plan to attend
and show off your car at our traditional event.

Here are the winners and pictures about last year's show.

[List of 2022 Winners](#)
[Pictures of 2022 Winning Cars](#)
[2022 Car Show Pictures](#)

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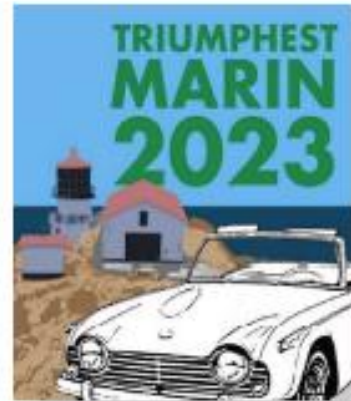
Triumphest 2023

Hosted by the Triumph Travelers Sports
Car Club in Palo Alto

September 7-10, 2023, Marin County, CA

Hotel is the newly remodeled Embassy
Suites in San Rafael

Preliminary info at www.triumphest2022.com
and www.triumphest.org/Triumphest2023/tfest2023ad.php



TWS Gathering 2023 - Sept 14 - 17 - Stowe, VT USA

Join us for the premier **British Car** gathering in the Northeast!

Our event will be alongside the British Invasion show in Stowe, VT.

[Show Info & Registration](#)

- Full schedule and host hotel info soon.
- Mix of back road drives, car show, dinners, driving events and socializing!
- Driving events (auto-x, dyno day) for all the on road cars, along with an off road driving event (back woods, dirt roads) for all the Land Rovers.
- Rover V8 Tech session by TWS (Clint & Woody Cooper).
- Free T-Shirts and other swag for all attendees.

**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**



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

The Browns like car shows and Paula usually wins. Here she was at a couple of shows recently.



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



BY DESIGN VTR NATIONALS 2023



Original Giovanni Michelotti artwork modified by Rick Andreoli

Vintage Triumph Register National Convention

SEP
WED
27

SEP
THU
28

SEP
FRI
29

SEP
SAT
30

OCT
SUN
1

Celebrating the Vision of Giovanni Michelotti

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

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



FOR MORE
INFORMATION VISIT



VTR2023.ORG

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BRITS in the OZARKS

TWENTYFIRST (MOSTLY ANNUAL) ALL BRITISH CAR & CYCLE SHOW

Hosted by British Iron Touring Club of NW Arkansas In Fayetteville, Arkansas, Agri Park

South of Exit 67-A off I-49 October 5th, 6th and 7th, Rain or Shine

ALL PROCEEDS BENEFITTING THE ALS ASSOCIATION

- Oct. 5th - Driving tour through Arkansas Ozarks. - The Jasper Run 9:00 departure from the hotel.
Oct. 6th - Driving tour through the Ozarks featuring The Wine Tour - 9:00 departure from the hotel
- Show Registration (4:00 - 6:00 P.M.), cook out and parking lot party 6:00 PM at the Holiday Inn
Convention Center of Northwest Arkansas, until....
Oct. 7th - Car and cycle display and popular choice judging at Agri Park, 10 AM - 2 PM.
Lunch and concessions available on site. Silent Auction (donations welcomed)
- Awards Dinner at the hotel 6 PM SPECIAL GUEST: KENT PRATHER, SCCA NATIONAL
CHAMPION MG RACER- ONLY 210 TICKETS WILL BE SOLD FOR THIS EVENT,
FIRST COME, FIRST SERVED, TICKETS ARE REQUIRED - ORDER NOW!!!

SEE THE ACCOMPANYING COVID POLICY RIDER. No vendors per U of A Agri park regulations.

GOODY BAGS FOR FIRST 175 ENTRANTS (1 BAG PER ENTRANT regardless of number of cars)

REGISTRATION: (available as above and on site the day of the show starting at 8:30 a.m.)

(FREE T-SHIRT FOR EARLY REGISTRATION IF RECEIVED ON OR BEFORE September 15, 2023.

Additional t-shirts may be purchased below or, if available, at the Friday cook-out or at the show)

PLEASE COMPLETE THE FOLLOWING. ANONYMOUS REGISTRATIONS WILL BE REJECTED!

