



# Triumphant Times

## Green Country Triumphs

### Monthly Newsletter for June 2017

Recipient VTR Newsletter Award 2016

<http://greencountrytriumphs.org>

#### NEXT CLUB MEETING:

**Tuesday June 20th**

**Dinner at 6:00 PM**

**Meeting at 7:00 PM**

**Location: Bricktown Brewery**

**11909 E 96th St N**

**Owasso, OK 74055**

**(918) 321-2739**

#### Officers and Committees

Denny Robinson – President

Rob Thompson – Vice President

Jim Murray - Member at Large

Jan Phillips – Treasurer

Adele Blom – Secretary

Tom Chronister - Activities

Art Graves – Car Shows

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

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

#### From President *Denny Robinson*

Hi Guys.

Not a good day to play with little cars unless you have air conditioning like some do. We did drive out to Tulsa walk for a concert yesterday. A little hot going over, but pleasant coming back.

John did well with the TR8, but don't know how other club members fared.

I did go over to the guy's house that had Spitfire parts that he found in a storage locker. I picked up a complete engine, rear-end and both rear axles complete and both front suspensions complete. I don't need them now, but as much rear-end and axle problems I've had, they may come in handy.

I haven't spent much time in the shop lately as too many other projects have kept me busy.

Hope to get with John and stab the transmission to engine soon.

Hope everyone will try to make the next meeting, as it is the last time for me as President. Remember the club can only survive if members show up for the events that are scheduled and monthly meetings. I'm sure the club members that braved the hot drive this past weekend will have some good tails to tell.



#### From Vice President *Rob Thompson*

Hello everyone. It looks like we made it past the rainy days and have a window of opportunity to drive our Brits before it gets too steamy-hot. Our family has been busy



redecorating our new (built 1966) home in Tulsa. We are moving from Jenks to the Southern Hills area. The one thing I wanted in the new home is more garage space not less. But no..... It has a two-car garage. ☐

Plan B . I am now planning on adding a car lift in the garage but not before I remove the existing ceiling and reconfiguring the garage door, and electrical. The existing ceiling is 99 inches and I can add 21 more inches with the ceiling modification. A total of 120 inches. To figure the total height needed, you add both cars height and then add 6 inches. My TR6 is 48 inches w/ top down and 51 inches w/ the top on. My Porsche C4S is 51 inches. My next decision is to determine if I want a 4-post or 2 post lift. The 2 post is a lot less intrusive space-wise but limit who can move the cars off / on the lift. I really need a double car lift but I haven't convinced Donna that she needs to keep her 72-inch-high Lexus OUTSIDE!!

I will miss the next business meeting at Bricktown Brewery in Owasso on June 20th, as I will be in Kingfisher OK. We still are looking for a Vice-President nomination for next year. Please give me or Dennis a call to discuss.

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

The May 16, 2017 meeting of Green Country Triumphs was again held at McNellies near 71st and Yale.

President Dennis



Robinson called the meeting to order. The minutes were accepted as printed in the newsletter. Art Graves reported on Car Shows. At the VTR Regional in San Antonio Art's car placed first in his group and he got a fourth in the Autocross. Great fun was had by all. There will be an All British Show in Carthage, MO on June 10. Nationals will be in Princeton in August. Sand Springs will have an All British Show June 22(Friday, Saturday, and Sunday).

John Phillips reported on Car Repairs (Parts Committee). Jim Lindsay got his gas tank cleaned,

fuel lines flushed, bushings replaced, and a fixed up fuel tank indicator. John Phillips worked on his own TR-8 to install the rebuilt alternator. Dennis Robinson has a mystery while he tries to get the transmission to mesh with the clutch.

We welcomed Herman Terry who has a '67 Spitfire sitting in his garage which he would like to get to run.

Kay Robinson talked about the Activities Committee. We had a fabulous tour of Underground Tulsa led by Dwayne Pass. He showed us many very interesting things and beautiful architecture. The weather did not cooperate. The rain was quite amazing and wind-driven. It was well worth getting wet. This Thursday part of Route 66 (Hobson Avenue) will be closed for a car show in Sand Springs. Bring lawn chairs. Dorothy and Tom Chronister have moved their visit to Grand Lake to later in the year from June to maybe September. Rob Thomson is organizing an out and back to Bartlesville up toward Barnsdall. We will meet at a Quick-trip 10:30 am Saturday May 20th at highway 70 and 75 and drive up about 45 minutes to have BBQ lunch at a club member's restaurant. Our marvelous fireworks, on July 3 facing Kiefer has been canceled, because the wonderful man who donated the \$30,000 has died.

Under new business Art Graves reported the youngest son of Charles Runyan who worked at the Roadster Factory has died. We voted to donate \$100 in his honor to where the family suggested.

The Regional Director of the VTR needs a volunteer to do his job because he needs to step down due to health. It would need to be someone willing to go to at least some of the car shows.

There is a '74 Stag for sale which has no transmission or motor but a beautiful body. Dennis Robinson can help contact the car owner. Oklahoma City has stepped forward to do the Regional in 2019, possibly as a joint effort with us. Perhaps Fayetteville could join as well.

## 2017 Club Activities

DATE	EVENT	FACILITATOR
JUN 22 - 25	Euromotor Extravaganza – Sand Springs	Jag Club (Clark Fraser)
JUL 3rd	Fireworks at Robinson's	Kay/Denny
AUG	Pub Tour	Adele/Rolf Blom
AUG 16 – 19	VTR National Convention	Art Graves
SEP 2	Breakfast followed by "Roads of My Youth Tour"	John Phillips
NOV 4	Annual Guy Fawkes party	Jan Phillips
DEC	Annual Christmas Party	TBD

John:

Club members may be interested in this car cover. I purchased at O'Reilly's. They sell this Budge size 1 that fits TR 3 to 6. They have a light and medium thickness; they are not meant to be water proof but are breathable and will keep off the dust, dirt, scratches, cat prints, etc.

