



Triumphant Times

Monthly Newsletter for June 2026

<https://greencountrytriumphs.com/>

7-26
PAID
MEMB
ERS

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 June 16th
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

President's Column by Art Graves

The Route 66 Capital Cruise was a huge success with one blemish. Over 3596 cars were officially counted for the Guinness World Record. Five members of our club participated, four Triumphs

and one Rabbit Cabriolet. None of cars experienced any problems, overheating being the chief concern. I know that was a concern of mine. Many years ago, I participated in the Aquafest Parade in Ausin, Texas in August. It is hot even in morning in Austin and the parade did not flow smoothly. I only drove a few blocks when, despite my best efforts, my TR6 stalled and I had to pull off to the side.

Naturally I was worried about the Capital Cruise. It took several hours to drive down 21 st Street between Lewis and Harvard. Traffic was so slow we were able to turn off our engines for twenty minutes at a time! We were able to keep moving once on the Expo grounds. The parade itself passed quickly, driving at 5 – 8 MPH with no stops. I'm sure everyone was concerned about the weather, but it was just about perfect – especially for late May. A once in a lifetime experience – for all Tulsans.

Phil Hoey hosted all club members and parade participants at his office on Southwest Blvd with burgers and beers. From this vantage point we were able to see the last of the parade participants as they headed for home. Thank you again, Phil, for the after-parade party.

In past columns I have related how the TR6 influenced and enriched my life. Who would have thought a simple decision to by a car would have such a profound effect? At any rate I will



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

continue to drive, maintain and enjoy my TR6 until I can't.

A topic for discussion at the June membership meeting is club officer elections. My term as president will end in July and according to our by-laws, our vice-president Mike Burns will step up and a new vice-president will be elected. Also, up for nomination is member at large. The club has gained new members in the past year and I'd like to see some new leaders in the club.

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



Vice President's Article by Michael Burns

The Once-in-a-Century Cruise I Missed (And Why It Was Worth It)

I had every intention of attending the Route 66 Capital Cruise this year. Being part of the 100-year anniversary of Route 66, it was a one-time event and not something that will simply come around again next season. It would have made for an easy newsletter article: a drive, a few photos, and a chance to see familiar cars and faces out on the road.

Instead, I spent the day hosting a graduation cookout. My son graduated high school, and celebrating that took priority over everything else.

Route 66 may only turn 100 once, but thankfully so does high school graduation. The cookout was a success, and it turned into one of those days where you're busy from start to finish, but for all the right reasons. The cars, as they tend to do, waited their turn.

I did manage to catch part of the cruise on the Channel 6 live feed and even spotted some of our club members passing through around the 1:31 mark (<https://www.youtube.com/watch?v=ys6X8oDU5gl>). It was good to see the turnout and be reminded

that the event carried on just fine, even if I wasn't there in person.

Watching from a distance, I also found myself feeling a bit of sympathy for some of the cars out there. The summer heat has already arrived, and it looked like a tough day for both drivers and machines. I suspect more than a few cooling systems were being asked to give 110 percent while waiting in line. The pacing seemed a bit chaotic as well.

Maybe that's the theme lately. Everything is moving, just not always the same direction at the same time.

The TR8 has seen a few drives here and there, but not as many as I would have liked. There is still a fair amount of interior work waiting, along with the usual list that never quite disappears. For now, it is running well, which counts for a lot.

Most of my automotive attention lately has gone toward more practical matters. The 2007 Scion xD has been getting the majority of the maintenance time, largely because it handles the long, daily work commute and doesn't get the option of waiting. It may not have the personality of the TR8, but it has earned its place by being dependable when needed, and cheap on gas.

In between everything else, I also managed to get the 1950 Ford 8N tractor back into running shape and ready to sell. That was one of those jobs that had been sitting for a while and finally moved off the list at just the right time.

Looking ahead, the next major project will likely be the 1984 Fiero. With my son now finished with school and working toward his driver's license, there should be more opportunity to spend some time on it together. There is no shortage of work to be done there, but that is part of the appeal. If it didn't need anything, it probably wouldn't be a Fiero.