Name(s): _____ Phone: _____
Address: _____ City: _____
State/Zip: _____ E-mail: _____

Registration RECEIVED ON OR BEFORE 09/15/23 (free t-shirt included): \$25.00 for 1st car or bike, \$10.00 for each additional car or bike

Registration RECEIVED AFTER 09/15/23 (no free t-shirt): \$30.00 for 1st car or bike, \$10.00 for each additional car or bike.

PLEASE COPY THIS FORM AND USE A SEPARATE SHEET FOR EACH CAR OR BIKE!!!

Car / Motorcycle:

Marque: _____ Model: _____ Year: _____ Class: _____ (See list on back) \$ _____

Additional Cars / Motorcycles carried over from additional registration forms @ \$10.00 each: \$ _____

Awards dinner, \$35.00 per person: Number: _____ x \$35 ea = Dinner total \$ _____

Early Registration (RECEIVED 09/15/23 or earlier) FREE T-shirt- MUST Circle one: S M L XL XXL

(If you don't circle a size the default is a large!)

Additional T-shirts - MUST Circle when ordering: S M L XL XXL (\$15.00 each) x _____ = \$ _____

TOTAL (Make checks payable to British Iron)

\$ _____

MAIL TO: Dr. Hessel Kooistra, 10975 Rocky Creek Rd., Fayetteville, AR 72701

_____ Please check for Thursday driving tour (no charge, head count only) or _____ dinner gathering (Dutch)

_____ Please check for Friday driving tour to on a different route through the Ozarks (again, no charge)

HOST HOTEL: Holiday Inn Convention Center of Northwest Arkansas, I-49 and Highway 412, Springdale, AR

Specify British Iron Car Show, rate includes ALS donation by the hotel, 479-751-8300 Ask for British Car Show rate before 09/04/23

Information or questions: Email Hess Kooistra britsintheozarks@gmail.com Or Bill Watkins at bwatkins@watkinslawoffice.com

See also www.britishironnwa.org

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

JUDGING CLASSES 2023

Revised 04/11/23

- A- Austin-Healey Sprite – Mk1 (*Bugeye*)
- B- Austin-Healey 100-4, 100-6, 3000
- C- Classic Minis
- CM- Modern Minis
- D- Empire (*catch-all: cars not otherwise assigned a class 1950-1979*)
- E- Lotus
- F- Luxury Saloon (*Bentley, Rolls, Daimler limo, Austin Princess, etc. through 2010*)
- G- Jaguar - Modern Sports (*XK8 and later*)
- H- Jaguar XK120/140/150
- I- Jaguar XKE
- J- Jaguar Saloon, Early (*Mk1 & 2, S', Mk7/8/9/10, 420, 420G, etc. and Daimlers sharing same body shell*)
- K- Jaguar Saloon, Late XJ 6 & XJ 12 and newer cars through 2011 (*all models and Daimlers sharing same body shell*)
- L- Jaguar XJS
- M- MG T' Series (*all "T" series standard factory body cars*)
- MN- Morgan
- N- MGA
- O- MG Midget/A-H box Sprite
- P- MGB/C chrome bumper
- Q- MGB/C rubber bumper
- QT- MGB GT
- R- Modern British sedans and sports cars (*catch all 1980 through 2010 not otherwise classed.*)
- RA- Revered Ancients - all cars built before 1950 (*open to all makes if not otherwise classed or at owner's option*)
- S- Showroom Class (*year 2010 on, catchall class for all post-2010 cars not otherwise classed.*)
- SV- British 4 x 4 and related special interest (i.e., Mini Moke, etc)
- T- Standard Sedan (*common small family cars, i.e. Austin, Morris, Ford, Hillman, small Riley, etc., pre-1979*)
- U- Triumph TR2/3
- V- Triumph TR4/4A/250
- W- Triumph TR6 all
- X- Jaguar F-Type
- Y- Triumph TR7 and TR8
- Z- Triumph Spitfire, GT6
- AA - Racing/modified
- BB - Restoration in Progress (*trailered cars, not generally driveable*)
- CC - Survivor (*Original, unrestored and driveable. Pre-1975*)

