



Triumphant Times

Monthly Newsletter for March 2026

<https://greencountrytriumphs.com/>

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Club Dues Are Due July 1st or before of each year to the club Treasurer. Send \$20 to: Green Country Triumphs, C/O Jan Phillips, 5865 E 480 RD., Claremore, OK 74019

**Next Club Meeting
Tuesday March 17th
Dinner at 6:00PM
Meeting at 7:00 PM
Location: Andolini's
Pizzeria on Jenks
Riverwalk 500
Riverwalk Terrace
Jenks OK 74037**

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

This winter (and it's probably not over!) has been fairly mild for us Triumph owners. Yes, there were a few very cold weeks in January, but that is to be expected. For our Drive Your Triumph Day outing, we were able to eat lunch on an outdoor patio.



That's pretty good for a February event. Other than that, sad to say, I did not take full advantage of the balmy weather and so little work got done on my own projects – of which there are many. But I did drive my TR6 every couple of weeks which served to remind me of the repairs and maintenance I have been putting off.

As I mentioned, Drive Your Triumph Day was well attended with seven cars in attendance. Several of our pictures were posted on the official DYT D website:

<https://driveyourtriumphday.smugmug.com/>.

A work day at Gary Moss's garage was also well attended and a new gas tank was successfully installed in his TR6. Hopefully this will eliminate the lingering gasoline smell that has hounded Gary and Donna.

Coming up we have our traditional St Patrick's Day party at the home of Jan and John Phillips.

Look for detailed information in this newsletter. This is expected to be Jan's last time to host this party.

I'm hoping for a big turnout to not only get together as a club, but also to thank Jan for all her work – past and present.

Now to continue relating the history of my TR6, beginning in the early 1990's. Karen and I were firmly established in our careers, raising two children. It was time to get a 'real' second car. That meant the TR6 would not be driven every day. I have to admit that it was more comfortable

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

driving a Honda Civic – especially wearing business attire, aka a coat and tie.

I only drove the TR6 on club events and the occasional short errand. It always started right up, but it didn't run as smoothly, there were new noises. Maybe some of you reading this have noticed this yourself: Triumphs don't like it when they sit idle for long periods. The remedy is to drive them more often, which I did never letting it sit idle for more than a week.

The next thing that had a big effect was the internet. Of course, home computers and the internet changed everybody's life. Now I could find Triumph news and information from all over the country and the world. That is when I began to travel large distances to car shows. The Hill Country Triumph club had already been hosting an All British Car Day and as a club we drove the 80 miles for the San Antonio All British Car Day. But now I could find information on car shows in Houston, Dallas and New Orleans.

The first really long distance was Kansas City, a distance of 800 miles! Our son Brian was twelve years old and although he had traveled with me to local shows, this would be a much longer trip. Traditionally Kansas City held their show on Labor Day weekend. Since Brian was in school and I was working, time off was at a premium. To do this we left home on a late Friday afternoon and stayed with relatives in Dallas. On Saturday we drove to Kansas City, arriving in time to participate in the events prior to the show on Sunday. On Monday we got up early and drove the 800 miles straight through. We did that for many years until his high school activities put an end to it.

I'll relate more adventures next month. I hope to see many of you at the St. Patrick's Day party and at the March meeting – which falls on St. Patrick's Day.



Vice President's Article by Michael Burns

Drive Your Triumph Day: A Good Day on Route 66

Last month's article ended with a bit of uncertainty. A dash bulb had fallen out from somewhere



behind the dash, the A/C was questioning its purpose in life, the battery was under observation, and my schedule was far from cooperative. There was even the open question of whether I would manage to get the day off in time to participate in Drive Your Triumph Day on February 10th.

I'm happy to report that the important part happened: the TR8 and I made it out on the road.

The weather cooperated just enough to make it worthwhile, and after the usual pre-drive pause before turning the key, the engine came to life with reassuring enthusiasm.

There's always a small moment of negotiation when a classic car has been sitting — a silent agreement between owner and machine. On this particular morning, the TR8 seemed willing.