On the home front, I am also looking forward to getting the garage better organized and, more importantly, cooled. With the heat already here, that may be one of the more important upgrades if any real progress is going to happen on either the Fiero or the TR8. Nothing gets fixed if the mechanic has melted.

Even with the schedule being as busy as it has been, there have still been a few chances to

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get the TR8 out on the road. Those short drives tend to matter more when they are less frequent. You notice the car a bit more, and it reminds you why you keep putting the time into it.

The Route 66 Capital Cruise may have been a one-time event, but some things take priority, and this was one of them. Besides, the TR8 didn't seem particularly upset about missing a chance to sit in traffic on a 95-degree day.

Hope to see you out there next time!



Minutes of the Meeting May 19, 2026

Jim Murray, GCT Member at Large

GCT Vice- President Art Graves called the meeting to order at approximately 7:10pm at Uncle Julio's Restaurant located northwest of the intersection of 71st Street and Hwy 169, Tulsa, OK. There were 16 members present. Member Michael Burns was the lone member to drive their Triumph to the meeting. There were no guests.

A motion was made to forgo the reading of the April meeting minutes and approve them as published in the newsletter. The motion was seconded and passed with a unanimous vote.

Treasurer's Report – Jan Phillips: Jan was not present at the meeting. John Phillips presented the report in her absence. John reported we have new members Tom and Pamela Berry who recently purchased a '76 TR6. John provided information on the balance in the checking account. A motion to accept the treasurers report was made, seconded, and approved by the attending members.

Membership – John Phillips: John reported we have new members Tom and Pamela Berry who recently purchased a '76 TR6. The club currently has 45 members. Dues for 2026-27 are due by June 30. To date 10 members have paid.

Parts Committee – John Phillips: John reported there was no significant activity at The Greasy Hands Garage

Car Show Committee – Art Graves: Art reported that the South-Central Regional Convention in Marble Falls, TX was excellent,

despite the weather. Upcoming shows are the GOBMC event in Springfield, MO and VTR Nationals in Kerrville, TX. See listings further in this newsletter. Next year South Central Regional Convention will be hosted by COVTR in Shawnee, OK.

Activities:

Tulsa's Route 66 Capital Cruise May 20th

From the web site: "Tulsa is celebrating 100 years of Route 66 with Capital Cruise, a GUINNESS WORLD RECORDS® attempt for the largest classic car parade ever. From vintage muscle cars to family treasures on four wheels, thousands of stunning cars will cruise right through the heart of the Capital of Route 66. It's shaping up to be the biggest birthday bash the Mother Road has ever seen, with vendors, live music, and Route 66 festivities planned throughout the entire weekend."

Cars 1996 and earlier are eligible. Cars registered for the parade are planned to stage at the Tulsa Fairgrounds (21st and Pittsburg), then proceed north on Yale to 11th Street (Route 66), then westbound for 5.5 miles, through downtown, and disburse near the area of Galveston/Hwy 75/Southwest Boulevard/Riverside Drive.

Entry fee: \$15 on or before April 30th, \$25 May 1-30th. Registration Required.

<https://www.visittulsa.com/parade/>

Participants are requested to pick up their info packets May 28-29. Pick up May 30 is by exception only. Staging starts at 6am at Expo Square. Rollout 8am. Expect to drive 1.5 -2 hrs at parade speed.

Link to FAQ page:

<https://www.visittulsa.com/parade/capital-cruise-faq/>

John Phillips, Art Graves, Joe Landers and Jim Murray plan to participate.

Old Business:

There was no Old Business.

New Business:

Pat Kendall is planning to sell his TR-3 as a "complete kit". All the parts are there. The car just needs to be reassembled.

John Phillips noted that Officer Elections are coming up next month.



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Sharon Parker reported that she has a few size X-Large T-shirts left over from the 2006 South Central Regional show we held in Jenks.

Adjourn: The meeting was adjourned by a vote of the attending members at 7:45pm.