CYCLE CLASSES:

M/C 1 British, all years

M/C 2 Other

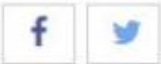
SPECIAL AWARDS: To be announced

NOTE: Any who wishes to park away from their designated class will be accommodated, but will have their plaques marked "Display Only" (not judged)

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Saturn Sky Red Line specs



Car type	Convertible
Curb weight	1359 kg (2996 lbs)



Powertrain specs

Engine type	Inline-4
Displacement	2.0 l (122 ci)
Power	264 ps (260 bhp / 194 kw)
Torque	353 Nm (260 lb-ft)
Power / liter	132 ps (130 hp)
Power / weight	194 ps (192 bhp) / t
Torque / weight	260 Nm (192 lb-ft) / t
Layout	front engine, rear wheel drive



As for performance the 8 wins again, depending on the driver's skill level. The 3.9 V8 in the TR8 puts out 280 HP & 280-foot pounds torque, vs. the Sky's 260 HP & 260 foot pounds torque from the turbo-charged 2 Liter 4 cylinder Ecotech engine. The TR8 also owns the weight advantage by about 500 pounds. They

Previous owner notes indicate my Sky was fitted with different computer chips to increase horsepower, Borla exhaust, K & N air filter but I have no information related to how much HP increase there was. It is fast.

Sky VS TR8?

When visiting with other folks about the cars in my shop, the subject of which one do I like best usually comes up. Obviously, I like them both or they would not be here.

Ergonomically the TR8 wins hands down in spite of electric windows, automatic transmission, good sound system and a better air conditioner. The 8 has more room, especially in the boot, much better visibility, a 5 speed tranny, and better engine sound from the V8.

are, in my opinion, both great looking cars with the Sky winning this comparison. When one leaves the shop, it will most likely be the Sky. Nice as it is, I simply like driving my 8 better.



WEIGHTS (APPROXIMATE)

*Showroom: Minimum	1101 to 1133 kg (2427 to 2498 lb)
*Unladen: Maximum	1201 to 1214 kg (2648 to 2676 lb)

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Greasy Hands Garage North Update by John Phillips

4/8/2023 – Carpet Project: A year ago when the heater matrix blew up soaking everything in steaming coolant, the carpet under the dash was destroyed.

With new carped on order, I spent some time cleaning the years of grime still remaining on the arm rest, shifter boot, etc. While working on the boot, the rubber finisher at the top was loose again as usual.

The two mating surfaces were cleaned and then I found a partially used tube of super glue. Before gluing the two surfaces together, a socket of the right size was forced



to the top of the boot to hold it to the finisher while the glue dried.

As usual I got the glue all over me, but the finisher did end up glued to the top of the boot. Not a perfect job but hopefully it will be functional in the long run.

4/9/2023 – Yesterday was a beautiful Spring Day. Tinkerbelle was backed out of the shop and pointed East. Before turning South, I found myself in Pryor with trucks in the way on 69 headed out of town. A little more pressure on the gas pedal got me out of the mess and the open road demanded a little more velocity.

Suffice to say it was a spirited drive to 412 where that major roadway was the route to 169 North and back to Owasso for a fuel fill up on the way home. A nice long drive with the top down, leaving most of the other traffic to disappear in the rear-view mirror. Great day for a nice Triumph to stretch its legs.

4/11/2023 – The carpet supplier includes on the invoice this statement; *(Please remember that most items are custom made*

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in the USA. This process typically takes about 5 business days for cut and sewn carpets).

The 5 business days have passed but no shipping notification yet. Anxious!!!

While in the shop putting up some tools, I noticed a piece of steel sheet about 6 inches by 7 inches on the bench against the wall. I actually remembered what it was for.

Last year (?) Al suggested one could reduce most of the hot air entering the passenger compartment through the heater from the engine bay by blocking the entry point. I made a block out of some sheet steel and taped it in place over the opening to the heater to block air flow.