The light weight is about \$35, I got the thicker for approx. \$50. They do not normally have this small size, but they got it out of their OKC warehouse in three days. Tom C

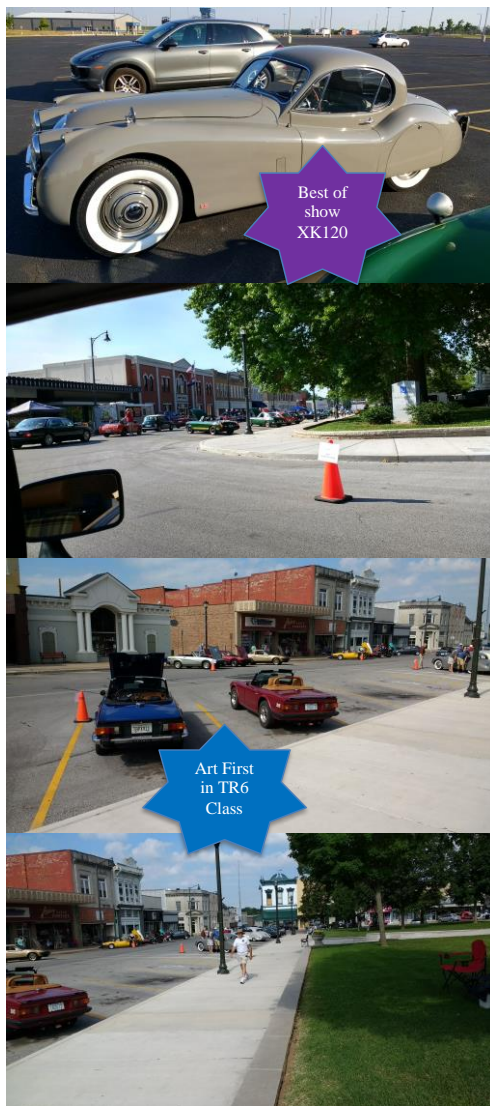


## Welcome to Carthage

Right to Left: Al, Janis, Carol, Glenn, Art, et al



*Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends*  
<http://greencountrytriumphs.org>



Commented [JP1]:

*Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends*  
<http://greencountrytriumphs.org>



Quantity of Triumphs at the show:

- 7 TR7/TR8
- 2 TR6
- 3 TR3
- 2 TR250
- 4 Spitfires

When was the last time you saw Wedge cars outnumber every other Triumph class at a show?

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Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends  
<http://greencountrytriumphs.org>



**The Jaguar Club of Tulsa  
Presents the 2017  
EuroMotor Extravaganza**



## EuroMotor Extravaganza

Welcoming all British and European Automobiles  
On the Triangle in Lovely, Historic,  
Downtown, Sand Springs, Oklahoma

**Activities:**

- June 23 – Registration, tailgate party at Hampton Inn
- June 24 – Late Registration and show setup in downtown  
Sand Springs, Show & Valve Cover Racing
- June 24 – Dinner and Awards Banquet, **location to be announced**
- June 25 – Fun Run around Sand Springs

Complete information is available on the web at:

[EuMoEx.com](http://EuMoEx.com)



August 16 - 19, 2017

Celebrating 50 Years  
of the Triumph GT6

Visit our web site  
[VTR2017.ORG](http://VTR2017.ORG)

PLEASE NOTE THIS IS AN UPDATED FLYER WITH NEW  
DATES LISTED

Please join the fun at the 2017  
Vintage Triumph Register  
National Convention which  
takes place at Forrestal Village,  
Princeton, NJ



The convention will be  
co-hosted by the  
Delaware Valley  
Triumph Club and the  
New Jersey Triumph  
Association. This will  
be the 2nd time the  
DVT has acted as host  
for this national event  
and the 1st time for  
the NJTA.



Visit us on facebook <https://www.facebook.com/2017VTR/>

Check out our Web Page <http://vtr2017.org/>

## 2017 SHOW SCHEDULE

### **TRA National Meet**

Location: Columbus, Indiana  
Date: June 21 – June 24, 2017  
Web: <http://triumphregister.com/tra-national-meet>

### **Roadster Factory Summer Party**

Location: Armagh, Pennsylvania  
Date: August 3 – August 5, 2017  
Web: <http://www.the-roadster-factory.com/indexmain.php>

### **VTR National Convention**

Location: Princeton, New Jersey  
Date: August 16 – August 19, 2017  
Web: <http://www.VTR2017.org>

### **Morelli Grand European Car Show**

Location: Oklahoma City, Oklahoma  
Date: ???, 2017  
Web: <https://www.facebook.com/morellicarshow>

### **Kansas City All British Car Day**

Location: Kansas City, Missouri  
Date: September 2 – September 3, 2017  
Web: <http://www.heartlandallbritish.com/index.html>

### **British Iron All British Car Day**

Location: Agri Park, Fayetteville, Arkansas  
Date: September 15 -September 16, 2017  
Web: <http://www.britishironnwa.org/>

### **6-Pack Trials**

Location: Hershey, Pennsylvania  
Date: September 21 – September 24, 2017  
Web: <https://hershey6packtrials.wordpress.com/>

### **Triumphest**

Location: Flagstaff, Arizona  
Date: September 21 – September 24, 2017  
Web: <http://www.triumphest.com/>

### **Texas All British Car Day**

Location: Round Rock, Texas  
Date: September 22 – September 24, 2017  
Web: <http://www.txabcd.org/>

**My 1976 TR7 won its first trophy by placing 3rd in 60-80 stock at the Third Annual Glenpool Black Gold Car Show...YES!!!**

**Julie**



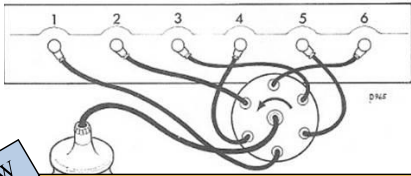
Congratulations to Julie on her win. She is having fun with her TR, are you?



### 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.

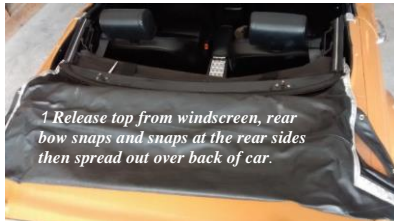


NEW

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.

### TR6 Soft Top Folding

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



### 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>

Motor Oil: 5W50 Castrol Edge with Syntec API SN, synthetic, formerly Castrol Syntec, *black bottle* = 75,409 psi ZDDP 1200 ppm or add Lucas Break-in Oil at each oil change to your regular oil.

