



Triumphant Times

Monthly Newsletter for July 2026

<https://greencountrytriumphs.com/>

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Club Dues Are Due June 30th 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 21st
Dinner at 6:00PM
Meeting at 7:00 PM
Location: Uncle
Julio's
10333 E 71st St, Tulsa,
OK 74133
(169 & 71st near Best Buy)
(918) 999-0054

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

July has been a quiet Triumph month for me – and probably for other Triumph owners in this part of the country. High outside air temperatures and our Little British Cars do not mix well.

However, I did participate in the Great Ozarks All British Car Day in Springfield Missouri. This show had been held in Carthage, Missouri for many years in July! Needless to say, it was quite warm - okay, it was hot. But the show was held in the city square, which was quite nice. Now the show is held at an American Legion post. The show is on grass and there is a large pavilion with many picnic tables. The weather forecast for the week was rain, rain and more rain. But as it turned out, the only rain came in the early morning hours.

The rainy forecast must have kept many from attending. There may have been only 50 – 60 cars which is very low for that show. There were many MGs, several Jaguars, Healeys, Minis and a smattering of miscellaneous cars. As for Triumphs, one TR6 (me), one TR3 and one Spitfire.

Even so, it was fun to see the cars and see some friends.

Because I was in Springfield, I missed the installation of a new wiring harness in Phil Hoey's TR6.

I heard that that project went well. As I recall, the fried wiring has kept Phil from working on the engine to get it started. Perhaps more work dates are in Phil's future.

Speaking of the future, we have club elections this month. My term is ending and Mike Burns will take charge. According to our by-laws a new vice-president will be elected as well as club secretary, treasurer and member at large. Rolf Blom is our current secretary, Jan Phillips is treasurer and Jim Murray is member at large.



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

I have been a club member for 22 years and there are other long-time members. We have been club officers many times over and would like to see some new leaders in the club. Please give serious thought to volunteering so that the club can continue and to grow. None of these positions require a great deal of time and past officers will be happy to help if needed.

I hope to see many of you at the July meeting!



Vice President's Article by Michael Burns

Old Tricks Still Work
(Sometimes)

It wasn't much of a repair this month, but sometimes the small victories are the satisfying ones.

The TR8 had developed a squeaky belt. Not all the time of course, that'd be too easy to fix, just mostly after sitting for a while, and especially under acceleration. I checked the obvious things first. The belts were properly tensioned, the pulleys looked straight, and nothing seemed obviously wrong.

Then I remembered something I hadn't thought about in years.

Belt dressing.

I stopped by the local Advance Auto Parts and asked one of the younger employees where they kept it. He looked at me with a blank expression and admitted he'd never heard of it. A slightly older employee overheard the conversation and said, 'Yeah, it's on

the back wall'

I wandered over expecting to find the familiar tall aerosol can that every parts store seemed to stock years ago. Instead I found an entire aisle full of products that all promised to solve one problem or another, but no belt dressing.

The second employee walked over, reached for a small can labeled "Belt Conditioner" and handed it to me.

"The only reason I know about this," he said "is because my Chevy 350 squeaks all the time"

"So this fixed it" I asked.

He shrugged.

"Nah... I just live with it."

That made me laugh.

Fortunately, the TR8 proved a little more cooperative. A hearty application quieted the belt right down.

The whole experience reminded me how much cars have changed over the years.

Separate V-belts used to be everywhere and getting them adjusted just right was almost an art. Too loose and they'd squeal. Too tight and you'd shorten the life of the belt, bearings and accessories. Nowadays, most cars have a single serpentine belt with an automatic tensioner, and that's just normal.

Ironically, I can remember when serpentine belts were the "new" thing. My dad, and just about everyone else I knew, complained that having one belt drive everything was a terrible idea. If that one belt failed, you lost everything at once. Today, it's hard to imagine a modern engine any other way, much less an electric motor with no belt at all.

Speaking of changes, this month also marked the end of another chapter. After six years of ownership, I sold my 2014 Mustang GT convertible.

That car was everything you'd expect from a modern American muscle car. Plenty of horsepower, a wonderful V8 soundtrack, and enough performance to get you into trouble long before the car ran out of capability. I'll miss it.

Oddly enough, selling it also reminded me why the TR8 isn't going anywhere.

There's an old saying that it's more fun to drive a slow car fast than a fast car slow.

While I don't think anyone would call a TR8 slow, the point still stands. You can enjoy every gear, every corner, and every mile without needing triple-digit speeds to appreciate the experience.

The Mustang was exciting. The Triumph is engaging.

They're different experiences, and I'm glad one of them is still sitting in my garage.

Sometimes the old tricks still work.

Sometimes the old cars do too.



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Hopefully this old guy does too.
Hope to see you out there on the road!



Minutes of the Last Meeting by Rolf

Blom

The June 19th meeting of the Green Country Triumph club was held at Uncle Julio's Mexican Restaurant, 10333 East 71 st Street, Tulsa. Thirteen members attended along with two guests, Steve Kasson and Vince Williams from Claremore. Four members had driven their club cars, and one of the guests drove a TR6.

Club President Art Graves called the meeting to order at 7:10pm.

The minutes for the May meeting, as prepared by Jim Murray and published in the June newsletter, were approved unanimously after the proper motions were made and seconded.