I don't remember how effective the block was then but this year I am trying it again. The hope is that blocking hot air that mixes with cooled air will make the air conditioner more effective. We shall see.

While re-installing the block, I noticed the air filter was in terrible condition. After cleaning up the breather metal by wiping up dirty oil residue, I jumped into the Sky and was off to O'Reilly's. The display rack did not contain the filter I needed but they had one in the back room.

Back at the shop the new filter was mashed a little using the breather to make it low enough to not contact the bonnet. With everything back together a quick check of the oil level showed about ½ quart down. The bonnet was lowered and Tinkerbell is ready for the next fun drive.

4/13/2023 – This morning I called a guy named Marty O'Rourke about doing some paint work on the Sky. The left front fender was replaced at some point,



but the paint work was cut short before being finished. I am hoping Marty will redo the paint on that roughly 2X2 panel. I left a message.

Marty is the guy that does a lot of work for Charlie Brown on the Cougars owned by Charlie and his dad.

4/15/2023 – No TR8 carpet yet. I went to Skiatook today to visit with Marty about painting the panel on the Sky. I have to remove the panels from both sides of the car and take them to Marty. He needs the good one as a sample of the factory paint to help in getting the new paint the correct color.



When the panels are off, I will take them to Marty and let him take it from there. When the paint work is done, I will pick them up and get them reinstalled on the car.



4/17/2023 – I left a message for Marty this morning letting him know the fenders are

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ready for delivery at his convenience so when he calls, they will be delivered.

The fenders have a silver louvered trim piece, one of which needed a lot of cleaning to get the old tape off. When the fender was replaced, the trim piece had been taped in with 2-inch-wide common tape in lieu of the tape made by 3M for attaching trim.



The 2-inch tape was easily removed but the residue from the original 3M tape was difficult to remove. A razor scraper got most of it off and some WD 40 with a couple of towels got the rest of it. I even used the bench grinder wire brush to get some of it off.

A little touch up paint and the trim piece was set aside. Next was the small mud flaps that needed a lot of cleaning and a little repair. I have some Meguiar's stuff for making black stuff black again on them and they look good.

One fastening hole had been broken



but a lot of J B Weld and a washer made it functional again.

The rubber trim piece from

atop the fender was cleaned up for reuse at assembly.

With the Sky parts ready for reassembly my attention turned to Tinkerbell. An adjustment was needed to the location of

the solenoid switch that raises the idle when running the air conditioner.



The bracket that holds the solenoid in position attaches at the bottom to the intake manifold using two of the manifold bolts. The bracket had some adjustment via elongated holes for the bolts. The problem was that when the bracket was full forward, the idle was too high and the solenoid needed to move toward the front of the car.

The solution was to figure out how to move the solenoid forward without moving the bracket. I decided to make a couple of washer type spacers to install on the forward side of the bracket which moved the solenoid the thickness of the washers. Next, I need to test it to see if it moved enough. If not, I will make more spacers

4/20/2023 -

I should probably apologize to the meeting attendees at Olive Garden, BA. It was my intention to bring a few Koozies bearing the club logo as door prizes, but my memory failed and they remain in the shop. I will try to remember them again next month. If you want one let me know.



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I drove Tinkerbell to the store where I purchased my lawn mower two years ago for oil and a filter. Two quarts of oil and a filter came to almost \$45. Zowie!

Yesterday I took the two front fenders from the Sky to Marty for paint. He thinks the one being painted should be finished by next week some time.

This is a one-man shop that actually is not at all impressive but he does first class work. We discussed several things one of which was what product is good for attaching metal emblems to a painted car surface. He recommended Shoe Goo. I found it at Amazon.

He recommended one of the 3M products for rubber strips, of which I have one to attach.

The fender being painted is not very impressive. It is an aftermarket fiberglass product that fits, which is important. If Marty can make it pretty, then all is well.

I found a source that claims to have factory original fenders, but I really doubt it. Used fenders are upwards of \$500 but those are an option if the one I have does not work out to my satisfaction.

