



Triumphant Times

Green Country Triumphs

Monthly Newsletter for March 2019

Recipient VTR Newsletter Award 2016 - 2018

<http://greencountrytriumphs.org>

**Club Dues Are Due July 1st or before
of each year to the club Treasurer.
SEE LAST PAGE FOR ADDRESS**

**Next Club Meeting
Tuesday March 19th
Dinner at 6:00PM
Meeting at 7:00 PM
Location: Baxter's
Interurban Grill
717 S Houston Ave Ste
100, Tulsa**

Officers and Committees

Rob Thompson – President
Denny Robinson – Vice President
Al Garbart - Member at Large
Jan Phillips – Treasurer
Adele Blom – Secretary
Kay Robinson - Activities
Art Graves – Car Shows
Jon Wood – Web Master
John Phillips – Newsletter, Parts,
Repairs, Appraisals, Membership
topaztr6@gmail.com



Greetings to all GC
Triumph folks. Spring forward
today that gives us another hour
of light. Getting ready for the VTR
Regionals April 24-27 at
Tanglewood Resort off Lake
Texoma. I was at Greasy Hands

Garage yesterday to replace the gasket set for the
oil filter adapter. The oil leak has been abated. Not
sure if the gaskets were needed since we found the
oil filter was finger loose. Just a couple of drops of
oil below the car after sitting overnight. That's par
for the course. While under the car, John checked
other items, including the transmission oil level
(OK) and rear differential level. It was a bit low and
we found that the front seal is leaking. A new seal
will be ordered and installed before the VTR
Regional. Also, I will be replacing the oil pressure
relief valve spring, since it occasionally burps oil out
the relief opening.

On another note, we finally sold our old boat
dock and our new one will be delivered, I hope, this
month. A lot of coordination will be needed to
remove the Hydrohoist Lift and three Hydroport
Waverunner platforms, etc.

Business is busy, as I will be out of town
next Saturday, and regret that Donna and I will
miss the St. Pat celebration at John and Jan's on
the 16th. Our next regular business meeting will be
Tuesday the 19th.

Time to get out the rake and remove last
year's leaves and prune many of the shrubs and
trees. I started with a Personal Trainer two weeks
ago. I have woken up most of my leg and stomach
muscles that have been dormant for three decades.
Needless to say, I've been sleeping well after my
workouts.

See everyone soon.



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

From Vice President Denny Robinson

Hello club members,

We got back from Jamaica last night so it's back to the crazy weather. When we left Tulsa, it was 9 degrees and landed in Jamaica and was 85 degrees. Weather was good all week. Monday, I jumped into the pool and hit something sharp cutting 3 toes and may broke one. Will go to Dr. in the morning. Had to call my Dr. and get prescriptions sent to resort. Had Kay and her friend play nurses all week. I had to stay out of the water rest of week



For those of you that couldn't make it to the outing going to Auto Restoration shop, you missed out. There were 15 in attendance. The owner gave us the grand tour both shop areas and showroom. We were allowed to take photos and he answered all questions asked. There must have been 40 cars in different stages of restoration and they build brand new 1967 Ford Mustangs.

Had a good group at last meeting and hope to see more as the weather starts being more user friendly. It is good to see that our club has several cars that will be at the Regionals in Pottsboro, Tx. Tanglewood is a great place to have the Regional meet. Should be lot of fun for all of us going.

I haven't had time to set meeting place for March, but will let John know as soon as I get it set up.



Secretary's Minutes of the Last Meeting by Adele Blom



The February 19, 2019 meeting of Green Country Triumphs was at Zio's at 81st and Lewis. Rob Thompson called the meeting to order at 7pm.

The minutes were accepted as written in the newsletter.

John Philips, reporting for Jan, noted that there had been no financial activity for the club October. Therefore, our balance remains stable.

Art Graves has a complete list of shows in the newsletter. He brought our attention to four of them. The VTR Southwest Regionals on April 24-



Figure 1 Meeting attendance was down due to the threatening weather but Zio's food was good as was the service and facility.

27 is west of Dennison, TX. The VTR Nationals in October will be west of Austin at Dripping Springs, TX. The Oklahoma City all British Breakfast Club is planning to go to Broken Bow, Oklahoma. They have a cabin which will sleep 14 and have invited us to join them driving around. He thought that the spaces in that cabin were already taken but that other cabins may be available. The Silver Summit, CO opened for reservations February 11th. It sold out in a week. The show holds 50 cars built before 1979.

John Phillips reported for the Parts Committee. He was able to get touch up paint at O'Reilly's at 46th and Memorial. A sales-lady at O'Reilly's in Owasso told him about paint website where proper paint codes can be found (PaintRef.com). Rob Thompson gave the color code for a car at Doctor Color Chip on the web; the match was perfect. Other people had less luck with their computerized color matches.

Rolf Blom told of his extra garage giving him 28 days to clear out. His Morgan is now safely in OKC. The blue TR3 is still unfinished but is moveable to a smaller location. Unfortunately, although the gas lines are clear the fuel pump is not working. HE asked about other members experience with electric pumps. Cash Billups explained that an electric fuel pump has to have a regulator limiting the pressure to around 2-3 psi. John Phillips thought that Moss Motors or the Roadster Factory would have electric pump kits a blanking plate included. Art Graves said he always

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

carries an electric pump with in case of a mechanical pump failure; also, it is easy to blow out the fuel line from the tank should the line become clogged. Rust and other debris are a common issue. He suggested a 2.5 psi pump electric pump at O'Reilly's for about \$50 has worked well for him. The mechanical one is still in its place.

Rolf also noted that he found a fork end to connect the emergency brake to the brake cable on Amazon after learning that neither the Roadster Factory nor Moss had it. The part is common but must be described correctly as Amazon did not recognize it as a TR car part.

Other Parts discussions followed. Al Garbart went to pick up his newly renovated Triumph. The temperature sensor into the radiator was leaking. He has a new oil pumps (2-3 PSI pressure). He plans to go to Regionals. Glenn Larson's car wouldn't, couldn't start. After John Phillips was not successful in getting the car started, he took it by a restoration man who tweaked the timing and finally got it running. Rob Thompson discussed his effort to install a spin-on oil filter to replace the original unit. This modification can tend to be leaky. John Phillips said you absolutely have to seat the adaptor gasket carefully all around, perhaps first soaking it in oil.

Kay Robinson discussed recent and near future activities. She said if you missed the party at Donna and Rob Thompson's house you missed a great time. She thanked them again.