John Phillips gave the Treasurer's report saying that he had deposited \$280 dollars representing dues of an additional 14 memberships added since the previous month. Several new payments were made at various times during the meeting. The Treasurer's report was then also approved unanimously.

Following the Treasurer's report, John Phillips reported that the paid memberships had reached a total of forty-eight, some of whom have yet to submit annual dues.

Art Graves reported for the Show Committee. He mentioned six of the remaining 2026 Triumph, and All British Car shows listed in the club newsletter, which are most likely to be of interest to club members (and for which the date has been settled.) In date order these shows were:

1. The Springfield, Missouri British Motoring Club show on June 26-27.
2. The Kansas City All British Car Day, September 5-6 in Merriam, Kansas. (Also known as the "Heartland" All British show.)
3. The 6-Pack Trials in Nashville, Indiana on September 17-19.
4. "Triumphest" in Flagstaff, Arizona also on September 17-19,

5. The VTR National Convention in Kerrville, Texas on October 14-18.

6. The Brits in the Ozarks event in Agri Park, Fayetteville, Arkansas on October 22-24. The show has the underlying purpose of supporting the ALS Association (Lou Gehrig's disease)

More detail on these shows, along with websites et cetera, is in the newsletter. He also mentioned that the newsletter has information regarding the Broken Arrow Car, Truck, and Bike show on August 15th.

John Phillips reported for the Parts Committee. Phil Hoey will need help on the wiring harness for his 1974 TR6, and this work is now scheduled at his shop for June 27th. Another item mention was the gas tank. John mentioned that the cooling fans on his TR8 had stopped working and the tachometer was not working well. He remarked that the 2 fans work independently and therefore will need some study to figure out the best way to fix. Apparently, this has been troublesome for quite a while as it was mentioned in the current newsletter. Michael Ashley also needs a wiring harness after the car is painted and re-assembled.

Art Graves reported on his difficulty connecting his TR6 speedometer to a Volvo overdrive he has added to his car. Apparently after some file work this was done. Finally, Jim Murray reported that the Roadster Factory has a new supply of TR3 front and rear bumpers; John O'Hara purchased a Spitfire as a parts car; and Pat Kendall is selling off his TR3 parts collection which he referred to as a "TR3 kit." The club was not able to really suggest an approach to how to price this.

Although there is no Activities chairman Art encouraged members with ideas for activities to bring them up in future meeting.

With respect to Old Business John mentioned that possible changes to the club constitution and bylaws had been discussed in past meetings. Jim Murray and Mike Burns were interested in discussing this further, so it was carried over to future meetings,

For New Business it was decided to hold the room at Uncle Julio's restaurant for the Club's July meeting. Art Graves pointed out the main

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business of the July meeting was to elect a slate of officers including a Vice-President, and Member at large for next year. Other positions will be appointed by the new President and approved by

At this point Pat Kendal moved to adjourn the meeting, was seconded by John O'Hara, and the motion passed without opposition at about 8:00pm.



members at a later meeting.

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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
Saturday May 30, 2026	Tulsa's Capital Cruise Parade down Tulsa's Route 66	?
April 20-23	<u>VTR South Central Regional Convention</u> <u>Location: Marble Falls, Texas</u>	Art

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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John O'Hara and Andy Morsman acquired a Spitfire parts car recently and enjoyed an adventure in the process. The car was located in Drumright, and had been stored on a grassy vacant lot for somewhere between two and five years. The Spit is a red 1977, last tagged in 1989. Here is more about that adventure.

John O'Hara, Attachments

Jun 6, 2026, 8:15 PM

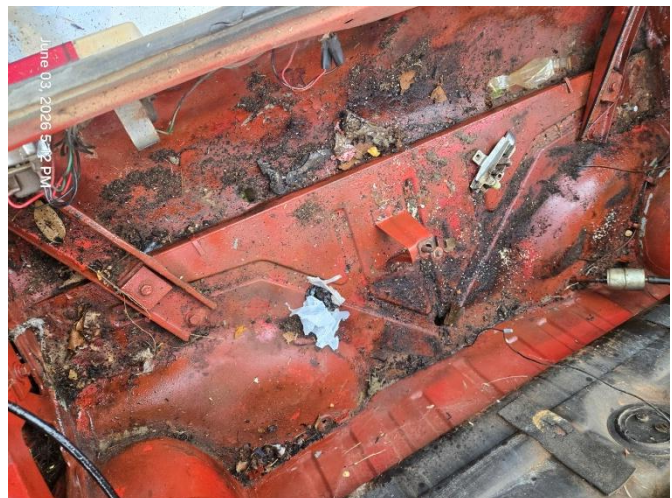
After getting the car home, it was time to look at what came with it. The boot did not have a handle to open it with, so I had to improvise using a screwdriver and got it open. Other than ants, I found a plethora of potential parts, including the old carpet, which was amazingly in pretty good shape. The original transmission tunnel, coffee can with what appeared to be new parts.

I was impressed with a few things, the doors open and close, and all handles seem to work, the inner working of the door handles will eventually be transferred to my Spit. Cleaning the leaves and twigs out of the tub revealed floor pans that seemed quite solid, however, upon closer inspection, the drivers side floorpan appears to have a nice coating of Bondo.