4/23/2023 – The carpet supplier had a link to a satisfaction survey, so I offered my opinion. It wasn't very good. It has been three weeks and even with the 5-day turnaround to shipping, which I guess would be maybe a week, they are quite behind. If they have a good reason, I am willing to listen. But then they have said nothing so far. Not happy.

Marty said the Sky fender that he is painting had no primer and was a spray can job. He is stripping that paint, prepping the fiberglass, priming, sanding, priming painting and clear coating. It should look a heck of a lot better.

4/29/2023 – No fenders, no carpet. Carpet promised to ship next week.

4/30/2023 – Finally some movement on the carpet. Scheduled for delivery on Tuesday the 2nd. Hooray!

5/1/2023 – In preparation for tomorrow's carpet delivery, the seats were removed. With them out I was able to verify that the hole pattern in the existing carpets under the seats was adequate to locate the holes in the new carpet. That will be helpful.

The panel behind the seats was removed easily but the vinyl across the top of the panel had come loose over the years.



I had a new can of glue so it was all glued and clamped in hopes of saving it.



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Another issue to address is a satisfactory method of installing the rear speakers. Still thinking about that one.

5/2/2023 – Marty says the Sky fender is ready for pick up this afternoon and the carpet is also due this afternoon. Good day.

The carpet arrived first, and I was trying to figure out how it fits in the car when it was time to go get the Sky panels.

Back at the shop it seemed logical to hang the fenders on the Sky to help prevent damage that could happen if they were lying around the shop. I also wanted to see what



kind of matching was accomplished with the new paint. So far, I like what I see but will reserve judgement until I can get it outside in the sunlight.

The carpet came in 13 pieces, and I don't have it all figured out yet but the primary floor pieces are understood. The stuff behind the seats is in work.



The new color is saddle, a little darker than the tan of the previous carpet. It should be a little better with not showing dirt. The original carpet was dark brown, which I did not like. Looking forward to a productive day in the shop tomorrow.

5/3/2023 – The Sky is back together again so I took it out for a drive to charge the battery some. The fender looks fine except there could be better panel alignment. It appears that the attachment bolt that holds the fender to the A pillar is a little too far inboard and it pulls the center of the fender in too far.

I think if I elongate the bolt hole 1/8th of an inch the panel will align better with the door. I may do that after the new carpet is in the TR8. That task should start tomorrow.

5/4/2023 – It's demo day. The goal for today was to get all the old carpet out, see if anything needed to be replaced and plan for what goes where (speakers) and how best to proceed.

To get the carpet out, the seat belts held in by one large bolt each through the package tray had to be removed along with two plastic parts that cover the top bows when the top is down.



The carpeted panels below the back window were attached with small screws as were the two end pieces that cover the areas not covered by the previously noted panel.



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As for the transmission tunnel and door thresholds, a little tugging and the glue was defeated and the carpet came on out.

The next thing for today is to find a place for the rear speakers. The only place they will fit is under the seats in rear, outside section of the well under the seats. I dug out all the speakers I have and will do a little testing to see which ones work best.

Once the speakers to be used are identified, a method of securing them in the space available will have to be figured out. I am not looking forward to this part of the task.

5/6/2023 – First up, I had to work on my computer again. The battery Charlie replaced a few days ago was dead again so I went to ACE and bought two more. It took about 10 minutes to get back to the boot up process, which took another 10 minutes.

Yesterday carpet was glued to the package tray and panels the fit around the back of the tray. Today I attempted to put them back in the car and the center one went in ok once the screws were started in the holes.

At this point I got a little concerned that the order in which the various carpet pieces are installed was not what I remembered so I quit for the day and decided to try to find some instructions.

5/7/2023 – Ok, no instructions. I decided that I might make more progress if I had a better point of reference. I picked up the tunnel section of the set and laid it in place. With the carpet & pad slid under the center of the dash, the two plastic hold down pieces were put in place, screw holes found, and screws installed to hold it secure.

The threshold pieces were dry fit and looked good. The floor carpet was dry fit and looks ok as well. I could now see how the remaining pieces went into place so the mystery is solved.

The only picture I found was of the threshold and floor pieces but nothing on the pieces above the seats. But it is all figured out now so progress should be seen in the next couple of days.