Membership, etc.: by Editor John Phillips

Membership has increased by two in May. Chad Jester has rejoined after a couple of years and Tom Berry joined



after purchasing a 76 TR6. Good that we are moving forward.

The Parade:

This morning I watched an episode of Vice Grip Garage in which Erick Bieri had a lot to say about his experience therein.

He said a lot of nice things about Tulsa in general but thoroughly blasted the organization of the event, for the lack thereof.

Our group inched our cars toward the starting line for over two hours. When we finally entered the fairgrounds, we were lined up in two columns. We did not know that at that time the parade was officially over with enough cars counted to get the record for the longest classic car parade in history.

When we were allowed to exit the fairgrounds and enter the parade route without having our mirror tag number checked I knew we were not going to be counted in the record quantity.

We drove the parade route in two columns in lieu of one as the eventual legitimate participants had done but we did not know that at the time. The speeds were surprisingly faster than we were told they would be.

The turnout by those that came to see the parade was terrific largely because of the VGG promotion of the event. The parade organizers really upset a lot of car people

that came from several states and spent money on travel, lodging, etc. to enjoy the parade and be part of history

Erick announced that next year he will compete with the Tulsa parade, take away the record and respect and enjoy car people in the process. He has a location but did not announce that yet. VGG is not happy with the way he was used by the parade organizers for what ended up being fraud.



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Phil Hoey's After Parade Pics from Steve



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Phil's project 74 TR6



Another parade participant in a very nice V8 powered TR4 from Arkansas.



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	VTR South Central Regional Convention <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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MEET OUR NEW MEMBER **TOM BERRY**
TOM IS THE FIRST TO COME AND CLAIM
THE "GARY MOSS" USED FUEL TANK.



THIS IS TOM'S 76 TR6 AND IN THE
BACKGROUND HIS YELLOW CORVETTE



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ROUTE US 66 CENTENNIAL

2026 HEMMINGS GREAT RACE
SPRINGFIELD, IL TO PASADENA, CA
PRESENTED BY **COOPER TIRE**

Route 66!
June 20-28, 2026

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

Stops and Landmarks on the Route:
Pasadena, CA; San Bernardino, CA; Twentynine Palms, CA; Laughlin, NV; Kingman, AZ; Flagstaff, AZ; Gallup, NM; Albuquerque, NM; Tucuman, NM; Amarillo, TX; Oklahoma City, OK; Claremore, OK; Injin, MO; Wynnewille, MO; Collinsville, IL; Springfield, IL.

Overnight Lunch Stop





2026 CAR SHOW LIST
by Art Graves

New Orleans British Motoring Festival
Location: Covington, Louisiana
Date: March 27 – March 28, 2026
Web: <https://www.bmcno.org/2025-british-motoring-festival/>

VTR South Central Regional Convention
Location: Marble Falls, Texas
Date: April 20 – April 23, 2026
Web: <https://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.britshironnwa.org/>



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Andrew Morsman Wed, Jun 3,
9:23 PM (14 hours ago)

to me, John

John O'Hara and I have picked up a Spitfire parts car. Here's a story for the newsletter about it:

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, and was found through Facebook Marketplace. The owner gave the familiar tale of "I was going to restore it but never got around to it."

It took about 3 hours to pull/drag the car onto John's trailer with a combination of straps, a chain and a come along. Fortunately, the owner was a former wrecker operator who was a whiz at devising the best use of those tools to move the car forward.

Heat and humidity combined to create a somewhat sauna-like environment as the car was slowly pulled, inch by inch, onto the trailer. Drumright seemed to have cornered the market on mosquitos, as well. To top that off, a large ant colony had taken up residence in the car, but nothing that a few cans of Raid couldn't deal with.

John is keeping the car at his place until he and Andy can get together and strip it of parts they



need for their cars. Other than rusty rockers and some surface rust on the body, the car is in amazingly decent shape considering its years of sitting outside with no protection from the sun or rain.

John O'Hara - feel free, of course, to add or change anything you want.

John Phillips - I've attached a few pics of the car and the process. John has some pics of his own he may want to provide.