<http://www.corvetteforum.com/forums/c3-tech-performance/2484100-list-of-flat-tappet-oils.html>

Spin on oil filter sizes: TR6 Fram PH3600 or Wix 51516. TR8 WIX 51515

Coolant: Evans Waterless High Performance Coolant is specially formulated for gasoline engines in classic cars and high performance vehicles. <http://www.evanscooling.com/>

40 Wt Nondetergent Motor Oil or Gear Oil: GL4 grade which is lower in sulphur. GL5 not recommended

Brake Fluid: Valvoline Synthetic GL4/GL5

Spline Lubricant – CV Joint Grease

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

### 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



## Greasy Hands Garage North Update by John Phillips

**5/8/2017** – This morning I tried to deal with the reality that the alternator that I put on the TR8 would charge for about two minutes then quit. Naturally assuming that I screwed something up I removed the alternator, removed the LUCAS cover on the back and detached all the wiring connections for the component I had taken from the “new” unit to reinstall on this one.

All connections were cleaned and dielectric grease was applied to provide a better condition for conduction. The unit was then reinstalled on the car and raised enough to make sure the belt would not slip.

Next the battery cables were removed cleaned and reinstalled tightly. A very short test drive proved nothing had changed so I am reduced to the waiting mode while the alternate alternator is altered. Sorry, kind of got in a rut there.

After again failing miserably, I asked Sam if he wanted to visit the shop that was listed in the last

newsletter but he was tied up today. Next I texted Jim Lindsey to see if he still wanted me to removed and clean the carbs from his newly acquired TR6. He did so about 2:30 I got to his house. The 6 was in the drive looking a little forlorn.

I went to work and got the carbs off then Jim and I visited for a little while. Jim paid his dues and I took his carbs back to the shop. The tank will have to be removed and cleaned before the carbs are reinstalled. Lots of rust and dirt in the tank.

By this time, it was a little after 3 pm so I found the computer to pass along this information then found my chair to catch up on the news of the day or watch wheeler dealer again.

**5/9/2017** – This morning the first task taken on was to prepare for receipt of the repaired alternator. The original alternator had stud posts to which connectors were slipped over the stud and held in place by lock washers and nuts.

The problem is that the replacement alternator was designed to accept a modular connector like many of our standard TR6 alternators.

Up to this point the connectors were changed as needed by cutting the old one off and putting the correct connectors in place which over time will shorten the wires from the wiring harness. To make sure I don't run out of wire I robbed a



modular connector from an old TR6 wiring harness that is perfect for the replacement alternator.

Connectors that will connect to the existing wiring harness were added so that no more cutting is necessary, just put the above assembly in place when needed. If not needed just take it out and connect the wiring harness wires to the alternator.

The next thing on the work bench are the carbs removed from Jim's car yesterday. The dirt/rust in the tank is making its way to the carbs and they are not working properly.



The float bowls

were removed and yes they were dirty. Ports were blown out with compressed air, the check valves were cleaned and replaced, and the bowls were cleaned.

New float bowl

gaskets were installed and one carb to manifold gasket was replaced. The hardest part was changing the O ring for the oil reservoir. The old one had been in



so long it was a real challenge to get the assembly apart to change the O ring.

The carbs are believed to be in good working order and ready for installation. I would prefer the tank be cleaned prior to installation.

**5/10/2017** – Yesterday I spoke with the shop owner doing the work on the alternator for a status.

A part ordered from Florida had not arrived so it is not yet ready.

I did inquire as to whether or not he would rebuild the alternator that works for about 2 minutes then quits. He said he would take a look at it so this morning I took it off the TR8.

With that out of the way it was pretty simple to get the wiring harness ready for the alternator being repaired now. The modular plug assembly shown above was connected to the wiring harness and insulated with electrician's tape. It is ready to plug in when the rebuilt alternator is in place

**5/13/2017** – Yesterday I picked up the rebuilt alternator and



dropped off the other two, the one on the car when purchased and the one in the trunk that was not configured just right.

Back at the house I installed the rebuilt unit with lots of anticipation about driving the car for a change. It started and was charging ok so it was time for a test drive. After about seven miles everything was fine so I picked up the carbs that had been cleaned for Jim Lindsey with the intent of taking them back to Jim.

I started the car and backed it out and the charging system wasn't putting out any volts. Disappointed, the car was put back in the shop and I brooded for the rest of the day.

When the alternator was picked up I had a long conversation with the proprietor and he mentioned several times that he thought there was something wrong in the electrical system in the car to do the amount of damage that he saw during the rebuild.

He said one way to find electrical problems under the hood is simply to look in there in the dark for any arcing between faulty components. This morning I went to the shop before dawn and did this test with no results. At least this test did not find any problems needing correction. More research is planned for later today.

So the internet search provided the following:

#### **"VOLTAGE REGULATOR**

*The regulator has two inputs and one output. The inputs are the field current supply and the control voltage input, and the output is the field current to the rotor. The regulator uses the control voltage input to control the amount of field current input that is allowed to pass through to the rotor winding. If the battery voltage drops, the regulator senses this, by means of the connection to the battery, and allows more of the*



*This component from the damaged alternator has a badly burned contact and a bunch of blown diodes.*

*field current input to reach the rotor, which increases the magnetic field strength, which ultimately increases the voltage output of the alternator. Conversely, if the battery voltage goes up, less field current goes through the rotor windings, and the output voltage is reduced."*

So based on this information which I should have already known but did not, just because the voltage at the battery when it is fully charged shows about 12 ½ volts with the car running, does not mean the alternator is not working, it just means the battery does not need any more charge.

So in the absence of anything saying I have a problem other than my paranoia, I think just driving the car for a while will determine whether or not there is a problem. I will ask the AAA guy the next time he comes to my rescue. Wish me luck.

Jim's carbs were ready when he texted me this morning so I met him at his house and put them on the car while he installed two fuel filters in front of the fuel pump.

The hope was that the filters would keep trash out of the carbs yet let fuel flow so the car could be driven a little before the tank was cleaned.

In short we got the car running pretty well and Sam was at my house so I finished up with Jim and headed home.