Her up-coming event on Friday February 22 at 2pm will be at Auto Restoration 7656 E. 46th St. in Tulsa. Please come and bring friends. This will be a wonderful event where we will tour the whole shop.

Jan and John Phillips are planning St. Patrick's on March 16th, a Saturday. Be sure and tell her yes or no. Rolf and Adele Blom and Al and Janice Garbart will not be in Tulsa.

April there will be a Poor Folks Party at tax time.

Rolf Blom told about our reservation for ten rooms at the Wilhelmina Lodge on October 20th and morning of the 21st. The fall leaves ought to be at their prime. Sorry to plan a Sunday and Monday but they have been booked a year out. The people who plan to come so far are John

Phillips, Janice and Al Garbart and of course Rolf and Adele Blom.

John Phillips said he has time to help people with projects. Winter is slow at the garage.

We applauded the newly-weds Cash and Cassandra Billups.

At this point Rob asked for a motion to adjourn, which was made and approved..

Hi!

Well everything went OK with the surgery. Knee replacement.

I am getting around pretty good, still in the house for now, one more week of in-house exercise. I go next week to have staples removed.

Then I start working out at the hospital exercise room. Hopefully I will make it back to IKE's in a couple of weeks.

Ted Dorton

Editor's note: Ted is a past President of the club but did not renew last year. We wish him well. He still tries to meet some of his retirement buddies at Ike's periodically.

Hey John,

Sorry I haven't been very active with you guys. I have been working overtime again and real busy. I started tearing down the car for all the parts I am going to install (3-carbs, cable setup for throttle, exhaust header, starter, new radiator hoses, rebuilt distributor, coil, spark plug wires, and parts associated with). I could put something together tonight for your newsletter. I have been taking pictures. Right now, waiting on the 3-carbs from Richard Good.

Let me know if you want to accept it a day late or not.

Thanks John,
Clarence

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David Alexander, 1973 TR6, 02-10-2019
Estrella Mountains (Goodyear AZ, USA),
DRIVE YOUR TRIUMPH DAY PARTICIPANT.



I watched an old James Bond movie the other day, *Diamonds are Forever*.

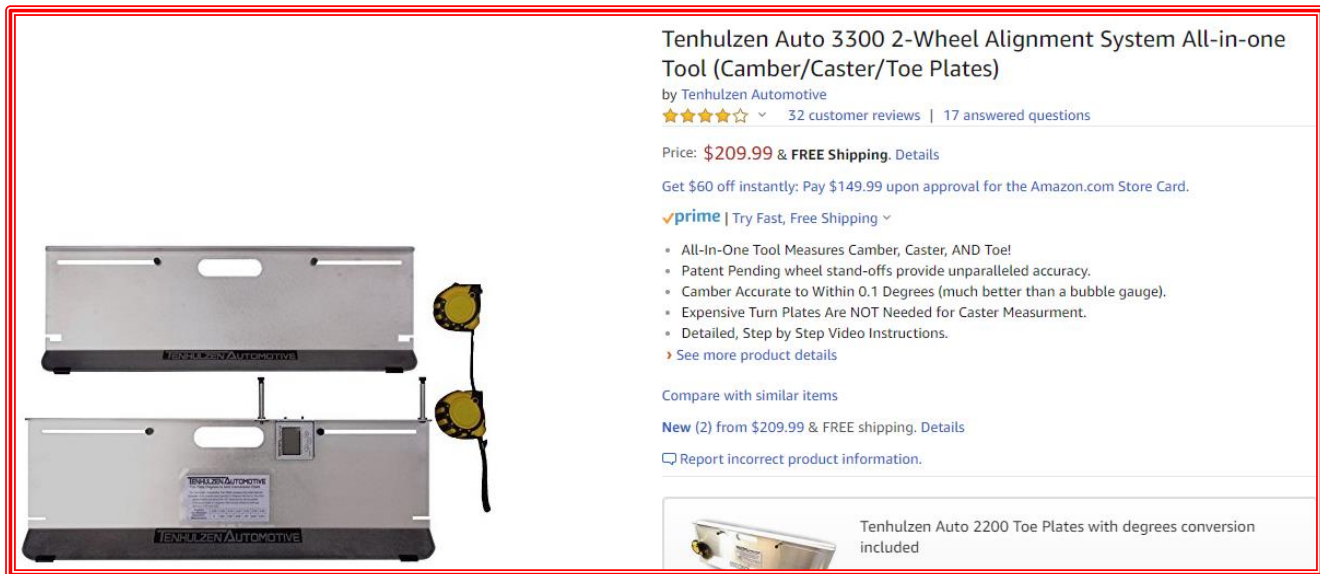
Early in the movie a bad guy drives up in a Stag and Sean Connery drives off in it. It appears to be Topaz in color.

Mindless trivia for your enjoyment.



2019 Scheduled Club Activities

WHEN	WHAT	WHO
February 22nd	Friday, February 22, 2019 at 2pm is the time to meet at Auto Restoration, 7656 E. 46th, Tulsa, for a tour of both garages and the shop. Friends and spouses are welcome to come along. The more the merrier! They have couches for those who may need a rest from walking. Yes, you may take pictures. Allow a couple of hours for the entire tour, (I figured you would want to see it all once you are there). Please mark it on your calendars, invite a friend and let me know how many will be in your group. Mr. David Miller and his assistant, Ms. Kathy Trevor are graciously arranging the tour, so I hope to have a good turnout. I think it will be a nice afternoon for all the "gear heads".	Kay Robinson 918-346-0306
March 16 th	St. Patrick's Day Party	Jan
April 24 th – 27 th	Regional Convention	Art
May ?	Drive to McAlester, lunch & tour brewery	Denny
June 7 th – 8 th	Carthage Show	Art
June?	Annual Lake Tour	Rob/Tom
July?	Installation Meeting	Rob
September 6 th – 7 th	British Iron Fayetteville	Art
September?	Pops / Round Barn/Arcadia	Al
October ?	Halloween/Fall Drive or Party Rolf Blom	Rolf
November Friday 1 or 8	Guy Fawkes	Jan
December	Christmas Party	TBD



*As documented later in this newsletter, Rob visited the shop yesterday. While here he asked what tools were needed for the shop. I had recently checked out some wheel alignment equipment that I had considered getting. The last guy here that needed some alignment was Jack when he brought his TR8 out. I told Rob that since I did not know how much longer I was going to be active in the shop that I had kind of stopped buying tools. Later in the day Rob texted me to learn more about the quick alignment products and process. This morning he texted me that he had ordered the product and it would be here on Thursday. I cannot ensure that an alignment done here in the shop will meet factory specs but if this stuff works and there is someone here to help out and look over my shoulder, we should be able to put out a product that will not chew up tires and will drive right. **The club owes Rob a big thank you for this equipment.** It gives us more capability to keep our cars on the road where they belong. Naturally, the Oklahoma guarantee is in force. (If it breaks you get to keep all the pieces.) Check it out at:*