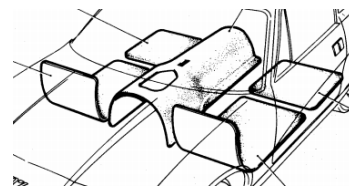
5/8/2023 – Today was yard day 1st then the passenger side threshold piece was glued in. The front and rear floor pieces were laid in place and it looks almost finished. It is close but the bolt holes for the seat tracks have to be made in the rear floor pieces.

The speaker location decision finalization is coming up soon. Wish I had more options.

5/9/2023 – The reinforced center console is back in the car. Back to working on speaker location and connections. 4 more pieces around the package tray, seat belts, and the seats may go in tomorrow. Heat is slowing me down.

5/10/2023 – Seat Belts installed and Passenger seat, one speaker below.

5/11/2023 – When I looked for carpet installation instructions, I did not find any. The Bentley Manual showed a picture of the floor



carpet and detailed instructions that said take out the old stuff, put in the new stuff. Not

helpful.

Earlier I said the location of all the pieces has been figured out so it should go

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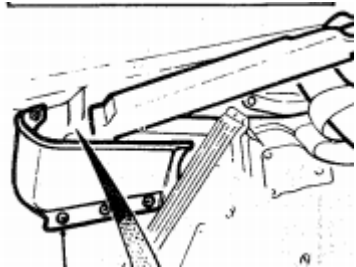
together fairly quickly, if not easily. It is not easy.

What I did not have accurately figured out was the order in which the pieces should have been installed. Consequently, the last pieces that I have to install were the pieces that should have gone first.

So now I am taking off the stuff that I put in previously to get the first pieces installed last. Did that make sense?

This late change is complete on the Driver's side. In fact, the Driver's side is complete except for putting the speaker on the floor under the seat and putting the seat over it.

The hood (top) bows fold down on the package tray, a piece of carpet lies underneath and a plastic cover is attached to the B pillar for looks and safety.



To install the last piece the seat belt, the rear bulkhead, the side panel and the end of the package tray must be removed at least partially to slide the carpet piece underneath. I got hot and quit for the day. More nonsense tomorrow.

5/13/2023 – This morning I finally got all of the bolts installed that mount the seat to the floor rails. That does not sound hard but it is. The carpet and padding get tangled around the threads so getting the bolts started is very difficult. Did I say very? Also the



ratchet has no straight down opportunity to reach the bolts so it is all on an angle.



Since everything else on the driver's side was done that left the last, first piece of carpet to be installed. That means removing the seat belt from the package tray, removing the trim screws from the trim piece around the back of the window and raising the package tray to slide the carpet underneath.

That piece of carpet can then be laid in the opening and other pieces of trim reinstalled on top of the last, first piece of carpet. I will do that in the morning then fire up the beast and drive the cobs out of it.

As for speakers, they were placed in



the only available space under the seats. I will let you know how that works out. They obviously need some covers to keep stuff from poking holes where they do not belong. I will work on that.

5/14/2023 – Today was going to be an easy day with only one piece of carpet to install. But as you can guess putting back all the stuff, I had to take off got difficult. I have one more screw to install and I am calling this job done. Yes folks, I even mess up my own stuff.

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PREVIEW OF COMING ATTRACTIONS

7/8/2023 - HOMECOMING

Work will soon begin on the latest project car at Greasy Hands Garage North. This thing followed me home today and needs everything so the need for my part of the newsletter subject material has been solved.

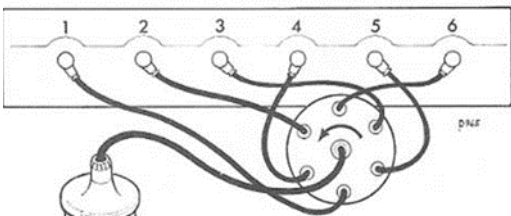


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JOHN'S QUICK TIPS

Plug Lead Positions (Fig. 55)

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



TR6 Soft Top Folding

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



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



2. Fold top forward without folding back window



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

https://www.youtube.com/watch?v=IS2FhnWK6_o&feature=youtu.be

Products Appropriate for Your Car

Not the only option but good ones.