Even though all the tires are left from the 80's, the rims look to be in pretty good shape, much better than my rims, so that is another swap item, so I can get some good tires on mine, will need to remove a little rust, and then paint them.

I need to finish some repairs on my wife's Mini, then possibly see about getting this into the garage to start some disassembly.

See attached pictures.



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026 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://hillcountrytriumphclub.regfox.com/2026-south-central-vtr-regionals>

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas

Date: May 2, 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/>

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: ??, 2026

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

6-Pack Trials

Location: Nashville, Indiana

Date: September 17 – September 19, 2026

Web:

<https://www.facebook.com/groups/795712742964794/posts/818655254003876/>

Triumphest

Location: Flagstaff, Arizona

Date: September 17 – September 19, 2026

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

Texas All British Car Day

Location: Austin, Texas

Date: October 9 – October 11, 2026

Web:

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

VTR National Convention

Location: Kerrville, Texas

Date: October 14 – October 18, 2026, 2026

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

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: October 22 – October 24, 2026

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



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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 TRIUMPH
REGISTER OF AMERICA
WWW.DCTRA.ORG

TRIUMPHFEST 2026 EVENTS

AUTOCROSS
FUNKHANA
TECH SESSION
HOSPITALITY PARTY
BANQUET
AWARDS
RAFFLE PRIZES
VENDORS
RALLIES
REGALIA

MODEL/PHOTO CONTEST
WALKING TOURS
SCENIC DRIVES

DINNER CRUISES IN YOUR TR
FUNCOUR



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35TH ANNUAL FESTIVAL OF WHEELS
CAR, TRUCK & BIKE SHOW
BROKEN ARROW ELKS



O'Reilly AUTO PARTS

SAT AUG 15

**FOOD & DRINK
DOOR PRIZES
FAMILY FUN**

**8AM - 2PM
\$20 ENTRY**

**PRIZES AWARDED
TO TOP VEHICLE
CATEGORIES**

TRIUMPH 2026

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 'Funcoars', Autocross, Funkhana, tech sessions, and an awards banquet. Plus, an opportunity to meet with our Triumph friends, what a great time!

WHERE ARE WE STAYING?

LITTLE AMERICA

2515 E. BUTLER AVE.
FLAGSTAFF, ARIZONA 86001

Special rates are available.
928-799-7800 mention Triumphfest 2026.
www.flagstaff.littleamerica.com

TRIUMPH 2026 EVENTS

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

FLAGSTAFF, ARIZONA

Elevation 6915 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

INDIANA TRIUMPH CARS

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



BRITS in the OZARKS

24th ALL BRITISH CAR & CYCLE SHOW

Hosted by British Iron Touring Club of NW Arkansas
 Show held in Fayetteville, AR (UoFA Agri Park)
 South of Exit 67-A off I-49
 Thursday, October 22nd – Saturday, October 25th (rain or shine)

ALL PROCEEDS BENEFITTING
ALS ASSOCIATION

SCHEDULE OF ACTIVITIES

Thursday, Oct. 22nd

- 9AM Departure from Holiday Inn Convention Center of Northwest Arkansas (Hotel)
- *Quick and leisure drives available both days
- 10AM-9PM Torch's Taco Rogers Restaurant Fundraiser (4950 W Pauline Whitaker Pkwy, Rogers, AR)

Friday, Oct. 23rd

- 9AM Departure from Holiday Inn Convention Center of Northwest Arkansas (Hotel)
- *Quick and leisure drives available both days
- 4 – 6PM Show Registration walks-ups welcome
- *Also available on site the day of the show (Oct. 24th) starting at 8:30AM
- Cook out and parking lot party 6:00 PM at the **Holiday Inn Convention Center of Northwest Arkansas** (we will be here until the beer runs out or we are tired)

Saturday, Oct. 24th

- 10 AM – 2PM Car and cycle display and popular choice judging at UoFA Agri Park, North Garland Street, Fayetteville, Arkansas
- *Day of registration starting at 8:30AM
- Lunch and concessions available on site
- Silent Auction (donations welcomed)
- 6 PM | Awards Dinner **Holiday Inn Convention Center of Northwest Arkansas**

SPECIAL GUEST: Tim Suddard – FOUNDER AND EDITOR EMERITUS OF CLASSIC MOTORSPORTS AND GRASSROOTS MOTORSPORTS MAGAZINES

TICKETS required for Awards Dinner event. Only 200 Dinner Tickets will be SOLD for this exclusive event! Order your tickets TODAY!

Register online here:



or complete and return the attached form

Please note: *No vendors per U of A Agri park regulations

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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

6/8/2026

Gary and I arranged a job at the shop to spif up his carbs and today was the day. To start off I hit on Gary to help me move Jan's latest table and chairs from Broken Arrow to our dining room. It was heavy and I thank you a lot for the help getting I moved.

After that we tore down the carbs, me working on one and Gary doing the other as some low level training that I hope was beneficial.

It involved some discussion on needles, general cleaning and adjustments after the carbs were back together again. Gary is going to reinstall the carbs after which I will go to his shop for installation of the linkage and for doing some final adjustments. We had a good day. Thanks Gary.