<https://www.youtube.com/watch?v=YctjZ7SzFbo>

<https://www.youtube.com/watch?v=EMeRPdqTidc>

2019 Car Shows

New Orleans All British Car Day

Location: Delgado Community College, New Orleans, Louisiana

Date: March 23, 2019

Web:

<http://www.bmcno.org/CurrentShow/Carshow.php>

VTR South Central Regional Convention

Location: Lake Texoma, Texas

Date: April 24 – April 27, 2019

Web: <http://redrivertriumphclub.org/2019-registration-home/>

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas

Date: May, 5, 2019

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

TRA National Meet

Location: Dillard, GA

Date: May 20 – May 24, 2019

Web: <http://triumphregister.com/>

Euro-Expo Car Show

Location: Sand Springs, Oklahoma

Date: June 1, 2019

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

Greater Ozarks All British Car Day

Location: Carthage, Missouri

Date: June 7 – June 9, 2019

Web: <http://carthagecarshow.com/>

Roadster Factory Summer Party

Location: Armagh, Pennsylvania

Date: August 1 – August 3, 2019 (Tentative)

Web: <http://www.the-roadster-factory.com/indexmain.php>

Kansas City All British Car Day

Location: Kansas City, Missouri

Date: August 31 – September 1, 2019

Web:

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

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: September 6 – 7, 2019

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

Triumphest

Location: Santa Maria, California

Date: September 12 – September 14, 2019

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

Texas All British Car Day

Location: Round Rock, Texas

Date: September 27 – September 29, 2019

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

6-Pack Trials

Location: St. Louis, Missouri

Date: October 3 – October 6, 2019

Web: <https://ckeefe4.wixsite.com/6-packtrial2019>

VTR National Convention

Location: Dripping Springs, Texas

Date: October 6 – October 11, 2019

Web: <http://hillcountrytriumphclub.org/vtr2019/>



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

Hi John,

Here are a few 'local' events for the **newsletter**. Please format this information as best fits in the newsletter. Hopefully, all of these make sense.

Also, and updated British Car Show listing. However, I still do not see confirmed dates for the Carthage show or Summer Party. Cheers,
Art

Spring Tour Update – Confirm Rooms Now! April 5 – 7.

Organized by the Oklahoma British Car Breakfast Club. Their website is <https://britishcarbreakfastclub.com/>. The Spring Tour will be a drive to Beaver's Bend State Park. Everyone brings their British Car, with a circuitous route to and from the park on Friday and Sunday, and a full day of driving on Saturday. Good fun!

Hey all, would like to start dialing in numbers and arrangements for Spring Tour in April. Please comment below let me know (1) if you are coming; (2) whether you're solo or +1; (3) What kind of sleeping arrangements you would like (King room, Queen room, Twin bed).

Email me (Ryan) at britishcarbreakfastclub@gmail.com.

Assuming we fill all the beds, king will run \$190 for the weekend, Queen will run \$175 for the weekend, and Twin will run \$150 for the weekend. These are private rooms, and the cabin has five bathrooms, so there is room for plenty of people.



Photos of the rooms and cabin are available at:

<https://www.bluebeavercabins.com/cabins/5-bedroom-cabins/get-out-of-dodge/>

<https://classiccaradventures.com/colorado-events/hagerty-silver-summit/ss-event-info-and-registration/>

Hagerty Silver Summit Event Info and Registration



2019 Hagerty Silver Summit Classic Car Adventure
Entry and Event Information
May 17th – May 19th, 2019

Sign up for the [Colorado Mailing List](#) to receive an email when entry information is posted.

1. 2019 Supplementary Regulations -> To be posted in January
2. 2019 Entry Form -> To be posted in January
3. 2019 Vehicle Inspection Form -> To be posted in January
4. [2017 Vehicle Preparation Document](#) -> First time entry, must read. 2019 preparation suggestions remain the same.
5. 2019 Hagerty Silver Summit Entry List

The Hagerty Silver Summit is our **100% tarmac** classic car adventure which explores the fantastic roads and sights of Colorado. This budget-minded adventure is for pre-1979 and earlier touring and sports cars (with [exceptions for select newer cars](#) on an application basis). This un-scored, non-competitive event takes place entirely within the state of Colorado, and consists of approximately 700 miles of driving over three days. The event uses easy to follow way-finding instructions which are detailed and clear. No special calculations or rally knowledge is required. Driving is planned during daylight hours, and as per all our events, the route will remain secret until entrants receive their route book at registration. We promise three days of adventure filled with great roads, great cars and great people. Start and finish location for the 2019 Hagerty Silver Summit will be within 2-3 hours' drive from Denver, with locations to be announced when entry opens.



British Motoring Club New Orleans 29th Annual British Car Day

Saturday, March 23rd 2019

On-Site Registration: 9 a.m. to Noon

Show: Noon to 3 p.m.

Awards at 3:00 p.m.

All British Cars & Bikes Invited

Spectators Welcome at No Charge

LOCATION

Delgado Community College City Park Campus

Orleans Ave. between City Park Ave. & Navarre Ave.

For more information contact:

Karen Murray (504) 319-8506 president@bmcno.org

Ronnie Palmisano (504) 319-8506 editor@bmcno.org

Registration form available at our web site: www.bmcno.org

Online registration available at BMCNO.ORG

Host Hotel

Ramada of Metairie

3400 South. I-10 Service Rd W

Metairie, LA 70001

(504) 833-8201

Ask for special BMCNO room rate available until 3/4/19

Friday Night Reception at host hotel starts at 6:00 p.m.

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



April 24-27th, 2019

Tanglewood Resort in Pottsboro, Tx

This year's DY-NO-MYTE Regional is highlighting the introduction of the Wedge 45 years ago.... back in 1974! The Funkana this year is gonna be hotter than the Towering Inferno! Badges? You won't need no stinkin' badges to drive the Gimmick rally through the North Texas backroads. Hopefully you will be "Gone in 60 Seconds" or less, in the thrilling Autocross. Don't have a "Death Wish" with your lack of Triumph knowledge as you're gonna need it to make your way through the Triumph Historical walking rally, can you dig it? Go through your attic and pull out those 1970 inspired groovy duds....you know, the ones that made you the cool cat, because we're having a costume contest during Thursday evening's Welcome Party. There's going to be a cash prize for the best-dressed person, so boogie on down.