Thanks,
Andy Morsman



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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

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

At the Triumph 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. 929-739-7800 mention Triumph 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
- DINNER CRUISES IN YOUR TR

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

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

FLAGSTAFF, ARIZONA ROUTE 66
100th Anniversary

FLAGSTAFF, ARIZONA
Elevation: 6915 ft. cool and green if you're 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
70 year anniversary of the 66

6-PACK

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 **09177TR** 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

5/28/2026 – today I traveled to Broken Arrow and the home of Gary Moss to lend a hand with a fuel related issue causing the TR6 to die.

After driving through some very serious rain I was grateful that I had chosen to drive the Sky instead of the TR8.

I asked Gary to remove a couple of spark plugs to look for any clues there as to what was causing the problem. They gave clear indication that the car was running very rich.

The car was warmed up, the carbs adjusted as much as possible to lean them out but there was not enough adjustment to lean them enough.

We checked for vacuum leaks, removed one air valve to check the needle and diaphragm. We removed the newly installed air filters and replaced the original one recently replaced.

In the end the decision was made to do a rebuild on the carbs. They were removed; kits ordered and a plan developed for the rebuild process that will share some tribal knowledge with Gary about carbs.. More later.

Since we are considering larger diameter needles to reduce the volume of fuel permitted, I contacted Jim Beasley and requested the return of my Stromberg Carburettor manual to support our selection. We will meet up in Tulsa for the handoff prior to my registration for the Capital Cruise Parade on the 30th of this month.

5/29/2026 – Registration Day: I left the house around 12:30 on my way to meet Jim Beale and retrieve the Stromberg book he has had for a few years. I went through a bunch of construction areas on my way to the QT at 11th & Utica where we had agreed to meet.

By the time I arrived, the engine in the 8 was a lot warmer than normal. I opened the bonnet and sure enough neither cooling fan was working. The car attracted several

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fans. The first thought was to power the fans by connecting to the battery. Well, that did not make for being efficient since that would mean running wire the length of the car to the boot area where the battery exists. The red battery cable already runs to the starter at the back of the engine, passenger side. Even better, a brown power wire runs from the starter to the alternator.

I used the post on the alternator to power the fans by using a fused length of **12-gauge wire with a 30 amp** fuse furnished by the obliging Chinese supply chain.



I added a loop type connector to the fused wire and placed it on the alternator post with the brown wire. I then added a soldered-on bullet connector to the other end of the fused wire.

To finish up, I removed the bullet connector from the circuit wire that was connected to the white circuit, and connected the two bullet connectors using the standard black rubber bullet coupling. Done deal. The new fan circuit is now separate from the original harness, works from direct battery power with new on/off switch under the glove box, and does not interfere with the ignition switch.

Now if the engine warms up too much, I can switch on the fans and relax. No overheating.

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.

5/1/2014 – Today started off with the cleaning of the Pumkin's flywheel and pressure plate. The fingers on the pressure plate show some wear but there is more material there than I will ever use up. I am going to ask Larry about the thickness of the friction material on the disc, however. There is not much distance between the plane of the material and the heads of the rivets. Will probably replace it.

No sign of Rob's rear hubs yet. Moved over to Wayne's car and finished up the part of the boot latch that attaches to the lid. His had gone missing so I took one off the lid stored in the attic, cleaned it up and painted it white before installation.

After attaching it to the lid it required some adjustment to get the lid to sit level with the wings, (fenders to you Yanks).



Then came the scuttle vent. Wayne had agreed to just do away with the too thick rubber gasket so it was removed. Meanwhile a trunnion had been found on one of Wayne's spare parts that looked like it would work to attach the push rod to the lever. After running a bit through the hole to clean it up the push rod fit just fine. It was inserted into the lever and the rod installed and the set screw tightened. The scuttle vent is now



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complete and the stuff under the dash on the passenger side can be completed.

Next a seal, side window to windshield, was taken from the box of fresh parts and glue applied to it and the driver's side A pillar and windshield frame. It dried for a while then the seal was put in place and the fuzzy door seal re-installed.