Sam's visit was to be just that a visit since I had offered the shop to members for work on their cars. Since there was no work in the shop we drove out to see the facilities where my carb was rebuilt by James Brown.

Sam is interested in visiting with him about reassembly of his 72 Boss Mustang when the paint and body is completed in Memphis.

James was not working in his shop this Saturday perhaps in observance of Mother's Day so we just turned around and headed for GHGN. As we were driving through Claremore I got a call from Jim. He had driven into Owasso for more fuel and the car quit.

When Sam and I got to the shop he wanted to visit with Jan a little more so I got the tool bag from the Pumpkin and left in the truck to get the

trailer. After fighting one of the locks which would not open for lack of oil for a while I headed into town to assist Jim.

Karl was not home when the trailer was picked up so to oil the lock I pulled the dipstick from the truck and dripped enough oil into the lock to get it to work. First time for everything I guess.

Jim's recovery was less than what he had hoped. The idea of disassembling the carbs in front of the Waffle House was not something I wanted to do in the sun on a warm day.

Jim removed the first filter in the fuel line which was visibly dirty in hopes the second filter was ok and the carbs were not too dirty to function. No Luck.

We loaded the car on the trailer via a come-a-long and finished up using the battery powered starter in low gear to pull the car the rest of the way up on the trailer.

Tie downs held it to the trailer for the ride to GHGN where it was unloaded, the trailer returned and the brown car placed on the lift so the tank could be removed and cleaned and checked for rust problems.

After the tank is back in the car the carbs will be cleaned again and the fuel lines purged with compressed air to get rid of as much muck as is possible. With a clean tank and fresh fuel, I bet the car will run quite well.

I also plan to make sure all the gauges are working well and check out some of the other things under the car that might need some attention.

**5/14/2017** – After lawn duty Jim's car went up on the rack and the fuel was drained from the tank. After that the boot panels, spare tire and other stuff were removed for access to the retaining bolts. The filler cap and neck were removed then the tank.

The sending unit was removed and found to be frozen solid with rust so it will be replaced. While the fuel was draining I gave the car a quick check for other issues. The list includes:

1. The most difficult issue is a leaky front main seal.

2. ~~The upper A arm bushings are worn out and will be replaced from shop stash.~~ DONE
3. Tie rod ends are suspect but not yet declared bad. Checked out ok.
4. All 3 dif seals are shot but I may have a partial set to contribute. Front seal on hand but job not an emergency.
5. The transmission is leaking from the shift rods. Possible cause is plugged vent hole, to be checked.
6. Replace fuel sending unit with shop stash. Used but work.

Several of the typical problems found on the TR6 have been avoided. The front right dif mount is not cracked as so many are. The rear hubs are tight with absolutely no play whatsoever. The frame is pristine and in great shape. The body is sound with no obvious issues. Jim absolutely got his money's worth.

Jim is going to pick up the tank for cleaning and in the meantime I will continue on with other projects which includes a re-clean of the carbs.



Since I had the bushings for the upper A arms I went ahead and put them in. This was some of the stuff left here by either Tom



Needham or the guy that bought his car. I put it to good use. Unfortunately, they are rubber and not poly so they probably won't last too long.

**5/15/2017** – When I finally made it to the shop I went over the things listed for Jim's car and started looking for some of the things on the list that were needed. The first thing done was to torque the wheel nuts for the front wheels that were off yesterday.

I found a fuel gauge sending unit that appears to be in good condition, actually two. When Jim is here we can test them to see which one is usable if either then react accordingly. I made a gasket so we are ready to reinstall when the tank is clean.

I also looked for seals for the differential. I found the front seal but not either of the side seals so when the time comes we will have to order a couple. On the good side, the gear oil level was checked and the level was fine.

The oil in the transmission was also checked and it was low so I added some. I forgot to try to reach the vent hole to see if it was plugged however. A check of the U joints did not find any loose ones.

The trunnions on the front suspension were oiled and the tie rod ends and ball joints checked. Even the sway bar stuff seemed usable. Maybe tomorrow I will start on the carbs, again.

After a nap I decided to take a look at the tank to see if it could be used. In spite of a lot of rusty scale the metal is sound and once stabilized, perhaps with Rustmort, it should be fine to use.

It appeared that the car had been stored with moisture in the tank for a long period. Most of the scale came off by scraping it with first a crowbar then reaching the last of it with a piece of all thread metal  $\frac{1}{4}$  inch in diameter. Jim wants to use gravel and shaking the tank to get the remainder out.



*This was dumped first*



These 3 pictures were taken after using the crowbar to scrape what I could reach but before using the all thread to finish up.

After the scraping was done the shop vac was used to vacuum up the scale. A smaller diameter pipe was taped to the vac to get in the hole and to the bottom of the tank.

This looks really bad and it is but there is little rust and still plenty of metal on the bottom of the tank to give more service to the car.

We once had a member name Larry Hoefling with the same kind of problem but the scale from his tank filled  $\frac{1}{2}$  of a 5-gallon bucket. That tank was replaced.

**5/16/2017** –

Today there was a little more cleaning on the

tank and Jim came out to see what else he wanted to do.



The fuel gauge sending unit in his car was toast so we tested one of the spares in the shop and he chose one. I had already made a gasket so that is all ready to go back in when the tank is ready.

He left with the tank to try using gravel to abrasive clean the interior so that is about all we are waiting on. While he is working on that I will purge the lines from the tank to the pump and from the pump to the carbs to make sure all the ~~sh~~ stuff is cleaned out. This puppy is about ready for the road.

The next thing was to check the float bowls on the carbs to see if any trash had made its way through both filters. It had not so they were put back in place to impatiently wait for fuel.

When I got tired of working on Jim's car I raised the bonnet on the 8 and tweaked the choke a little more still trying to find the sweet spot for the fast idle adjustment.

While I was out for a drive Jim returned the tank well cleaned and prepared for use.

**5/17/2017**

First off the felt pad was glued back to the side of the tank prior to installation. Then the fuel lines from the pump were purged in both directions.

Next the fuel gauge sending unit with gasket was installed in the tank, then the tank was installed in the boot.

From under the car the fuel tank was connected to the fuel line which finished up the work under the car for this trip.

With the car back on the ground fuel was added back to the tank and the pump primed to get fuel to the carbs.