You'll be sayin' "De Plane! De plane! when you walk through the Perrin Air Force base Museum which is very close by. It was used in World War II as a pilot testing station and sort of a "guinea pig" for many new ideas that were adopted by the US Air Force. The Hagerman National Wildlife refuge is located just south of the hotel and offers great views of migratory shorebirds and white pelicans as well as the Monarch Butterflies as they migrate their way north. There are plenty of restaurants and great shopping in near-by cities of Sherman and Dennison, like a brick house.

Escape to the tranquil Texas setting of Tanglewood Resort situated on Lake Texoma. Tanglewood Resort offers the finest accommodations, a wide variety of exciting activities, excellent meeting facilities and an experienced, qualified staff sure to make your stay memorable. From fine dining to a casual pool-side experience at Barnacles Sports bar & Pizzeria, they might even serve a Diablo sandwich and a Dr. Pepper if you're in a hurry. Tanglewood Resort offers a wide range of resort amenities: relax at one of 3 pools or the hot tub. Enjoy volleyball, basketball, horseshoes, or a tennis match at one of the lighted tennis courts, or sit back and relax.

To register at the hotel, call (800) 833-6569, the Regional daily room rate is \$109.00, so Book 'em Danno. You can also see the facility at www.tanglewoodresort.com

Ready to Register? [Click here](#) for the Online Registration page

Registration is \$90 until April 1st, 2019, then goes up to \$115. No April Fools Joke.



WELCOME TO GOBMC 2019

This year is a big deal... Its our 20th Anniversary. We started this little show in 1999 to be a fun weekend event, and here we are in 2019!

We are doing some special things this year:

Saturday afternoon, we will host a ladies Tea Party, on the Square. Be sure to bring your fanciest "Tea" hat and join in for tea and treats! **The Tea Party is Free of charge but is by reservation only!**

Saturday afternoon will be a driving event, we will see sites around Carthage. Leaving from the Square following the show.

The Saturday evening banquet is moving to a new venue, The Woodshed on the West side of the Square. The Woodshed has a very eclectic style and fantastic food. For those wanting a cocktail, they have a cash bar for your pleasure. We will have door prizes and a silent auction at the banquet. **The banquet is reservation only!**

The awards this year are totally new!

Sunday morning the drive-away breakfast will be at the Thorn's historic home. This is always well attended and to celebrate the show's anniversary the breakfast is **FREE** for attendees. **The breakfast is reservation only!**

Don't forget a photo for the photos contest!

We have included a membership form for GOBMC, membership is not required to attend and participate in the show!

We look forward to seeing you and having a great weekend!

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

20TH ANNUAL GOBMC CAR & CYCLE SHOW JUNE 7-9, 2019

FRIDAY 5:00-9:00 Registration & Tailgate Party at the Quality Inn
Show 9-3 Saturday

SATURDAY 9:00-11:00 FINAL Registration
11:00-1:00 Popular Choice Voting & Photo Contest
1:00-2:00 Ladies Tea Party
3:00 Driving Event
7:00-10:00 Awards Banquet & Silent Auction at The Woodshed

SUNDAY 8:00-10:30 Breakfast at the Thorn's.

DEADLINE FOR BANQUET AND BREAKFAST IS RESERVATION ONLY - JUNE 1ST.

Our host hotel is the Quality Inn 2701 Hazel Street, Carthage, MO. Special room rate's for the show attendees while block of rooms last. To guarantee you room, contact the hotel at (417) 359-5900. Be sure to ask for the show rate.

Name _____ Address _____

Phone() _____ Email _____

Vehicle #1 - Year _____ Marque/Model _____

Vehicle #2 - Year _____ Marque/Model _____

FREE T-SHIRT with every registration - circle size: S M L XL XXL

First Car or Cycle \$30.00 \$ _____

Number of Additional Cars _____ x \$10.00 \$ _____

Number attending Banquet _____ x \$17.50 \$ _____

Number attending Breakfast _____ FREE \$ _____

Number attending Tea _____ Free \$ _____

Additional T-Shirts (circle size) S M L XL XXL (\$20.00 each) \$ _____

TOTAL REGISTRATION FEES \$ _____

Mail completed registration to: GOBMC, 11514 St. Hwy 76, Forsyth, MO 65653. For more information, contact Dave or Rhonda Thorn, mngguythorn@yahoo.com or 417-358-9166.

Release and Waiver. We must have your signature to process your registration. In consideration for the right to pay the event fee and participate in the 20th Annual GOBMC Car & Cycle Show, the undersigned hereby releases the Greater Ozarks British Motoring Club, Hotel and sponsors from any and/all liability for injuries and/or damages while traveling to, from and participating in this event.


Signature _____ Date _____

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

18th ANNUAL
BRITS in the OZARKS
ALL BRITISH CAR & CYCLE SHOW
Benefiting the ALS ASSOCIATION
"Fighting Lou Gehrig's disease"

SPONSORED BY
BRITISH IRON TOURING CLUB
OF NORTHWEST ARKANSAS

PRESENTED BY


University of Arkansas AgriPark
Fayetteville, Arkansas
September 5 - 7

Thursday, Sept 5
 Driving Tour

Friday, Sept 6
 Driving Tour
 Parking Lot Party


Saturday, Sept 7
 Car Show
 Banquet

SPECIAL GUEST
David Hobbs
Champion Racer, TV Personality, and Author

Car Display • People's Choice Judging • Concessions Available

Host Hotel
Holiday Inn Convention Center of Northwest Arkansas
I-49 and Highway 412, Springdale, AR

FOR REGISTRATION INFORMATION CONTACT
BILL WATKINS OR **DOUG SCHRANTZ**
 479-636-2168 479-531-2783
 www.BritishIronwa.org dougschranzt@gmail.com



VTR 2019

 1969 Dripping Springs, Texas 2019
TR6


 Visit Luckenbach, TX
 With Willie & The Boys

Join the
 Hill Country Triumph Club
 of Austin
 as we celebrate


 Enjoy the roads at the
 Gateway to the Hill Country

VTR National 2019
 in Dripping Springs, Texas October 6-11, 2019



Welcome to 6-Pack
Trials 2019

An Unforgettable Event

Note: The First 50 cars to register with the host hotel (click on "hotel information" above,) will be entered into a drawing to win 3 nights base room charge + tax (approx. \$418 value). Club officers and event organizers not eligible.