6/11/2026 – Mike Ashley sent a text to see if I wanted to come down and see his car. Since we had been discussing the installation of a new wiring harness for his 74 TR6, I made the incorrect assumption that we would be working on removing his old harness today.

When I arrived at Mike's home, I was a little surprised when I saw the car.

After some visiting, we discussed a workable plan that seemed to make sense. Mike



is going paint the car and do some major assembly leaving the dash/gauges/etc. to go in with the work on the new harness. It might be a week or two.

Since I anticipated doing



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some work, I let Gary know so that he could be there if he wasn't busy. He showed up and when we left Mike's we decided to go to his shop and reinstall the carbs worked on previously. We did that and the car runs great.



The throttle shafts were a little sticky, so we soaked them down with some lubricant and when working well the idle settled in to about 900 RPM and ran smooth as silk. Another satisfied customer and now he has the knowledge and confidence to work on his own carbs. Job done.

6/27/2026 – Today a group of club members met at Hoey Construction to work on Phil's car. The activity was advertised as an opportunity for me to pass on to other members the process of installing a new wiring harness in Phil's 74 TR6.

Phil, Steve, Gary, Sharon and I started by sharing a few of the more difficult issues to deal with. Each of us had access to wiring diagrams showing the connection point of each branch of the harness.

Much of the work was simply to remove the old harness by disconnecting wires at connection

of spade connectors or bullet connectors. We salvaged the bullet connector hardware as we went and tried to ensure the male spades and bullets were free of corrosion in preparation for reuse on installation of the new harness.

Phil started working at the front of the car while Gary and Steve worked in the boot on the rear harness. I fell in under the dash since it was the most challenging part of the project.

A lot of the dash had been worked on previously. The screws had been removed from the fascia, and the large gauges had been removed. I disconnected the oil pressure gauge, removed the wires from the center gauge cluster and the dash and gauges were laid aside.

As the work progressed, as expected there were lots of questions which was what this was all about.

Phil was dealing with his issue of being colorblind which is one heck of a handicap when getting a



Figure 1 Thanks to Gary for the pictures.

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wire connected in the proper location. Sharon

became the color coordinator on the team.

Gary and Steve were having trouble grasping the logic behind the colors and how they were to be used and what for. Again, that is why we went through this as information sharing. I think they went away with a much better understanding of the whole process. We also replaced several grommets so the new harness has a better chance of survival.

At the end of the session we had accomplished a lot of work but there was more to do, like replacing missing or damaged components. A partial list.

Oil pressure switch-3 prong

Starter relay

Passenger door switch

Ignition switch

Turn signal switch

Hazard switch

Wiper switch

Light switch maybe

Glove box

Screws for wood dash

I really appreciate the help



Figure 2 Thanks to Steve for more pictures

many
times in

Earlier work under the dash destroyed the ability to connect to the new harness at the ignition switch, turn signal switch, wiper switch, hazard switch and some others. If everything had been in good shape we could have come close to finishing the work. There will have to be a lot of replacement or modifications to complete the work and I would guess at least two more sessions.

We know the wiring to the transmission is burned completely up so the tunnel will have to come out to replace that. This is a rather difficult project. Most of my past work of this nature dealt with fewer challenges.

7/1/2026 – Yesterday I finally spent some time in the shop looking at the TR8 issues. I started with the lack of power to the cooling fans. I studied the wiring diagram as I have many,



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the past. Since I do not really get relays, how they work or what they do, I started staring at them.

The protective cover over the relays was removed for access. They are located at the left front of the engine bay and are very accessible.

There are four relays that do or can affect the operation of the fans:

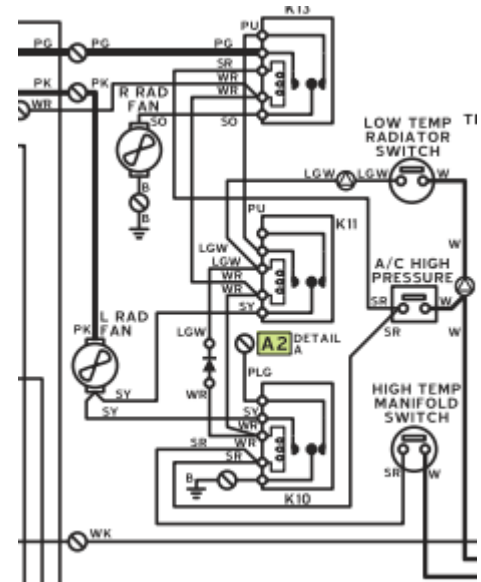
1. K10 appears to be primary for the left fan when the engine exceeds the set acceptable heat range? Powered by fuse 1-2.
2. K11 is next and also powers the left fan based on A/C high pressure? It is powered from the starter solenoid indicating control by the ignition system. I see no fuse on this power supply.
3. K13 appears to be primary for the right fan when the air conditioner is on. Powered by fuse 11-12.
4. K21 appears to power the A/C dash fan switch that blows the cold air. Powered by fuse 19-20.



FUSES

13	15	17	19	21	23
14	16	18	20	22	24
1	3	5	7	9	11
2	4	6	8	10	12

The only thing that I think is a real problem is that K21 appears to have melted and leaked out on top of the wiring plug location. So naturally, I jumped to the conclusion that more relays were needed to fix the problem.