There is fuel in the car and in the carbs and the ignition system has been fully refreshed. The point gap is correct and there is fire to the plugs but it has yet to start. The timing may be off so will try that next. Also charging the battery which is a little weak.

**5/18/2017** – First up today the boot panel that hides the tank was installed. The spare tire had no pressure but was aired up and stowed away. The jack and other equipment was packed around the spare in a manner to prevent noise, I hope. The floor was replaced and the other items placed in the car as received.

Jim had mentioned the car rode badly so I checked the tires and let out some air. It should ride better now with new upper A arm bushings and softer tires.

Jim's car was moved out today to get Frank's car in the shop to check the brakes. We worked our tails off changing the wheel cylinders on the back of the car.

The clutch was also acting up and the fluid had all drained away. At the end of the day I was frazzled and Frank is going to order a clutch slave for his car and wheel cylinders for the shop stash so there are some here the next time they are needed.

For some reason the hand brake did not work when we got finished. I suspect the lever that hinges on the wheel cylinder slipped out of place and was not noticed.

Since he is coming back for clutch work we decided to fix the hand brake then. I am worn out. Not a lot of stamina anymore.

Jim's car is back in but not yet running. The ignition system is suspect but I think we are down to the distributor. I plan to install one from the shop to see if the car will start and run. If so his can be sent off for a rebuild and he can use mine until it gets back.

**5/19/2017** – I inquired from Andy what his schedule looked like to check the alignment on the 8. It was up about a week into June so I took advantage of a coupon for a free alignment check at



Christian Brothers. They said they could not align the car because the right strut was loose. Then they said I needed a new tire there. I flipped out because the tires only have about 2000 miles on them.

Apparently I needed an alignment worse than I imagined. So they sent me away saying they could not get parts for my car, as if I would want them too, and would be glad to align the car when the front suspension is rebuilt and the tire replaced.

Needless to say I was not happy. I already have all the components to rebuild the front suspension with the exception of the struts themselves. Springs, bushings and tools are already on hand. So I will order the struts and then rebuild the front suspension in preparation for the upcoming alignment.

On top of everything else the guy at the counter insulted my car. He does not like Triumph engines. Later I overheard him say he was going back east to a British car show as a judge. Hope he keeps his opinions to himself. Not very professional.

On to happier things, back at the shop I found motivation in needing space on the rack for the 8. I went to work on Jim's car to figure out why it would not run unless you primed the carbs.

One carb was disassembled and some trash removed from the bowl. The filter was replaced with one from the stash. The o-ring seal to keep oil in the carb was replaced a second time with a replacement adjustment screw for the needle.

Before replacing the carb on the intake the choke mechanism was removed and visually inspected but nothing seemed amiss. I did notice however that the adjustment screw that engages the choke mechanism was adjusted with way too much gap between the screw and the cam that engages the choke.

A quick peak at the other carb and it had the same problem. I adjusted both, reinstalled the carb and tried to start the car. With chokes working it started right up and ran well. The carbs were adjusted, the timing was checked and the point gap verified.

The test drive indicated most of the problems had been eliminated but two remain. The red light on the dash that stays on requires a new oil pressure switch. The other problem is that the spark advance on the car is sticking and is mostly ineffective as it is. I suspect it will have to be removed, cleaned and lubricated before it will work as it should. I did lubricate it a little by squirting some oil down inside the distributor. Perhaps it will loosen up.

The switch that turns on the oil pressure light is good but the electrical connection does not have a ground wire. Not sure how to fix that but will give it some research and some thought. It is possible that the Pressure Differential Warning Actuator has been tripped which will not reset on its own so it may have to be removed and the piston put back in the save position.

**5/20/2017** – With the 8 pending a front suspension rebuild I got the Pumkin out to take on the out & back planned by Rob for today. The temp was 59 and there was a slight drizzle when I left the house with the top down. I drove out of the drizzle after a mile or two.

The first stop in Collinsville at Mo's was to top up the fuel with 91 octane, 100% gas. The hood on the hoodie was fastened in place as the weather was less comfortable than anticipated.

The next stop was the QT, the meeting place for those going on the drive with Rob. We all drove Triumphs except for Sam in his Mustang and Rob in his Porsche.



Trish and Jim Lindsey took their TR6 on its maiden voyage with the club to travel over to Skiatook then north on highway 11 to the Wolaroc turnoff. From there we cruised into Bartlesville and Dink's BBQ. My hood went up at the QT.



We saw some very nice scenery on the way up and enjoyed the nice drive on good roads. Mary and Matt Wenger joined us at the restaurant. They got a late start and did not catch us before departing the QT.

Karen and Art Graves joined the group as did Kay and Denny Robinson and I guess I was the only other one since Jan did not feel up to the drive.

Good food, good conversation, good drive. Great Saturday morning. Everyone went their own way from the restaurant but I followed Jim since the status of his new TR6 is still a little bit of an unknown. He stopped in Collinsville for some 100% gas and from there we went separate ways to home. Very enjoyable morning in spite of the wet start.

**5/21/2017** – After the fiasco on the attempted alignment Friday, the task of rebuilding the front suspension was started today. I actually ordered the new struts from the Wedgeshop yesterday morning so they should be shipped by tomorrow I hope.

As for the other components, they were purchased previously as part of a total suspension kit but Jim and I only did the rear first. I wrongly assumed the front was pretty much ok, but no.

So with parts on hand or on order the goal today was to get the front suspension out and on the floor. This is accomplished by removing the brake calipers, the ball joints, the sway bar and lower link. Three nuts on top of the strut tower hold the strut in place from above.

This took about 2 ½ hours, the most troublesome issue being the sway bar as it put



*New springs, poly spring pads & poly bushings*



pressure on the lower link which held in the first strut. This part of the job is simple after you figure it out.

A hold down strap was used to pull the two ends of the sway bar toward each other to take the pressure off.

Tomorrow the old springs are to be removed and moved to the scrap metal box and the reusable parts cleaned up for reinstallation when the new struts arrive. Access to the sub-frame is better with the suspension out so the oil from previous leaky oil pressure gauge connections can also be cleaned up a little.

It does not appear that this job will be too difficult, he said with a foolish grin.