The next thing was the spin on oil filter adapter/oil filter assembly. The filter was filled with oil and attached to the adapter then the assembly was attached to the engine block with the



supplied bolt. Of course, the new O rings were put in place after the old one was removed.

The oil cooler was filled with oil, actually overfilled, then the hoses were routed



and attached to the cooler and the oil filter adapter. I broke the oil pressure sending unit

while flailing around under the bonnet, so I hope there is a spare here.

The soft top header bar seal retainers were removed from the old top but then I decided to call it a day.

5/3/2014 – Back on 4/24 Rob

Thompson ordered two rear hub assemblies due to excessive play in the wheel bearings. I found them on the front porch this morning and they look great. Now I just have to get the Pumkin off the rack so we can install them.



Frank came over and got me out of the house and into the shop around ten or so. We adjusted the carbs a little and reset one choke to close properly.

Frank then jumped in and removed Wayne's soft top from the frame which took quite a while. Thanks Frank. I worked around on several things like replacing the pilot bushing in the flywheel then installing the flywheel.

A new clutch plate and oil pressure switch was ordered from BPN then another attempt was made to install the oversize cubby box in Wayne's car with no luck. It is just too big.

Larry Young came over in the afternoon and we worked until almost 5 pm. The overdrive unit would not come off the transmission.

After conferring with Mark Pelham, VTR TR6 Consultant, we again tried to remove the OD unit without luck.

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I finally observed that the output shaft appeared to have broken and Larry agreed. Larry was able to get the short piece that had broken off out of the back part of the overdrive unit. See picture.



Ok, what to do? After reviewing our options mating of Larry's spare J type OD unit to one of the transmissions lying around the shop appeared to be a good one. We are in the process of researching what is needed to make everything work. More to come. Blues.

5/6/2014 – I started to mow the lawn Sunday and got the front mowed before a pulley bearing failed and the belt was ruined. On Monday morning a trip was made to Smith Farm & Garden to purchase the needed parts then on to Steve's Tools for a blade that would hopefully cut the shaft that had broken so we could salvage some parts to keep costs down.

To put it bluntly the blade did not work. After finishing the yard, I tried to remove the OD unit from the shaft and have broken loose the parts that were welded to the shaft but am still having trouble getting it off the shaft. Today I will try a bearing puller and whatever else might work.

Nothing accomplished on Wayne's car the last couple of days, but he did drop off a couple of transmissions in the hopes they might be useful in the Pumpkin repair or for something else down the road. I think that makes 6 that are here and one of those is out of an MG of some kind. Anybody want it, please.

Frank called and was going to check out the abrasive cutting tools at Lowe's but have not heard whether or not he found anything. Being a metallurgist, he probably has a better scope of what will work well than I do. Larry has been after me to get something abrasive to try so between the two of them maybe we will end up with something that works.

I did get the trimming done so all that is needed now is to blow all the clippings off the concrete and I can get back to cars.

5/7/2014 – With the yard work finally done it was back to dismantling the transmission. During last evening it occurred to me to try a big puller tool that is sometimes used to remove rear brake hubs that are stubborn. It worked like a charm, and the trashed parts were quickly removed.

A message was sent to Larry Young to see what the next step was. He had sent a list of parts that were needed for the overdrive, but ordering was waiting to see what was needed to bring the gearbox up to standards.

Larry had already dismantled his overdrive unit, and everything was clean ready for reassembly.

While waiting to hear from Larry some attention was given to the rear motor mounts and the structure that holds them in place. They were soaked with gear oil and covered with dirt which makes for very nasty mud. The rubber mounts were soaked and mushy so some new ones went on the parts list. The bridge to which they mount was removed, the mounts disassembled and discarded. The bridge was then cleaned and repainted, not that anyone will ever see it, but it is at least easier to work with this way.

Larry called around 2 and we decided to move the transmission to his shop for final disassembly and inspection to see whether to

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keep using the same box, and if so what was needed to complete the job.