Relay 26RA Replacement Bosch Brand

SKU: WSSRB521
Availability: Usually ships within 2-3 business day
\$13.60
Buy now and pay later with [PayPal](#) [Learn more](#)
★★★★★ (2 reviews) + [Write a Review](#)

QUANTITY:

1

ADD TO CART

[PayPal](#) Checkout

[More payment options](#)

I ordered 5 from TWS so now waiting on parts.



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The following work was done in 2014 during a more productive period at GHGN. Now we mostly remember some of the more significant projects. Enjoy.

5/14/2014 – Painting the top bows for Wayne's car was first today so the paint could be drying while completing other tasks.

In the batch of parts received yesterday were the new rear motor mounts.



Next shop activity was to install the mounts on the bracket then raise the car and put the assembly in place. It is held in place by four 3/8th diameter bolts. The space is tight so installation took a little while. I think this completes all the transmission related work to be done prior to putting the tranny back in.

The typical exhaust system hanger is made up of three brackets and 3 bolts. I am trying an experiment using a hole in the center of the rear engine mount bracket. One longer bolt to replace all the components listed above. It will be interesting to see how it works.

Wayne's radiator installation completion was next followed by filling the system with coolant. Nothing out of the ordinary here.

The new battery was secured using the new hold down kit. The primary brace was too long so both ends were cut off to use the inboard holes versus the outboard holes. A little semi-gloss paint and no one will ever know.

With the battery in place the next thing to do is to start troubleshooting the electrical system. The first test identified a potential problem. With all the fuses disconnected there was still power flowing through something in one leg of the brown circuit off the positive battery cable. Jan called me in before I found it.

5/15/2014 – When the shop was opened this morning there was coolant under Wayne's newly installed radiator, but it turned out to be a loose clamp so no more leak after it was tightened.

Since I was distracted from the troubleshooting of the electrical system my focus wandered to the top bows on the work bench and since I like big things on the car instead of in the way I set to work getting the top bows ready to put on the car.

The top to windshield latches had to be reinstalled and Wayne had two complete sets so no problem right? Wrong, the handle is attached to the pin by a 6-32 screw and three of the pins had broken screws. Instead of trying to drill one of them the attic was sourced for a new part and there was one there.

All the parts were cleaned using the wire brush on the grinder and / or steel wool after which they were secured to the header bar. The loose header bar was tightened by hammering the attach rivets to take out the play that had



developed over time. The assembly was moved to the car and carefully bolted into place on each B pillar. The next parts to go on are the Velcro, seal channels and seals for the sides over the windows. Then the scary part, adding the vinyl top and doing the positioning for best fit. Since I am out of glue it is on to another project.

Wayne had purchased a cubby box (glove box to you Yanks) made from fiberboard that just did not fit in the space available, so he bought one made from plastic. The holes were punched using the handy leather punch and the blind nuts added. A one-inch hole was made in the side for the light

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and the bracket from the original box fastened in place using pop rivets.

The box was maneuvered into place, and it fit like a glove. The screws were used to fasten the top and bottom to the frame in the metal fascia. The down stop for the door is yet to be installed.

At this point it was time to install the duct work under the passenger side for heat and ventilation. The brace running from the firewall to the dash fascia was installed and the under-dash work is done unless there are electrical problems identified in that area at a later time.

Rob is supposed to be out in the morning to install the rear hub assemblies on his TR6. Depending on how much time we spend maybe I can start on the electrical troubleshooting tomorrow.

5/16/2014 – Rob arrived on time and it took 3 1/2 hours to change the hubs which was spent mostly fiddling with the U joints. The ones in the car were new so we attempted to save them for re-use. The first one to come off I was a little too aggressive while removing the end cap and the bearings came out. Naturally, we found all but one so we used one of the new U joints.

The change out procedure is really simple, the wheel is removed, the brake drum is removed, then 6 nuts holding the 1/2 shaft in are removed and finally the tie wire holding the spline boot in place is removed. Then the hub, U joint and outboard section of the splined shaft are simply pulled out.



Getting the CirClips out of the U joint is any way you can. I have about 4 types of pliers designed to get these things out and none of them worked. What finally worked was a punch and a



hammer which were used to bend the clips enough to get a pair of pliers on them and pull them out. What a time-consuming pain.

Shoving the units back into the inboard spline component was difficult as the alignment has to be pretty much perfect for the two pieces to slip together.

Anyway the old loose ones are out and the pretty new Good Parts hub assemblies are in so everything is rosy.

I did however forget to retie the wire around the spline boots. We can do that the next time his pretty car is here.

5/17/2014 – Good day in the shop. The new radiator arrived yesterday so the first thing up was to attach the electric fan. After watching the video on Moss Motors web site about fans I repositioned the fan blade by turning it over which maximizes the amount of air flow from the back side of the radiator by pulling it through much more effectively. News to me as I had run it in the wrong direction for several years.

The kit used to attach the fan to the radiator is not designed to be reused so a stop at the local O'Reilly's got me going again. The kit has four tie wrap type pieces of plastic that are pushed through the radiator with the locking piece installed from the opposite side against a piece of foam rubber for a cushion.