**5/22/2017** – Well it is about 1:30 so that would be about three and ½ hours to get everything apart, cleaned up and painted in preparation for reinstallation.

The two things that ended up being difficult were pressing the old bushings out of the lower links and compressing the springs for removal.



The spring compressor worked great but it was still time consuming. I have a feeling getting the new poly spring pads on will also be difficult due to a tight fit. We will find out tomorrow when the paint is good and dry.

The sway bar is complete and ready for reinstallation. There is not much more to do until the new struts arrive but everything should be ready to put them in, compress the springs, assemble the top of the spring retainer and install the assembly on each side. Should get done in one work session, I hope.

**5/23/2017** – The struts are scheduled to arrive on the 25<sup>th</sup> so I have two days to get the poly spring pads applied to the current assemblies. Just another 15-minute job.

Well, nuts! The bushings went in ok, the small spring pad was quite difficult, the large one easy. The lower links are now back on the car ready to attach the ball joints to the bottom of the strut assembly.

While going through the instructions for reassembly and installation there was a callout for a bump stop. There were no bump stops found during disassembly. The parts book was consulted for a part number then it was looked up on the Wedgeshop website.

The irritating thing is I could have ordered them on Saturday, now I have to wait until they get here to reassemble the struts. Plus, the darn things are \$20 each plus shipping.



Please choose if you want just one or the pair. You will need a pair if you are replacing both sides of your car. This is the front bump stop for a Triumph TR7 and TR8. Cross Reference 072-176

RRP: \$21.84  
Your Price: **\$19.89** (You save \$1.95)  
SKU: WSUKC1101  
Weight: 1.25 LBS  
Availability: Usually ships within 2-3 business day  
Shipping: Calculated at checkout

\* Quantity: ☒ Single  
☐ Pair

So if they get them out today they should be here by Monday. I wonder why they are not part of the "kit".

**5/24/2017** – Good news, the bump stops are scheduled for receipt tomorrow, the same day as the struts.

I did some cleaning under the car today and spotted a couple of leaks. The sump plug needed one more pull on the wrench to make it seal, one of the brake fluid connections at the left brake caliper was loose, and it appears one of the valve covers is leaking a little so the screws were tightened a little more. I am kind of afraid the oil pressure gauge plumbing is still seeping oil.

After addressing the leaks found, the brake reservoir was topped off as was the clutch reservoir. Not sure why the clutch was low so better keep an eye on that one. Slave may need to be replaced again. Removed the paint overspray from the brake rotors

Ready to receive parts tomorrow and get to work. The local O'Reilly's is having a customer appreciation day lunch/beer Friday and I would like to drive the 8 if it is ready. If not, I will drive the 6. After all that is why we have two, right? So you have one to drive when the other is not road worthy.

**5/25/2017** – About 9 this morning I checked the shipping status of needed parts and the struts and bump stops were both local and out for delivery. Jan asked for me to blow the leaves out of the front plant bed so I did.

The mail ran as I was getting the extension cord and blower out of the garage so the bump stops were now delivered.

After blowing the leaves out into the yard the mower was used to mulch them up and they just disappeared into the lawn. While on the mower FedEx pulled up on the road so I rode the mower out and picked up the struts. This was about 10:30 and suddenly the yard work was over and I was in the shop until about 1:45

The struts were placed in the uprights and a retaining cap installed. The compressed spring was then added, then the dust boot, then the bump stop. At this point things get a little wonky. The spring pad is put in place next then the boot must be attached to the next part then six more parts are added followed by a retaining nut. It is just very fiddly as you must fiddle with each and get them to stay where they belong long enough to start the nut.

Ok, by noon the strut assemblies were ready to install. Each was hung in place in the tower by the three studs on top of the assembly. Then the ball joints were attached followed by the brake calipers. One of the bolts for the steering link containing the tie rod end also fastened the brake caliper.

Lastly the ends of the sway bar were pulled together enough to get them, with the new bushings, in the holes in the link behind the ball joints. The ends were fastened down then the front bar retainers were put in place and tightened down.

Big job but done over several days it was very doable. Nothing to shy away from if you give yourself enough time to do it correctly.

**5/26/2017** – Today after my morning routine the TR8 was rolled out of the shop for a wash. The objective was to have it clean when driven to a



customer appreciation lunch at the local O'Reilly's store.

This is the day that humidity and summer returned so it was very hot. Jan bought a new hose that was 25' long which is  $\frac{1}{4}$  of what I needed to wash the car in the shade so it was washed in the sun. It was worth it to get all the dust and greasy hand prints off prior to having it seen in public.

The high speed idle was tweaked a little before start up but it needs a little more tweaking. The right side exhaust is still knocking on something so I will try again to get enough separation between metal parts to make it quiet again like it was before the engine was removed the last time.

Andy called and we talked about an alignment for the 8 and what I had done to get it closer to reduce the tire wear as much as possible. He is booked for about a month so we scheduled it for June 21<sup>st</sup>. With the improvements made after the new suspension installation it appears to be very close to what it needs to be. I am actually more concerned with the camber settings on the back of the car at this point.

The car still constitutes a work in progress but is travel worthy at this point. There is confidence that it will make an out and back easily.

Jim was here a couple of days ago to pick up a distributor to use while his is going into Advanced Distributors for a rebuild. I expected some feedback by now on how the sub is performing but I have heard nothing.

Denny responded to the message received from our web site contact page and bought some spitfire parts he needed for his project. You never know when an opportunity will knock.

Later in the day I tried again to eliminate an exhaust rattle. On the test drive it was gone, then it was back. The rear section on the right won't stay where I put it. Something is forcing it out of position when the suspension goes up and down. I will figure it out.

Another thing to figure out is why the alternator keeps failing. On today's drive the battery was not being charged. I don't understand. Something is wrong.

**5/27/2017** – A search of the internet gave the same response three times so I accepted that as the best advice available on Labor Day. What it said is that the reasons that an alternator fails are:

1. Wear and tear on the alternator
2. Bad battery
3. Loose belt
4. And bad ground

The alternator was rebuilt 3 weeks ago or less. The battery is new and holds a charge quite well, the terminals have been cleaned recently. The belt had some slack but not much so that is a remote possibility. The cleanliness of the grounding strap was re-verified today and dielectric grease used on the connections to prevent contamination or corrosion.