Welcome. We're excited to extend an invitation to our upcoming event, which has been months in the making. Please find all the details that you need on our site and get in touch if you need more information. For general questions contact Kevin Blume at KBlume1@gmail.com

This is the 6-Pack Triumph TR250/TR6 Owners Groups Annual Meeting

Drive our scenic 2-lane roads stopping at wineries and other venues along the way. Explore our city sites, including historic Route 66.

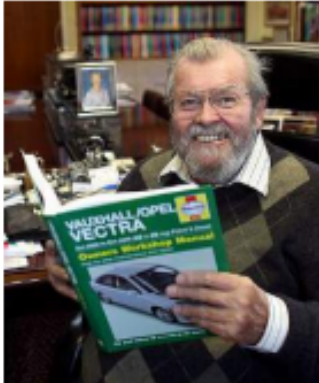
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John Haynes dead: Motoring legend who created famous car repair books dies at 80

Haynes was known across the world because of the extraordinary success of his book

By Andy Lines 11 FEB 2019



Motoring legend John Haynes – creator of the famous Haynes Manual car repair books – has died aged 80.

He was known across the world because of the extraordinary success of his books which were bought by a staggering 200 million people.

His family paid tribute Haynes saying he will be "missed enormously".

The first Haynes Manual, for the Austin Healey Sprite, was published in 1966, and the first print run of 3,000 sold out in less than three months.

An RAF colleague had bought a Sprite, which was in poor condition and he asked John to help him rebuild it.

John agreed, and quickly realised that the official factory manual was not designed to help the average car owner.

He bought a camera and captured the process of dismantling and rebuilding the engine.

The use of step-by-step photo sequences linked to diagrams became the trusted hallmark of Haynes Manuals.

Company chairman Eddie Bell said: "John will be warmly remembered by all at Haynes.

"We send our deepest sympathies to his family at this time."

His family issued a statement saying: "John was a kind, generous, loving and devoted husband, brother, father and grandfather, who will be missed enormously.

"A true gentleman, and a kind and considerate man, John will be greatly missed not only by his family, friends and colleagues but also by the many people that use his manuals, and benefit from his reassuring guiding hand as they repair and maintain their cars and motorbikes."

The success of his publishing business, including expansion into Europe and North America saw the Haynes Publishing Group floating on the London Stock Exchange in 1979.

In 1995 John was awarded an OBE for services to publishing, and in 2005 The Open University presented him with the honorary degree of Master of the University.

John's publishing success meant that he was able to enjoy his passion for cars, and he became a prolific collector.

In 1985 he founded the Haynes International Motor Museum in Sparkford, Somerset as an educational charitable trust.

Haynes was born in Ceylon, now Sri Lanka, in 1938 where his father worked as the manager of a tea plantation.

He loved nothing more than riding around the plantation with his father in their Morris 8 saloon, his obituary says.

Alongside his brother David, Haynes was sent to Sutton Valence boarding school in Kent, aged 12.

He convinced his housemaster to let him give up rugby and convert an Austin 7 into a more lightweight 'sporty' model, which the 16-year-old later sold for a healthy profit.

He eventually sold the car, making a reasonable profit, and owing to the immense interest it received (over 150 replies to the advert) he decided to produce a booklet showing other enthusiasts how he'd made it.

He published a booklet entitled "Building A '750' Special"; the first print run of 250 copies sold out in 10 days.

He joined the RAF for national service in the 1950s where he competitively raced cars, including his Elva Courier, which is on display in the Haynes International Motor Museum.

According to legend, his rather unromantic wedding present to wife Annette - who met while serving in the RAF - was a second-hand IBM typewriter.

Haynes International Motor Museum in Sparkford includes vehicles from different motoring eras, including 1930 Bentley 4 ½ Litre, 1973 E Type Jaguar, 1995 Dodge Viper and a 1995 Jaguar XJ220.

John is survived by his wife Annette and his two sons — J and Chris, and five grandchildren

His middle son Marc sadly passed away in October 2016.

This is not a factory brochure but it is well done. The only deviations from stock 1969 that jump out at me are the mirrors, front European running lights, wheels and the exhaust. Can you find more?

The documentation also addresses engine sizes for models not yet in existence in 1969, the TR7 and TR8.

Editor



Triumph TR6

Triumph TR6

Rugged and uncompromising, crude and old fashioned, the TR6 was one of the last of its breed and it had enough performance, style, and character to make up for all its shortcomings.

United Kingdom

Front disc brakes
The TR6 uses 10.5-inch Gilling disc brakes. The rear has 10.5-inch drum brakes. The rear brakes self-adjust.

Karmann styling
Karmann skillfully transformed the look of the TR6 with minimal changes. It added wrap-around and quad tail lights, and reshaped the front end.

Semi-trailing arm suspension
The semi-trailing arm independent rear suspension is a Triumph design. It's wide but it's not perfect, so Triumph gave it springs for the tired rear tires along with stiff springs to limit its movement.

Foldaway top
The top is easy to put up and down. When stowed, it fits neatly into the trunk. The top has a flush with the bodywork so it won't spoil the lines of the car.

Straight-six engine
The TR6 and TR6 were the last of the straight-six four-cylinder cars. The earlier car had four cylinders, as did the TR6. The TR6 had V8s.

Wishbone front suspension
In Britain, a sports car's front suspension was traditionally double wishbone. The TR6 is no exception.

Rack-and-pinion steering
British manufacturers were the first to be convinced of the advantages of rack and pinion steering and the TR6 is no exception.

Dual exhaust
With a straight-six engine, the TR6 has two exhaust pipes. This arrangement improves the rear styling.

Overdrive transmission
Although the TR6 has a four-speed transmission, it's a four-speed with overdrive operating on the top three gears.

Specifications 1969 Triumph TR6

ENGINE
Type: Straight six
Construction: Cast iron block and head
Valve gear: Overhead valve
Displacement: 1991 cc (121 cu in)
Bore and stroke: 3.74 x 3.15 in (95 x 80 mm)
Compression ratio: 9.5:1
Production system: Induction system

Maximum power: 112 hp at 5500 rpm
Maximum torque: 14.5 lb-ft at 2500 rpm

TRANSMISSION
Type: Manual
Gear ratios: 1st 3.06, 2nd 2.06, 3rd 1.50, 4th 1.13, 5th 0.87

BODY/CHASSIS
Type: Hardtop
Construction: Steel

SPECIAL FEATURES
The TR6 has a foldaway top, dual exhaust, and a rear window.