The next thing is the temperature sending unit that also goes through the radiator and provides two terminals for the wires to connect. The motor wires and sending unit wires were also connected after the radiator was set in place and fastened down with the appropriate hardware. Coolant was added to see how fast it would run out.☺

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The next thing was to troubleshoot Frank's brake light problem. We tried some fixes then checked the brake light switch to find one of the wire terminals had come off. A pair of pliers was used to tighten the terminal, and it was put back on with the fit being a little tighter.

Jack McGlumphy arrived in his TR6 which was looking very sharp. I had been at it pretty steady for most of the morning, so work slowed while Jack, Frank and I just enjoyed catching up for a while.

When we got back at it, we decided to start the troubleshooting on Wayne's electrical system. The first issue was to finish the process of finding the power drain when everything was supposed to be off. Consulting the wiring diagram to identify everything fed by brown wires directly off the battery we eventually ended up disconnecting a small brown wire at the alternator and that eliminated the power drain.

The alternator was removed so that it could be checked out. Wayne and I have not at this point talked about how to proceed with that.

With the power drain eliminated the negative side of the battery was connected and the system powered up. To our relief there was no smoke (yet). We slowly attached the purple wires to the fuse box and nothing happened. The same with the red then the green. OK.

We turned the running lights on, and they worked as did the wipers. We tried the brake lights and got nothing. No backup lights but they are not yet hooked up so no concern there yet. The horns do not work. At this point I was getting pretty tired so we quit for the day and I came in to write this stuff. Aren't you glad?

In the morning trouble shooting will continue by circuit in a more organized approach. Purple first, then white, red and green last. Brown is done.

5/18/2014 – Spent a couple of hours today learning a little more about alternators. It seems the alternator used on the 69 TR6 had an external voltage regulator, following cars with an ammeter were internal and cars with a voltmeter were

another internal type. Although Wayne's early 74 car has a voltmeter the Bentley manual calls for the previous type, which is obviously incorrect. Dan Masters got it right in his book.

The circuit that appears to have a dead short and drains power all the time is the one that feeds the voltmeter and warning light. Not sure what is going on there, so I took the unit to O'Reilly's to get it checked. The pulley would not turn; in other words the unit was frozen so the test could not be performed. A call is in to Wayne to see if the decision is to buy a new one or rebuild the existing one. Decision: rebuild.

If Larry is back from the Kas Kastner cup races and feels up to it tomorrow is a transmission day and, in the evening, my eldest grandson graduates. I'm ready for both.

5/19/2014 – Since I wasn't due at Larry's to work on the transmission until about noon I decided to work on Wayne's car for a while. When I opened the door to the shop there was another big puddle under it and it appears the fluid had all leaked out of the Clutch Slave Cylinder. Wayne had purchased a replacement so this looked like a good time to replace it.

I started by swapping cars around to get Wayne's on the rack. After it was up in the air it did not take too long to get the old cylinder out and the new one in.

While up it seemed logical to install the bump stops for the rear suspension. We had noticed earlier that three of the four were split or totally mashed to pieces. They were surprisingly



easy to remove. They are typically difficult and frequently break the shaft off causing it

to have to be drilled out but having soaked them a couple of times seems to have helped. The new ones went in easily.

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I am not sure why the missing half shaft spline boots and stone guards had not been noticed before but there were some new ones in the boot. The rear hubs were pulled and cleaned up. The splines were lubricated with CV joint grease and time ran out. It was time to take care of a couple of things on the way to Larry's and then work on the tranny.

Transmission work went well. The Volvo J type overdrive unit is all together and ready to install on the transmission. The new shaft has been loaded with the gears, synchronizers, sleeves, washers, etc. and all wired in place in preparation for installation in the gearbox. Larry thinks we could finish tomorrow by setting up the Lay shaft subassembly and getting



everything back together. Not sure we can finish testing and everything before the meeting as this is Tuesday.

5/20/2014 - Last night I had the pleasure of attending my grandson's graduation from Collinsville High School. **He was Valedictorian of his class.**

Today the plan is to get the spline boots on the half shafts and get them back in the car. This should finish up everything under there. Time permitting maybe another electrical circuit can be checked out.

The ½ shafts indeed did get completed and are back in the car. On the bad side, the leak on the driver's side persists and the master cylinder bowl is empty so next is a request in to Wayne for a new brake master cylinder and a couple of wheel cylinders. May as well replace all three and call it good for several years.

Arrived at Larry's a little before 1 pm and we worked until nearly 4 pm. The gear box is complete after a lot of tedious fiddling. Since the overdrive unit was completed yesterday, tomorrow the overdrive will be mated to the gearbox. Time

permitting the testing process will begin to see if the unit will build pressure and engage/disengage as needed. It is now nearly 5 pm and I am having a stiff bourbon and getting ready to shower in preparation for this month's club meeting. I am weary. Did I mention my grandson was Valedictorian?

5/21/2014 – I connected a few wires to the transmission on Wayne's car and started to trouble shoot the back-up lights. Wayne came over this morning to pick up the alternator to take in for rebuilding and while he was here we discussed the additional parts needed for the brake system. Soon after Wayne left, I left for Larry's to get back to work on the transmission.

We were able to add the overdrive unit to the gearbox without too much trouble, just installing studs and bolts. While filling the transmission with GL4 gear oil I accidentally got some in the tranny. It seems like most of it went on the bench.