Tuesday I plan to call Pryor Auto Electric and see if either of the other two alternators have been completed so I can mess up another one. No long trips in Tinkerbell until the charging system is reliable.

**5/28/2017** – Today the ground cable from the engine to the frame was removed, cleaned and replaced using different hardware hoping for a better connection.

**5/30/2017** – Having forgotten that Frank was coming over for an adjustment on the handbrake and installation of a new clutch slave cylinder I called Pryor Auto Electric to see if the other two alternators were done.

He said they both work so I took the one off the TR8 and headed East. When I got there I discovered that in fact all three of the alternators work just fine with nothing having been done to any of them. I brought all three home and reinstalled the one that was on the car when I got it. The other two are stored for use when something really does happen to the one in the car.

Before messing with the TR8 Frank's car was put on the lift to find out why the handbrake did not work. It turned out to be an adjustment which did not take long.

Frank checked the oil in the transmission and it was low so it was topped off with 40 WT non-detergent motor oil.

Then we installed the new slave cylinder and bled the system. I then moved on the TR8 work. Tomorrow more work on the 8.

5/31/2017 – With the alternator now installed I moved on to making sure the ground strap was installed properly. I knew one end was attached to the frame to the right of the alternator but for lack of a better option in sight the other end was attached to one of the motor mount bolts.

I inquired as to the proper attach point via email to James Tencate, recognized TWA past president as having as much useful knowledge on these cars as anyone. Even though he was out of the country he responded and told me the general location of the mounting hole. Even with that it took some searching to find.

My assumption was that it was on the side of the engine block but not so, it was on the front tucked way up under the alternator. If I had only known to install the ground cable before the alternator it would have been possible. Since it was impossible it took me a little longer.

Ok, so it was time for a test ride. I made a few stops for calories, fuel and thread lock then headed for the barn. I then tried the air conditioner and the alternator stopped charging. Turned the air off but the alternator did not come back to life. Nuts!

It looks like Gonzo may get another crack at it. He is the guy that finished up the air conditioner work when Bryant Air hit a snag. Looks like it will be next year before we make the show at Carthage. Stay tuned.

Got an appointment with Gonzo at Superior Auto Electric tomorrow to get this fixed. An alignment by Andy should be all that is necessary after that. I hope. It is kind of ironic that Andy is the guy that first told me about Gonzo. Great advice. He is also a good friend of Dewayne Pass. He writes all the electrical tech sections for Haynes manuals.

6/1/2017 – Well that did not take long. When I got to Gonzo's shop I raised the bonnet and we discussed what the car was doing. He speculated on several issues and then reached in and spun the fan on the front of the alternator.

"There is your problem." What he was saying was the fan belt was not tight enough. We visited about that, several other things like his work on Haynes manuals and also the issue with the adjustment of the choke on my car.

He really did not say anything I had not heard or seen before but I will revisit the whole adjustment process starting from scratch and see if I can get it adjusted so it will work properly.

I had asked Ted to pick me up at Gonzo's shop after his Doctor appointment. The diagnosis from Gonzo was given at 8:30 which is the same time that Ted was to see the Dr. I tried to call but Ted does not carry his phone or does not turn it on. Either way Gonzo said he would send him on his way when he showed up. Thanks anyway, Ted.

Back at the house I immediately remembered that Jack had installed a tensioner on his alternator that he had gotten from the Wedgeshop. Naturally I had to have one so it is on order and should be here in a couple of days.

So, 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 more than 90°, your belt is not tight enough. This information alone was worth the trip to Superior Auto Electric and the advice was free. Thanks Gonzo.

Later in the day I went back to the shop to test the theory. The question was how do I get the belt tight enough. I considered jacking it up from underneath using a board between jack and alternator but there was no room.

I did not have a way to pull the alternator up and tighten the bolts at the same time. Then I tripped over the lift arm and that triggered my brain. I looped a rope around the alternator then the arm of the lift and raised the lift testing the pulley rotation



with every small bump. When it was just right I tightened the bolts then untied the rope. Job done.

Then I worked on the choke for a few minutes and think there was some success there as well. Time for a test drive.

I backed out and the volt meter said the alternator was charging. I turned the air conditioner on and

backed out of the drive. I went a few miles then looked at the volt meter and it was showing the car was running on battery power only, no charging so I headed back to the house.



While I acknowledge the belt was not tight as defined by Gonzo's standards, the problem was not resolved by meeting those standards. More to do.

After communicating with Gonzo via email we decided that I would drop the TR8 off at his shop on Monday for him to find and correct the

problem. This could get pricey. This guy does not work cheap.

**6/3/2017** – This morning I worked on the exhaust noise again. For some reason the clamp for the back

section on the right will not tighten down and keep the pipe from twisting making it bump one of the hangers. The clamp was removed and slightly reshaped in hopes of improving the clamping action. We shall see."

**6/5/2017** – This morning I took the 8 back to Gonzo. The alternator worked all the way from Keetonville to Admiral then quit. When I got to his shop he stopped working on a bigger project to try to figure out what was going on with mine, which I appreciated.

He did not spend much time but checked out the whole ignition system with a multi-meter and a battery tester. Remember, I have been working on this issue for a long time so most of the system is in excellent shape. He found no problems with; the battery (12.6 volts), the connections at battery, starter or alternator which the whole ignition system on the TR8 except for the switch. There was no line drop resistance from battery to alternator. None.

The end result was that the alternator was bad. Well that sounded like what I had heard before but I said ok. We settled up and I went home to change the alternator.

Ted was on standby to come and get me if I needed a ride so I called and said thanks but no thanks.

Back at the shop I pulled out the other two alternators that had been pronounced "good" in Pryor along with the one that Gonzo said was bad. I selected the larger of the two because it was rated at more amps and installed it.

The test drive was to Owasso to the chiropractor then to Good Will for more sun glasses. After those two stops I decided to try the air conditioner. The route was headed towards home in case things went south but they did not. The volt meter showed the load of the air conditioner but the alternator did not stop charging. Hope prevails.