I grabbed a little lunch and loaded everything in the truck and headed to Tulsa where a couple of hours were spent on final disassembly and creating a parts list needed to replace worn components.

Like my shop, Larry's tends to accumulate used parts that are too good to throw away so by going through some of those we found better synchronizer gears and a bearing. That saves some time and money so thanks Larry.

Using the overdrive unit from a Volvo requires some different parts to make the speedometer work so when I returned home those were ordered from Quantum Mechanics.

Chad and I have not had time to finalize the deal on the shaft or schedule a handoff so that is yet to do. All the gaskets, O rings and other incidentals are on order. Things are moving along but I think a little break while waiting on parts will allow for some rest and some time for Wayne's car.

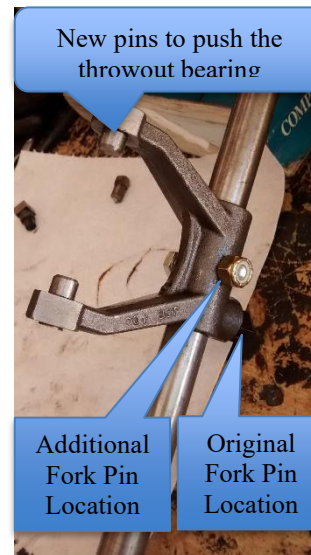
5/9/2014 – Parts started coming today so the first thing done was to install the oil pressure sending unit on Wayne's car. I broke the old one so another was purchased to replace it.

Next was to decide whether or not to replace the throwout bearing. I had a new one and even though the old one appeared to be top nick I decide to replace it.

The bearing did not come with the collar fitting so I checked all the collar/bearing assemblies on hand and picked the worst one. I then pressed the collar out of the old bearing then pressed the new bearing on the collar. This collar has a stop built into it so the collar will not spin which will protect the pins shown

below from wearing. Done deal, ready to install.

The bearing fork was needing some love so the worn pins that push the throwout bearing against the clutch pressure plate were drilled out and the pins replaced. A tapered



punch was used to deform the metal on the outside to hold the pins in place

The cross shaft was next so since the old pin was broken one was obtained from the stash and replaced the broken one. For many years here the fork has been cross drilled to accept a second pin to double up the

shear value on the pins holding the fork to the shaft. Since mine had not been done, this shows how long it has been since it was last replaced.

If the fix works and the new collar won't spin this will protect the bearing push pins and the shaft pin will be double strength to prevent breakage. Should be a long-term fix.



Installing the clutch plate consisted of putting an alignment tool through it and into the new pilot bushing captured in the flywheel. This was another judgment call

1 New fork pins installed, new bearing assembly, new clutch plate. The old bearing and broken shaft pin are also shown as is one worn fork pin.

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since the thickness of the old plate is almost identical to the new one but since it is probably apart for the last time, I used the new one. No time to install the pressure plate today, have to get ready for granddaughter's graduation.

The shop was a mess when starting today so the first thing to do was clean up. The drip pan containing lots of gear oil was cleaned, tools put up, trash thrown away, etc. The scrap metal went into the recycle bin but before the old OD unit was discarded the usable spare parts were removed.

I was curious about the condition of the filters so the covers were removed for evaluation. I think I found the cause of the problem. The large filter was obviously so dirty there is no way very much if any lubricant was being circulated through it. So all this trouble and money is my fault for not keeping things clean.



If you have an overdrive unit you may want to think about changing the filter. I didn't and it is costing me money, work, time and May driving.

5/10/2014 – DARN, Today the goal was to put the pressure plate back in the Pumkin then work on Wayne's car, either the top or the stripes. The pressure plate went in ok then I noticed a wet spot under the radiator.

The bottom hose had been tightened recently, and the result appeared to be elimination of the drip. Alas it was not to be, the wet spot came from the middle of the radiator, so it had to come out.

The floor had just about dried out from removing Wayne's radiator, now it is wet

again. Monday I will find a shop and get the repair started.

To get the radiator out the filters for the cold air induction system had to come out. This provides an opportunity to clean them since it has been a couple of years since they were last done. The electric cooling fan also had to come off the radiator. Nothing happened on Wayne's car today.