VALVE GEAR
The TR6 has a straight-six engine with overhead valves.

RUNNING GEAR
The TR6 has a four-speed transmission with overdrive operating on the top three gears.

REAR SUSPENSION
The TR6 has a semi-trailing arm rear suspension with a torsion bar.

FRONT SUSPENSION
The TR6 has a wishbone front suspension with a torsion bar.

STEERING
The TR6 has a rack-and-pinion steering system.

EXHAUST
The TR6 has a dual exhaust system.

WHEELS
The TR6 has 15-inch wheels with a five-spoke design.

EXTERIOR LIGHTS
The TR6 has wrap-around tail lights and quad tail lights.

INTERIOR
The TR6 has a simple interior with a dashboard and a gear shift.

SALES
The TR6 was sold in the United States from 1969 to 1971.

PRODUCTION
The TR6 was produced in a limited quantity.

PRICE
The TR6 was priced at \$10,000.

REMARKS
The TR6 is a classic sports car with a unique design.

DIMENSIONS
Length: 159 in
Width: 60 in
Height: 50 in
Wheelbase: 90 in
Track: 55 in (front), 55 in (rear)
Weight: 2475 lb

TOUR OF US RESTORATION

On Friday the 22nd of February club members enjoyed a tour of this Tulsa company building cars for people from all over the world. One part of the business is dedicated to building old type cars from available new parts. Better and badder than the originals.

Another part of the business restores old cars doing needed fab work, frame work, drive train upgrades or restorations. There is a third branch of the company dedicated to collision repair.

There were lots of Mustangs and Camaros with a good gathering of other desirable oldies. We must have seen about 50 cars currently in some state of current work. Very impressive.

Their shop rate is \$65 hr. and will do what you want done in whatever stages you need based on your schedule and budget.

Many thanks to Kay for setting this up and to Mr. David Miller for showing us around this very impressive business.



Yenka Camaro restoration



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Straightening a frame for one of the cars.



One of the few local cars in work from Claremore.



This prowl is getting a new Hellcat engine/drive line.



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A new Elinor Mustang in work.



This is a new Mustang body Bullet car now available.



After the tour a few of us accompanied Rolf and Adele to their storage facility that held the TR3 and helped move it to another bay in the same facility. The one they had is scheduled for renovation.

After that, Art and I were invited to Glenn's home for a beer before heading home. All in all, a good club afternoon. Kay deserves more thanks for setting it all up for us.

In the spirit of full disclosure, it was also stated that Glenn's neighbor whose car we saw during the tour, is pursuing a law suit against the company for not meeting schedule, driving up costs and not living up to commitments.

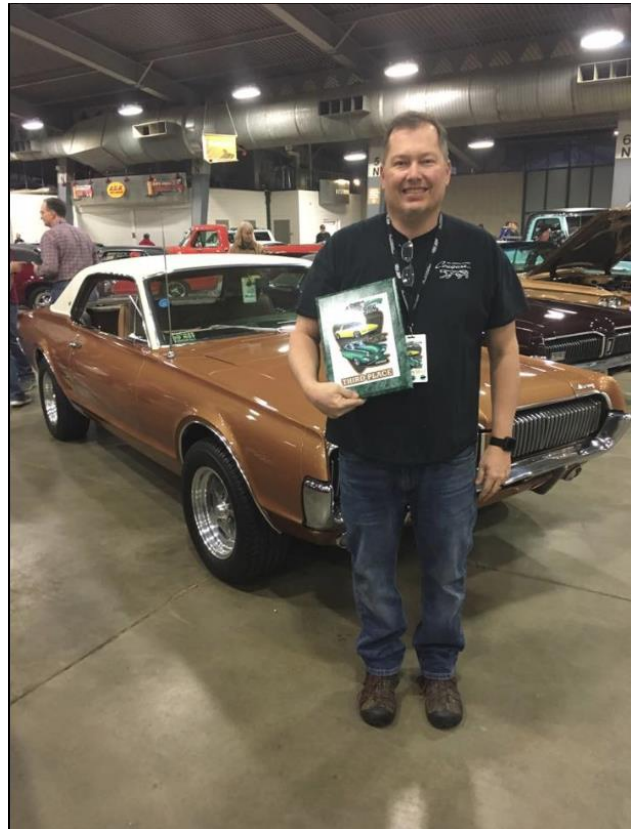
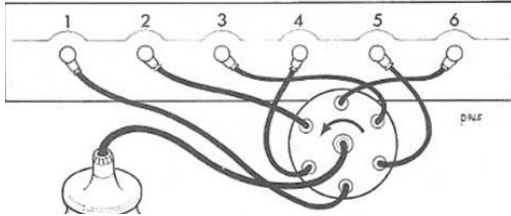


Figure 2 Tonight, I won 3rd in Conservative Modified at the Darryl Starbird show with the 67 Cougar and then went back to hospital to check on mom. Please keep my family in your prayers, especially mom for healing and dad for strength.

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.



1 Release top from windscreen, rear bow snaps and snaps at the rear sides then spread out over back of car.



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

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

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

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

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

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

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

Differential: Red Line Heavy Shockproof Gear Oil



Brake Fluid: Valvoline Synthetic DOT4/5

Spline Lubricant – CV Joint Grease

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

Lubrication for front trunnions on TR6



JOHN'S QUICK TIPS

Starting Page 2



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'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

LESSONS LEARNED

- When using an electronic ignition system by the **ballast resistor** is highly recommended. The resistor is for protection of ignition points (which is no longer part of the system) and lowers voltage to the plugs.
- Coolant hoses get loose over time. Be sure to tighten them periodically.
- The rear hubs on IRS cars are known to shear causing the wheel to separate from car while moving. Check by moving the raised wheel in the caster/camber attitude to check for play. There should be none.
- Thrust bearing end float should be .011" max. Push the crank shaft (fan) rearward as far as it will go. The crank should move forward when the clutch is depressed. It should move between .004" (0.1016 mm) and .011" (0.2794 mm).
- Find paint codes at [PaintRef.com](#)



Spark plugs for TR6 – NGK BP6ES
Spark plugs for TR8 – Champion RN12YC

AIR PRESSURE VIDEO

https://www.youtube.com/watch?v=wqLcxyTpVfA&utm_medium=email&utm_campaign=DTC_AirPressure_Reminder&utm_source=Reminder&utm_content=Air+Pressure+Video

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



Greasy Hands Garage North Update by John Phillips

2/12/2019 – It has been an interesting morning. After my normal routine I called a paintless dent repair guy in Claremore then went to get an evaluation of my car. Long story short, he was expensive, he said he would probably ruin my paint and cost for the right rear quarter panel alone would run \$300.