Larry set up his test stand and we got the tranny mounted and started the testing to make sure the unit developed adequate pressure to engage.

Unfortunately, the anticipated pressure did not appear. Larry needed to scratch his head and we were both tired so I headed home about ¼ to four. I am confident that Larry will figure this thing out and I will soon be cruising again.

5/23/2014 – Yesterday was a complete wash out. Just rested which I dearly needed. Today was going to be about the same but Larry called and invited me down about 1 pm to work on the transmission.

He had been having a discussion with lots of folks about the problem and was going to try some things. We rechecked the solenoid which had been on the Volvo unit and then put the one from my OD on because we knew it was working. The solenoid was not the issue.

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The bottom access plate was removed for the third time and the oil pump removed. While we



were making sure all the components were installed correctly it appeared that perhaps one had been installed backwards.

The pump was reassembled and reinstalled in the overdrive unit. The oil was topped up and the test setup redone. A motor driven pulley turns the transmission and a battery is used to apply power to the solenoid. The pressure gauge is attached to a port below the solenoid.

The gauge moved a little before power was applied as it should. Good sign. When power was applied the pressure went to over 500 pounds at which point the Volvo unit is supposed to run.

We drank a beer in celebration and let the transmission run for a while. The new front and rear seals seem to be holding well so everything is dry for the moment. The access plate may need a new gasket or at least some sealant as it was removed a couple of times to correct the problem.

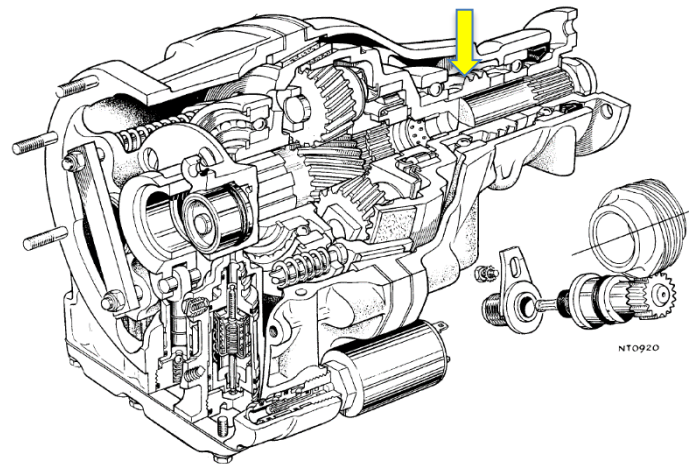


We loaded the transmission in the truck and I brought it home. While still up high enough to make installation a little easier, the clutch shaft, fork, pin, backup bolt and throwout bearing were installed and safety wired in place. Now when I get to feeling a little better I can



wrestle it into position in the car.

5/25/2014 – Yesterday the cold I have been fighting off and denying I had kicked my rear and sent me to my chair. Before I gave up, I installed the speedometer drive parts in the OD unit. It seems the **drive gear** should have been installed in the OD unit during assembly but was



overlooked. Trying to figure out how to proceed at this point.

Today the cold let me out of my chair so the soft top for Wayne's car was carried in from the shop and the rear retainer bar was attached to the back of the soft top. That was enough to break a sweat, so I went back to my chair.

5/26/2014 – With a lingering headache but still up to working in the shop the next task undertaken was to work on Wayne's top. Using Roger Bolick's instructions as posted on the VTR web site the straps that run from back to front were installed with Jan's help.

The strapping comes in a bulk roll and there are no loops in the ends to accommodate the pin that retains the strap in the rear retainer bar. Jan was kind enough to sew a couple of loops for me after the strap was cut in half. Half of the strap installs on each side.

The strap was threaded through the rear retainer bar which was then fastened to the back of the car above the rear panel. The straps were then positioned as instructed by Roger and riveted to

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each bow using the new retainers in Wayne's stash. I like Roger's method so far, but the proof will be in the final fit which is a few days off yet.

The Velcro was glued to the frames over each window, and the bolt holes were cleared of vinyl so the seal channels can be added during the next session.

5/27/2014 – Worked long enough to get the channels and seals for the windows installed. Started to attach the vinyl to the header bar but needed more glue. After getting the glue and running some more errands the day was gone, and it was back to my chair for a little more recuperation.

I want to take this opportunity to express my appreciation to Art for serving as President for 2025/2026 fiscal year. As he stated in his article, he has been president of GCT more that once and was also president and newsletter editor of Hill Country Triumph Club in Texas.

He has received many trophies in car shows all over the country as well as recognition via regional trophies for his service to two different clubs and the hobby in general. We are very, very lucky to have Art and Karen in our club. Please pass on your thanks to Art for just being Art and serving as club president, until next time.☺

Editor

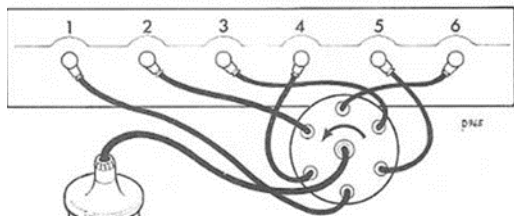


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JOHN'S QUICK TIPS

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 top 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.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!!!!