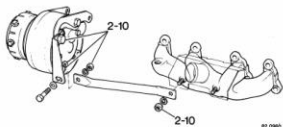
Over the next couple of days I plan to put several miles on the car to sort of test the reliability of this alternator. If I can convince myself it is fixed it may be time to head for Carthage.

The next drive took me to Claremore then north to Oologah then west to Collinsville where I topped up the fuel. Starting the car was hard as with most Triumphs that have travelled a ways then stopped for a brief time. It eventually started and the trip ended back at the shop.

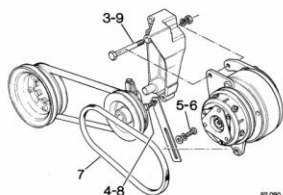
The test was to leave the car running with the air conditioner on and check the voltage at the battery. The alternator was putting out 15 ½ volts. I will take that any day. We may have a winner here.

With the air on high it cools enough but not a lot but of course it is only 89° today. I may need to learn more about how to operate it.

**6/6/2017** – During yesterday's ignition system stress testing the compressor belt(s) squealed



some so this morning I actually read the instructions for properly tightening them. Yeah, them, the TR8 has two belts that drive the compressor. British engineering at its best.



Lots of fasteners to loosen

then get belts tight, hold it and tighten bolts back up. Wow what a mess. Naturally the lower belt is space restricted so doing anything down there is difficult.

**6/7/2017** – Since the alternator is playing nice I decided to travel to Carthage this weekend with

Glenn and Carol and Al and Janis. Lodging is reserved and registration is filled out for turn-in on Friday night.

Today I got up with an abscessed tooth, went to the dentist, got penicillin and scheduled a root canal for Tuesday. Some days are like that I guess.

On the way home I stopped at a car wash and cleaned the sub-frame some and washed the exterior. Back at the shop there was a little more cleaning under the bonnet.

Next I tried again to tighten the exhaust pipe so it would stop the rattle. This time I bought another clamp and added it to the joint so now there are two clamps holding the two pipes together. If that does not work I guess it will have to be spot welded in a couple of places.

Tomorrow clean the rubber bumpers and tyres, a quick vacuum and she is ready.

**6/8/2017** – The day went as planned so I guess the car is prepared to the extent I am willing to go at this point. The rear undercarriage and front sub-frame could use some cleaning but not for a participants choice show. Besides, Al's car has fresh paint and far fewer dents than mine so he will most likely take the class again and should. Great looking car. Actually they both look great.

Time for a short test drive to see if the additional clamp on the right side exhaust system



has finally eliminated the annoying rattle. I am keeping my finger crossed.

Not the outcome I had hoped for, the rattle came back after hitting a hard bump. Back at the shop it went up on the rack one more time. First was check the transmission fluid. It was actually little over full so I let it drain while I looked at the exhaust again.

I found why the pipe is not staying where I want it. On a hard bump the suspension moves enough to hit the pipe and make it twist out of position. I guess after the show sometime a visit to an exhaust shop is in order to re-orient the rear silencer so that the assembly will not interfere with the suspension. At least the mystery is solved.



#### CONTINUED FROM PAGE 5

The trip to Missouri was well planned and executed. Janis and Al met me at the QT west of Claremore at the Turnpike gate. Carol and Glenn soon arrived and we three joined them on the turnpike.

The only slowdown occurred when Glenn had to pay money at the Vinita gate. The gate was really backed up so he fell pretty far behind and didn't catch up until we got to Miami.

The welcome party was nice, friendly, filling and the bed at the motel was welcome after a nice shower.

This year's Carthage show was about the same as I remembered from past events except for the weather and the attendance.

The weather was wonderful, 86° with a nice breeze all day.

The attendance as far as Triumphs go was pretty slim. MGs had a pretty good showing with a smattering of other classes.

After the participant's choice voting everybody left on a tour or just went back to the room for rest and cleanup for the banquet.

Al, Janis, Carol, Glenn and I had an average dinner of chicken, slaw, beans and pie with tea to drink. The room was cold, the speaker system unintelligible (to me), the slide screen washed out by backlight from the windows. Other than that Art got first as did I, Carol and Glenn got second in two categories with the TR3 & Jag.

Being cold it was early to bed for me just to get warm. Back up at 4 and antsy to get on the road for home but hung around until 5:45 for a bowl of raisin bran.

I left the hotel at 6 a.m. on Sunday and got home at 7:40 a.m. The car did great, no engine noise when I got home. Averaged 22.7 MPG on the way up, 26 MPG on the way home at mostly 80 MPH.

## Classified Section

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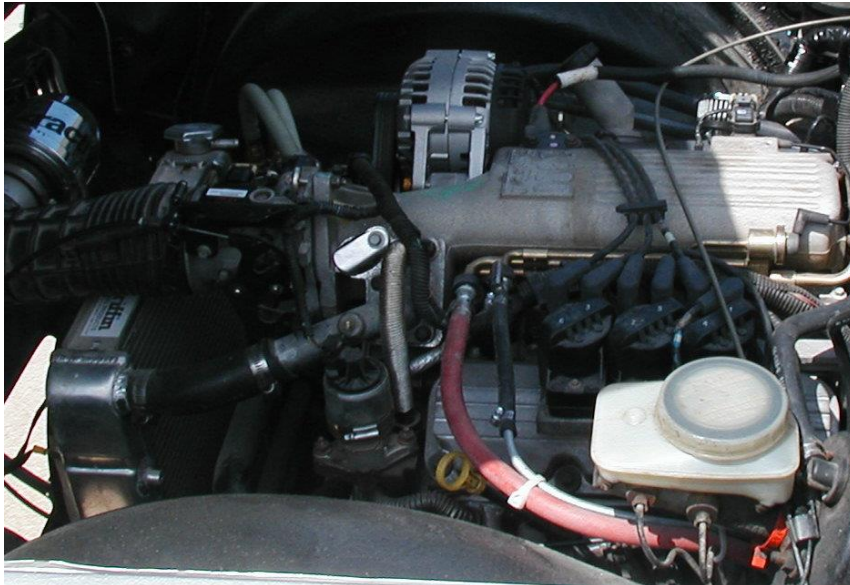
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The club still has about seven (7) stainless steel grill badges left if anyone wants one. Remaining stock goes for \$10.00 each.

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Figure 1 **TR8 WHEELS /**  
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