Considering the end result would be paying for a new paint job I decided to live with whatever I could not handle on my own.

On the way back I stopped at Casey's for some real 91 octane fuel and while there my calendar reminded me that today was vote day. I stopped at a church on Keetonville road and cast my vote then went to O'Reilly's in Owasso for some touch-up paint.

Al was reading my mind about what the next step would be. I was not expecting much in the way of finding a matching paint code but did have hope that the color match system would produce good results.

The updated computer gizmo did not work on my paint. One lady in the store suggested looking up the code on an App that she knew of. It took a while to find it but it was there. This is the only place, so far, that this code has been found.

I was reading the newsletter and noticed the question of matching paint. Back when my 7 was gold I used O'Reilly on 46th and Memorial to match paint color. They have some sort of computer matching system that seemed to work fine for my car.

Good luck
Al

They mixed up some, charged me \$16 and I was on my way. The App name is "PaintRef.com". Time to go put some on the car and see how it matches.

If you remember the picture in the last newsletter, the touched-up area was easily seen because the color was not right. The picture in this newsletter shows the same area of the car with the correct color on the same spot. It does not show up in the picture.

In real life it is not a beautiful sight (yet) but I have just started. Most of the chipped areas are now covered with color but the areas need some careful sanding and polishing to become what I



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First attempt, not a good match



Second attempt, good match

illustrate the should be, damaged and repaired conditions so that if needed there would be a visual reference for addressing the issue.

He complimented the shop and cars and was interested in things he does not see at home such as the wind wings and center console.

We had a very nice visit and

hope they can be. My lack of skill in this discipline is not helping.

2/18/2019 – In preparation for the trip to the regional convention, I have been thinking about taking advantage of the new radio in Tinkerbell. This is the closest thing to new technology in the car with the exception of the ignition system.

The new radio is equipped with Bluetooth capability and also an auxiliary input port. So, planning ahead, it would be nice to listen to my oldies that can be received through my phone. To do this I needed an auxiliary cable.

Also, since my homing instincts are a little rusty, access to google maps and driving instructions may also prove useful. If this becomes a high usage item a cigarette lighter powered charging unit and cable will be needed.

The other thing needed to finish the upgrade is a holder for the phone. One cannot be fiddling with a phone while operating a motor vehicle, don't you know? I think I found one that will suit my needs so that, along with the other items were found at reasonable prices on Amazon.

If it works, I can charge the phone, use the Bluetooth, listen to my 60's oldies and get directions to where I am going all at the same time. What will they think of next?

2/21/2019 – Mark Chappell called yesterday and said that an acquaintance of his from Australia was visiting and since he was the owner of a TR6 that they would like to visit the shop and check out the cars and discuss common trouble areas.

Naturally I invited them and we spent a couple of hours talking cars, past and present. Of particular interest was the problem of the typical failure of the right front differential mount. He had no knowledge of that being a problem area for cracking or what the typical repair process might be.

I made a copy of the pictures taken during the repair of Charlie Brown's car and shared that to



exchanged information as applicable. Thanks to Mark for arranging the visit.

2/24/2019 – Charlie visited the shop yesterday to pick up a couple of O-rings to seal the bottom of the carbs on his TR6. Later in the day he discovered that the existing O-ring was ok but that gas was flowing through the carb without stopping.

Today I went over to his place and we removed the front carb. The "needle valve" in the float bowl was sticking open so nothing was shutting off the gas. A spare set of floats was also available in case his had failed but they were fine.

We played with the needle valve removed from the carb and thought that it might be ok after cleaning. With the carb reassembled and back on the car there was no improvement so it was removed again and a new valve installed which fixed that problem.

When we attempted to pour the oil from the front carb prior to working on it, there was no oil in it. While off, the metering needle O-ring was removed and replaced and the cylinder was cleaned to remove a lot of debris.

The new O-ring was replaced in the cylinder with the metering needle attach screw. The metering needle was replaced and the top of the carb reassembled. With the second float bowl valve installed the carb was replaced on the car and when the car was started no adjustments were needed, it ran great.

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It took two tries but two problems were eliminated and Paula has her car back in running condition.

2/28/2019 – While Charlie was here, we discussed the ticking noise in Tinkerbelle again. We came to the same conclusion that it still sounds like lifters.

I researched the practice of filling the lifters with oil prior to installation. Naturally some said do it, others said don't. So, I thought that it may depend on the engine as to whether or not it was a good practice.

Since the hydraulic lifter will compress and push out excess oil during running, I thought, "What is the worst that can happen?"

Naturally, to address the problem various parts must be removed to gain access. Parts needed include a new valley pan and seal set

which has been procured from the Wedgeshop.



I plan to start by draining the coolant to a level that is below the intake manifold. The carburetor can then be

removed to reduce the possibility of damage during handling.

Next the intake manifold bolts can be removed and with a bit of luck during removal, the remaining coolant trapped inside can be drained back into the heater/ engine and prevented from contaminating the oil.

At this point, the pan, gaskets seals and silicone will be cleaned from the engine and heads taking care to prevent silicone from falling into the engine.

Since the pushrods are controlled by a common rocker shaft, the left valve cover will be removed so the rocker shaft can be extracted to free up the pushrods.

At this point, tappets can be removed one at a time along with the adjoining pushrod for examination.

If there is no damage and the tappet came from the area suspected of causing the noise, the tappet/lifter will be filled with break-in oil and replaced. The pushrod will also be verified as damage free. When the parts have been replaced

the next tappet in the suspect area will be examined in the same manner. Wish me luck.

After about 2 1/2 hours of disassembly, I got to this point before calling it a day. My goal is to



have it running again by the weekend. We shall see how it goes. Tomorrow will most likely end up being for cleanup and trouble shooting with reassembly probably on Saturday.

3/1/2019 – Got everything cleaned up and the valley pan hold down brackets repainted. The rockers were removed from the left bank then the lifters and pushrods were examined for any sign of wear or damage that might have resulted from the cause of the engine noise.

The good news is the lifters and pushrods looked new with no marks of any kind. The bad news is I don't know what to fix or change to eliminate the annoying engine ticking.

There was no movement from inside the lifters such as spring compression so they are assumed to be full of oil. If a soft one had been found that could be causing the noise.

With all the objectives completed with the intake/carb off the car the reassembly process was begun. All components subject to sealing with silicone were sealed and reassembled. The rocker shaft and

valve cover were also reinstalled.