5/11/2014 – After cleaning the air filters for the Pumkin the five transmissions scattered about the floor needed to be stored as did



the four differentials. The floor was cleared under the work bench and the oil that had leaked out of one of the transmissions was cleaned

up. A drip pan was placed against the wall then the transmissions and differentials positioned as well as possible on top to keep oil contained to some degree.

The top bows for Wayne's top were finally put into play. The work table was cleared and the bows clamped down before work began. The snaps that connect the top near the back window were still in place so they were removed using a 1/8 drill bit.

The side rails get a lot of glue as well as nuts, bolts and washers. The old hardware

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was out thanks to Frank but the glue and bad paint job remained.

The big boy toy was taken off the shelf



and it made short work of removing a lot of the paint, glue, etc. When the wires come off that big wheel the blood will flow, just ask me how I know. There is more to remove but company is coming so maybe tomorrow.

5/12/2014 – As planned the search for a good radiator repair shop began this morning. When one was found the guy said he could try to fix it. In his opinion the quality of this unit was so bad he would not give any assurance that a repair would last very long. One more product that should not be purchased from Victoria British.

At home a new unit was ordered from British Parts Northwest along with a bottom hose which split during disassembly. The hose also came from VB and was supposed to be super strong as it contained Kevlar as one of its components. With shipping about \$360.00

Work was resumed on the soft top bows to remove the old paint. This was in progress when Wayne arrived with the repaired radiator and a new battery. When we finished our business the paint removal was completed and the bows hung up to accept primer and paint. The primer was applied and left to cure.



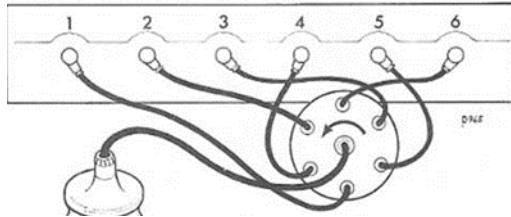
The radiator was set into Wayne's car as was the battery in preparation for final installation tomorrow. Nice shower today. Need more. It should be noted that there was no leak found in the radiator at the repair shop.



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.classiccarmotoroil.com/>

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

*Coolant: Option 1; Evans Waterless High-Performance Coolant is specially formulated for gasoline engines in classic cars and high-performance vehicles. <http://www.evanscooling.com/>
Coolant: Option 2; Peak anti-freeze, no water.

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



For TR8

Differential: Red Line Heavy Shockproof Gear Oil



Brake Fluid: Valvoline Synthetic DOT4/5

Spline Lubricant – CV Joint Grease

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



Lubrication for front trunnions on TR6

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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](http://PaintRef.com) or <https://www.automotivetouchup.com/>

Early TR6 Seat Backs Won't Stay On
Cause: Straps in seat back are stretched.
Repair: Remove cover and shorten the straps to tight. Not too hard.

Gasket Sealant Aviation Grade

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



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

Classified Section



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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Specializing in restoration, repair and
parts for the English sportscar

TRIUMPH

John R. Gauldin
Edmond, Oklahoma

(405) 250-0903
trdr@cox.net

GCT Merchandise

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



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 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

For Work See Chad Jester at Classic Auto Repair and Service



1525 N 105th E Ave. Tulsa OK 74116 918 324 4444

Greasy Hands Garage North Has Used **FREE TR6 Parts
If You Need Something**

Structural parts for suspension and steering

Transmissions and a Differential

Windscreen Frames, Some with Glass

**Lots of other stuff so if you need something for your TR6
contact:**

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

Complete cars shown are also available for purchase.



1979 Spitfire



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

1933 Chevy Roadster – Perfect restoration



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

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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Michael Burns is selling this Mustang.

You can see more pictures here:

The links is: <https://posting.cc/gallery/cN7XGyQ>

[My Gallery — Postimages](#)



[My Gallery — Postimages](#)

Michael Burns
918-232-6709
mgrburns@yahoo.com



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