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

The destination was local but fitting: Route 66. I stopped by the Route 66 sign near the Meadow Gold district, took a few photos, and made a pass by the various lumberjack statues that have quietly become part of the roadside character. There's something especially appropriate about parking a British wedge-shaped sports car in front of mid-century Americana signage. The contrast feels right somehow. Everyone has seen a Tri-Five Chevrolet, a '50s Corvette, or a '55 Apache staged in that scene. But a row of Triumphs? That just had to happen.



From there it was on to Red Light Chicken for lunch, which made for a proper reward after the drive. No long rally, no caravan of dozens of cars — just a simple excuse to take the car out for a drive.

Mechanically, the TR8 behaved itself. The tires held air, the door cooperated, and the battery showed no signs of protest. The A/C, however, remains on what appears to be a seasonal sabbatical. The current suspect is still the fuse itself — one of those Lucas specialties that occasionally invites further inspection. I have not yet had time to properly diagnose it, as it sits on a growing list of projects. I even purchased a rather nice electronic probe specifically for the job. Unfortunately, it was immediately redirected to rewiring and replacing the automatic antenna on the old Lexus LS400, which apparently decided it needed attention first. Such is the hierarchy of a multi-car garage.

Given that it was February, cold air was not exactly mission-critical, but I would still prefer not to revisit the months-long effort it took to get the

system working when I first bought the car. With warmer weather coming, I suspect the A/C will soon move up the priority list whether I am ready or not.

As for the dash light mentioned previously, the bulb itself actually fell out from somewhere behind the dash. After purchasing a set of LED replacements, I went investigating to determine where it belonged. The curious part is that I could not find any obvious location missing illumination. Every gauge and indicator appears to function normally. I am left with the distinct impression that it fell from a place that may or may not have required illumination in the first place. Since everything is working as it should, I have decided not to pull the dash apart in search of a problem that may not exist. That feels like tempting fate.

Since that drive, time has once again become the limiting factor. Work has been steady, other vehicles have required attention, and garage hours remain a finite resource. The Mustang needed maintenance, the Lexus continues to age with dignity but not invisibility, the pickup still earns its keep, and the Fiero patiently waits its turn. The TR8, fortunately, is currently running well enough to enjoy — even if a few small mysteries remain unresolved.

Drive Your Triumph Day turned out to be a reminder of something simple: the car does not have to be perfect to be enjoyed. In fact, if we waited for perfection, many of these cars would rarely leave the garage. What matters is that they run, they drive, and they continue to create small moments that justify the effort we put into keeping them alive.

On February 10th, the TR8 did exactly that. Hope to see you out there driving!



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

Minutes of the Last Meeting by Rolf Blomm / Jim Murray

Minutes of the Meeting
February 17, 2026

Jim Murray, GCT Member at Large

GCT President Art Graves called the meeting to order at 6:59pm at Roka Bar and Asian Flavors Restaurant located near 16th Street and Utica Ave., Tulsa, OK. There were 14 members present.

Members John Phillips, Al Garbart, and Jim Murray drove their Triumphs to the meeting. There were no guests.

A motion was made to forgo the reading of the November 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 provided information on the balances in the checking and savings accounts. John reported that there was one disbursement in the past month to pay the annual fee to our web page webmaster. He also reported that we dropped the ownership of the www.greencountrytriumphs.org site as we have resecured the ownership of the www.greencountrytriumphs.com site. (Backstory: At some point, we inadvertently let the ownership of the .com site lapse. It was picked up by someone who in turn wanted to sell it back to us for an exorbitant fee. As a result, we moved to the .org site. Eventually the entity that procured the .com site released ownership and we reprocurd the rights.) John reported that we currently have 44 paid members. A motion was made to accept the Treasurers report. The motion was seconded and passed with a unanimous vote of the attending members.