Standard TR6 Tire Size: 215 X 65 X 15

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

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

Classic Car Motor Oil

PennGrade 1, 20W-50



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

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

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

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

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

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

Differential: Red Line Heavy Shockproof Gear



Oil

Brake Fluid: Valvoline Synthetic DOT4/5

Spline Lubricant – CV Joint Grease

Star Tron Fuel Additive: For use with ethanol fuel if you have to use it.



Lubrication for front trunnions on TR6

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

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

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

What is your car worth? Hagerty Valuation Tool

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

GCT Merchandise

SEE NEXT TO LAST PAGE

LESSONS LEARNED

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

When diff seals leak, clean the vent.

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

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

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

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

Find paint codes at PaintRef.com

Early TR6 Seat Backs Won't Stay On

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

Gasket Sealant Aviation Grade

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



Classified Section

Greasy Hands Garage
North Has Used **FREE TR6**
Parts If You Need
Something
Structural parts for
suspension and steering
Transmissions and a
Differential
Windscreen Frames, Some
with Glass
Lots of other stuff so if you
need something for your
TR6 contact:

John Phillips at
topaztr6@gmail.com or
phone (918 527-2629)

DENNY'S PARTS FOR SALE

Triumph TR3A Parts for Sale

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

(918) 346-0900
deugenerobinson@icloud.com

Mark 1 & 2 Spitfire Parts 1964 & 1966

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



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

The club still has about seven (7) stainless steel grill badges left if anyone wants one. Remaining stock goes for \$10.00 each.

Assorted TR3 & TR4 parts
Contact:
Larry*
[cartravel@po box.com](mailto:cartravel@po.box.com)



For Sale

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



Set of four, Minilite Style Knockoff Wheels, 15" x 5.5" silver. See details at Moss website catalog as part number 455-385. Current retail price \$2119.96 plus tax and shipping. These wheels come with four tubeless Goodyear Eagle LS₂ P195/65R15 tires; Date code 0709, with 5/32" to 7/32" tread remaining. Three wheels are pristine with one wheel having minor road rash that can be touched up. (See Photo). Wheel nuts are not included. Asking \$1000.00 for all four wheels. If interested please contact Mike Piggott (918) 766 4488, or Mike_Piggott@Hotmail.com. If buyer is not located nearby, delivery/shipping can be arranged/negotiated. I plan to be at the SCVTR Regional convention and the VTR National Conv



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

Land's End Merchandise & Club Logo

Inbox



Art Graves

to me, Rob, Dennis

Hi John, Rob & Denny,

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

Thanks,
Art

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

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

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

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

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

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

Cheers,

*TWO CHOICES
- VISIT BOTH*

GCT Merchandise

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

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



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

GREEN COUNTRY TRIUMPH CLUB MEMBERSHIP APPLICATION & RENEWAL

Please complete information for each member in the household. Membership \$20 Dues = maximum TWO voting members in family. Common information needs to be listed only one time for family members.

Membership benefits typically include reduced cost on parts, tech support, access to required tools and repair facilities, extra hands to accomplish labor and a full activities calendar to enjoy club fellowship.

PEOPLE STUFF	MEMBER INFO	
MEMBER NAME		
MEMBER NAME		
MAILING ADDRESS		
PHONE NUMBER		
E-MAIL ADDRESS		
V.T.R MEMBER?	YES	NO
6-PACK Member?	YES	NO
TRA MEMBER?	YES	NO
OTHER CLUB?		

CAR MODEL	YEAR	COMMISSION#

SEND YOUR DUES TO THE CLUB TREASURER: \$20

Make Checks Payable To GREEN COUNTRY TRIUMPHS
Check # Check Date

GCT C/O JAN PHILLIPS
5885 E. 480 RD
CLAREMORE, OK 74019
(918) 283-7017 (leave message)
maudjpp@gmail.com

Dues are payable on July 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.

Andy Wilmes

Admiral Alignment

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

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Collinsville, OK 74021



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