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Classified Section



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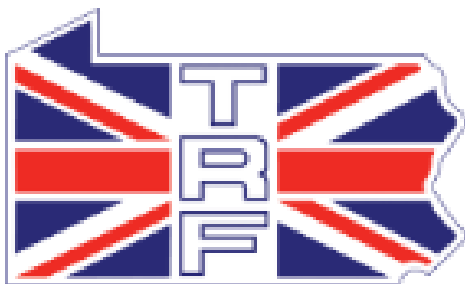
Visit the **Cafe Press** store to
shop for Green Country
Triumphs apparel and
merchandise

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

Assorted TR3 & TR4 parts

Contact: Larry*

cartravel@pobox.com



**The Roadster
Factory**

Figure 3 <https://www.trfbasic.com/>



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

Service & Repairs

For Work See Chad Jester at Classic Auto Repair and Service



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Complete cars shown are also available for purchase.

For information on
these beautiful cars
contact Kay
Robinson at
robinson_kay@sbcg
lobal.net



1979 Spitfire



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1933 Chevy Roadster – Perfect restoration



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1934 Ford Coupe: 350 Chevy engine. Runs great. Denny's favorite driver.



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Car trailer is also available. Has frame for vinyl cover, ramps and a winch.



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FOR SALE

Triumph TR3B 1962 TCF 47 Located in Tulsa, Ok
Listing Price \$20,000 Currently tagged and titled.

This TR had engine trouble and was off the road in 1971. I was driving a 59 TR3 at the time and purchased this to rebuild. It has been stored in my garage. In the last few years I have hunted and purchased virtually all the parts to do a complete restoration. Due to my age and health I have decided to pass my "baby" on to someone that will bring it back "on the road again".

Overview of the condition of the body and components of the TR3B.

Body has been media blasted and epoxy gray primed by Auburn Cord Duesenberg in Broken Arrow, OK.

This TR has been in storage since 1971 and had surface rust on the main panels and parts. There is rust in the front of the floorboards and have complete new floorboards to install. (see pics).

The engine is rebuilt with a 2.2 Kit, 2200cc, with about 30 minutes of run time. The engine is balanced! I worked in an automotive machine shop during this time. The carbs are SU H6, (rebuild kits included)

The crank is machined .010-.010, the head is milled, new valve guides and springs, new cam and lifters, new oil pump. New parts not on engine include a new rear main seal conversion kit, (no machining required), 5 vane water pump, priming fuel pump with glass fuel bowl, spin on oil filter conversion, ribbed aluminum valve cover with TR logo retaining nuts, narrow belt conversion kit for pump, alternator, & crank, new electronic distributor, coil, wires, & plugs. New high torque starter and solenoid. One wire Denso alternator.

Has an original hard top and mounting hardware with the original plexiglass rear window

The transmission is 4 speed with overdrive.

New clutch master cyl, pressure plate, disc, & bearing.

The following is a list of the parts starting at the front bumper. The only way I could keep on track.

All components are NEW except when listed other.

Front Bumper, bumper to cowl brackets, cowl to frame brackets. Rear bumpers and bolt kits.



OEM clear glass turn signals Aluminum Grill and headlight buckets w/gaskets.

Fender welting, stainless steel, 6 pieces. Body mount kit. Front fender mirrors

Front brake calipers & pads, rear drums, shoes, & wheel cylinders. Brake master cylinder.

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All components in the steering system and suspension.

Tie rod ends, ball joints, polyurethane aframe bushings. (Steering box, & idler have about 40k miles.)

New aluminum radiator with electric fans & wiring kit.

Wiring harness – braid wrapped – complete - Battery box and battery retaining set.

Windshield wiper – two sets w/chrome retaining pieces.

Adjustable steering wheel,(orig), chrome cover ring, black leather New horn/turn sig button.

Wing windows – two sets – original

Dash - New Gauge center panel (see pic) – 4 new gauges, switches, ignition switch all wired for



**Contact Pat Kendall if interested at
918-640-2578**



application (see pic) Tach & speedo 40k miles
After market water flow heater.

Interior – NEW complete – by Tim Kruso in Ohio.
Leather Peanut Butter Pie color - New seat frames- all other pieces covered in matching leather. Door facings, rear seat bottom, rear seat back, cockpit surround pieces, 8 pieces (see pics)
Black complete carpeting kit.

Convertible top and matching tonneau cover by Robbins. (see pic)

Door latches mechanisms in doors, door handles, matching lock with trunk lock.

Gas tank latching lid. Gas Tank original.

Trunk locking handle, matching door locks.

Rear spring polypropylene bushings

OEM red glass signals & new turn/brake signal taul lights.

MWS Chrome 60 spoke wire wheels 5 Tires 155R15 82H (White or Black wall). (see pics)

Additional engine trans front frame and many additional parts to go with this.





2008 Saturn Sky Redline (Turbo) automatic transmission, \$10,000 Excellent condition, very well maintained. One very minor chip in windshield on passenger side. Has GM performance chips, custom exhaust and intake systems. Gauge lighting enhanced with an LED strip. Interior is in excellent condition as well. Tires were replaced with the appropriate replacements for the sports car that it is. Everything works as designed. Does not leak anything, anywhere. 67,000 miles, very reliable. I am 81 years old and do not need two sportscars.

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

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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.