Car Show Committee – Art Graves: Art reported that Future events are listed in the club newsletter that can be found on the Green Country Triumphs website. The next VTR South Central Region show will be held in Marble Falls, TX April 20-23, 2026. Other shows coming up in the near



proximity are the All British & European Car Day at the Bath House Cultural Center in White Rock Lake Park located just north of Dallas, TX on May 3, 2026, and The Greater Ozarks British Motoring Club Car Show at the American Legion Post in Springfield, MO June 26-27, 2026.

Parts Committee – John Phillips: John reported the carburettor choke problem seems to have resolved itself. The car appears to be running magically well.

Gary Moss reported that he has all the parts needed to replace the fuel tank on his TR6. He is scheduling a Club Workday at his shop at 1pm March 1, 2026.

Al Garbart reported that the printed circuit board on the temperature gauge on his TR7 failed. He was able to execute a repair, and it is now back up and running.

Activities:

International Drive Your Triumph Day
Tuesday, February 10 th 10:30am

International Drive Your Triumph Day was a success for GCT. We had 8 cars and 11 club members show up for a photo session below the Meadow Gold Milk sign on Historic Route 66 near Peoria Avenue. After the session we walked a block down the street to Red Light Chicken for a tasty lunch of various forms of fried chicken.

Club Workday Saturday, March 1st ,
1:00pm

Meet at Gary Moss's shop to work on replacement of the fuel tank on his TR6.

St. Patrick's Day Party, Friday March 13th
, 6:00pm

Jan and John Phillips will host their last GCT celebration of St. Patrick's Day. Jan will prepare her legendary corned beef and cabbage. Attendees are asked to bring a side dish or dessert to share.

Silent Film "The First Auto" at The Coleman Theatre, May 16th – 17th

The Coleman Theatre in Miami, OK will be showing the silent film "The First Auto" on May 16-17. They are celebrating the 100 Years of Route 66. Attendees are invited to drive their classic cars and park in front of The Coleman during the film. Group rates are available. Call 918-540-2425 for more information.

Tulsa's Route 66 Capital Cruise May 20th

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

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/>

Old Business:

Meeting Reminders – Mike Burns reported he found a couple of applications we could use to send meeting reminders. The problem is that users will either have to put the app on their phones or check their emails. One of the solutions would cost the club \$10-15/month to implement. It was discussed that we are already pushing reminders so there is really no advantage.

GCT FaceBook Page – Mike Burns reported that the club FaceBook page is up and running. Currently it is a static "Read Only" page that has a link to our club website. He is going to investigate enabling Calendar Reminders to see if that will be another method of pushing reminders out to club members.

GCT Logo Apparel – Art Graves reported that he recently ordered a GCT logo hoodie from the Lands End Business site. They still have the GCT logo artwork on file. Instructions for ordering are in the club newsletter. John Phillips reported that Café Press is also listed in the newsletter as a supplier for our GCT logo branded apparel and merchandise.

New Business:

McPherson College – Art Graves noted that recently deceased club member Denny Robinson was instrumental in GCT providing a

sponsorship donation to the McPherson College in McPherson, KS a few years ago. The college provides the only bachelor's degree in Automotive Restoration in the US. Art proposed that the club make another donation in Denny's name. A donation amount was agreed upon. A motion to make the donation was made, seconded, and approved by a vote of the attending members.

Robinson's Spitfire – John Phillips reported that Kay and Denny Robinson's Spitfire has some brake problems and is not currently roadworthy. He recommended the club provide assistance in order to make the car roadworthy. John will coordinate with Kay for a date to work the repairs and communicate the details to the membership in an email.

Adjourn: The meeting was adjourned by a vote of the attending members at 7:55pm.



Membership, etc.: by Editor John Phillips

A memory from 2018.
"Today Kent Clovis sent a message that he was not going to renew his Green Country Triumphs membership. He was a charter member from back in 1993, so the makeup of the club becomes a little less anchored to its beginnings.



That is ok, the chemistry of the club was very different in the beginning than it is now. It was filled with energy to the point of being hectic with all the activities and trying to keep cars on the road.