After the silicone sets up the carb and



remaining components will be put back in place and the coolant added back to the system.

This job was not too bad but I expect the noise to reappear as nothing was done to correct it.

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Oh well, at least I know there is no damage to the engine components.

3/2/2019 – All hoses were connected and final torque of bolts was made and the engine started. No leaks were observed in the cooling system or the lubrication system.

So far, the pesky oil leak in the front of the valley pan has not returned. I hope to bid it a fond farewell henceforth.

The tappet noise, if that is what it is, did return however. That was disappointing but expected. DRAT.

The test drive before noon was typical, I loved it. Now I have to learn to live with the noise unless someone else has an idea to get rid of it.

3/3/2019 – The weather guys finally got it right, there was a couple of inches of snow on the drive this morning when I fetched the paper. I wanted to stop taking the paper a while back but Jan vetoed my bill.

3/10/2019 – Yesterday Rob brought his TR6 out for an oil change and to have the oil filter adapter seals replaced.

One good thing about Rob's car is that a hole had been drilled through the inner wing/fender to provide access to the bolt that retains the oil filter/adapter to the engine. That just makes working in this tight area so much easier. The story goes that dealers would drill this hole after delivery to aid in maintaining the cars.

We drained the oil and removed the filter and adapter. The old O ring was dug out of the engine so the new was not stacked on top of the old which happens way too often.

The O ring was replaced and a new seal around the center of the adapter put in place and held by a little wheel bearing grease. I tried to use petroleum jelly but the adapter was too hot and the jelly turned to liquid and had no holding power.

The new sealing washer was added to the bolt, the bolt inserted through the adapter, the adapter fastened to the engine and seated as best as it could be.

The filter was filled with oil and screwed onto the adapter. The final position of the adapter was then determined and the bolt tightened to hold it all in place. The filter was then tightened and that job was done.

Wheel bearings and other fluids were checked with the dif showing some leakage from the front seal. We may need to address that when Rob is back out.

Rob also reported that his oil pressure relief valve had released oil at one point so the spring for this unit is also due for replacement.

Dale also came out to pick up some old door

panels and some old trunk panels to use as patterns for making some new ones for his TR6 project car.



From: Charlie Brown <thebrowns@aciwireless.com>
John,

I am looking at replacing the drivers seatbelt. The retractor does not work very well. Who do you recommend? I have looked at Moss and Victoria British and I cant figure out which would be a direct replacement.

Thanks,

CB

On Mar 8, 2019, John Phillips wrote:

No direct replacements. Recommend a rebuild. I wrote some instructions. I think they are on the web site.

Stolen from my email inbox but important!!!

THIS IS AN AUTOMATED MESSAGE. DO NOT REPLY TO THIS EMAIL.

urchin wrote in Re: What did you do with your TR7/TR8 today?

John, I, too, had a similar potential breakdown with my '80 Spider some 15 years ago.

I had driven my Spider 360-miles from the eastern end of Maine to Massachusetts to attend a family funeral. After the funeral service I decided I should check the oil level before heading back; to my horror, it was down 2 quarts. I looked for signs of a leak but could not see any. Up to this point, after 2 years of ownership, the engine had used very little oil between changes, so I was quite concerned.

I stopped for gas in southern Maine, and again, to my chagrin, had to add more oil. My final fuel stop in mid-coast Maine revealed the need for even more oil! I had missed my ferry home so I took a room at a nearby motel, and that following morning, started up the car while examining the engine. That's when I found the oil pressure sending unit spurring oil with every action of the oil pump.

I called Woody Cooper for advice and he told me that **a Nissan part would fit in place of the existing sending unit.** I walked to an auto parts store and bought the sending unit and a socket designed for removing and replacing them. The total cost was under \$20, and the hardest part was figuring out the wiring with the new unit having a different spade connection. The leak stopped immediately.

Earlier in my ownership, I, too had found the o-ring at the oil pump to be worn and had it replaced, stopping an oil leak at that point.

Happily, both were easy repairs to make!

Jeff



John,
My next-door neighbor, Fred, whose hobby is scroll saw work, reproduced the fender flag on my TR6 as a piece of wall art for my garage. How cool was that? Those are all individual pieces mounted on a back-ground panel.

David Alexander

Classified Section

Sam is selling his trailer. He

no longer needs it and says it is in great shape. It has served him well but is no longer used.

I suspect he would also entertain the idea of selling the truck as well.



MESSAGE FROM FRANK WOOD!

I am going to sell my car. I have developed problems from my Feb. back surgery. I cannot get in the car nor bend over the fender to work on it. Will try to send you a photo to add its sale for next newsletter and add to web site.

Many thanks for your assistance on working on it over the years



1976 TR6 98K miles.

Added Quantum Mechanics Overdrive Transmission and Overhauled engine less than 2000mi ago. Original paint.

\$10,500. Frank Wood. 918-833-2066





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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.**



Newly rebuilt carbs for 73 TR6, \$400 OBO.

Or \$250 exchange

topaztr6@gmail.com / (918) 283-7017

Assorted TR3 & TR4 parts

Contact: Larry*

cartravel@pobox.com

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**Price Re-
Reduced**



TR8 WHEELS / \$300 or best offer, no tires. Fifth wheel being used as spare also included.

**Greasy Hands Garage North Has
Used 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) 283-7017**

GREEN-COUNTRY-TRIUMPH-CLUB-MEMBERSHIP-APPLICATION-&-RENEWAL¶

Please complete information for each member in the household. · Membership \$20 Dues = maximum TWO voting members in family. · Common information needs to be listed only one time for family members. · Form not required for renewals but changes to information may be communicated using the form.¶

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

PEOPLE-STUFFα	MEMBER-INFOα	CAR- MODELα	YEARα	COMMISSION#α
MEMBER-NAMEα	α	α	α	α
CO-MEMBER-NAMEα	α	α	α	α
MAILING-ADDRESSα	α	α	α	α
PHONE-NUMBERα	α	α	α	α
E-MAIL-ADDRESSα	α	α	α	α
V.T.R-MEMBER?α	.....YES□ → → NO□α	α	α	α
6-PACK-Member?α	.....YES□ → → NO□α	α	α	α
TRA-MEMBER?α	.....YES□ → → NO□α	α	α	α
ANOTHER-CLUB?α	α	α	α	α

SEND YOUR DUES TO THE CLUB TREASURER: · \$20 →

Make Checks Payable to **GREEN-COUNTRY-TRIUMPHS¶**
Check # → → → Check Date¶

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maudjpp@gmail.com¶

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