We drive on, welcoming new members and trying to figure out what is needed by members to make the cars fast and reliable and fast, and in some cases comfortable.

So, the mirror to the back is full of faces that are no longer visible by looking through the windshield where our gaze must be fixed lest we experience bad things.

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So long to Kent and the others that are now only memories, we have more miles to travel. Move over.

John”

I found this on Facebook by searching for Green Country Triumphs. There is more stuff there that appears to have been forwarded to this page by someone other than me. A little sporadic but a little interesting anyway. Check it out.

On another note, AT&T now offers speedier wi fi at my home location and I signed up the day it was available. Should be up and running tomorrow.

I contacted past member Ted Dorton today and got this response” John

Hope you guys are doing OK. Loretta passed away July 7, 2022, she had dementia. I was the caretaker for almost two years.

How is Pumpkin?

I still live at the same home; Curtis Loretta’s son lives with me & works from home.

I am doing fine I joined three bridge clubs, two in Owasso , one in Claremore.

My new phone number is (918) 230-9413.

Great to hear from you!

Ted”

I doubt that many current members remember Ted and Loretta, but they were active during their time. They left the club in 2018.

I paid my dues today to avoid the rush.☺

With no more donation money expected, the check to McPherson College is in the mail. The final tally was \$2000.00.



gjteck <gjteck@windstream.net>
to me

Please pass along in the newsletter that I wish to thank all those that showed up Sunday for my workday. I appreciate the help and expertise from everyone on changing out my fuel tank. Afterwards, I filled the tank and drove several miles with no smells or venting issues. Still not sure where the fumes were coming from, but they are now gone. Best of all, Donna no longer smells a gas odor in the shop, which made all this effort worthwhile!!

Gary

Pictures on Pg. 24

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Dear Car Club members,
It was very thoughtful for you to make a donation to McPherson College in Dennis's memory. He would have been honored. Dennis regularly read the articles in the McPherson's magazine, Flywheel. It was comforting to have so many of the club members attend the funeral. Thank you for your kindness by remembering Dennis.

Sincere appreciation,
Kay

PAULA BROWN STARTED THE YEAR OFF RIGHT AT THE STARBIRD SHOW BY WINNING THIS TOP IN CLASS TROPHY.



**Paint by Marty O'Rourke,
reassembly by Charlie & John**

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

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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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



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DRIVE YOUR TRIUMPH DAY 2026



This year's participants in the Drive Your Triumph Day event in Tulsa were Art Graves TR6, Jim Murray TR3, Larry Young TR4, Joe Landers Spitfire, Michael Burns TR8, Al Garbart TR7, George Tabor TR3 and John Phillips TR8.

The Pearl District on 11th Street is really visually impressive with the Meadow Gold sign, statues and murals everywhere you look celebrating Route 66 history. The weather was sunny with 72° temperature and the top is down.

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.britishironwa.org/>



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TULSA'S
ROUTE 66
CAPITAL CRUISE

WORLD RECORD
Classic Car
Centennial
PARADE

THE BIGGEST MOMENT
ON THE MOTHER ROAD
In the Capital of
Route 66®

SAVE THE DATE
MAY 30, 2026
TULSA, OK, USA

DRIVE **SPONSOR** **VOLUNTEER**

BE A PART OF HISTORY

CITY OF TULSA *Route 66* **THE ROUTE 66 ALLIANCE** **TULSA REGIONAL TOURISM** **OKLAHOMA ROUTE 66 ASSOCIATION** **#TULSAR66PARADE** **CAPITALOFROUTE66.COM**

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HCTC & SCVTR 2026

Jacques Welter

Hey Hill Country Triumph Club !! We are pleased to announce that HCTC will host next year's South Central Vintage Triumph Register event. Mike McPhail and Jacques Welter are co-chairs for this event, but can use all the help HCTC can provide.

Here's the details:

When:

April 20th through April 23rd, 2026. Mark your calendar and set your vacation time.

Host Organization:

Hill Country Triumph Club

Host City:

Marble Falls, Texas

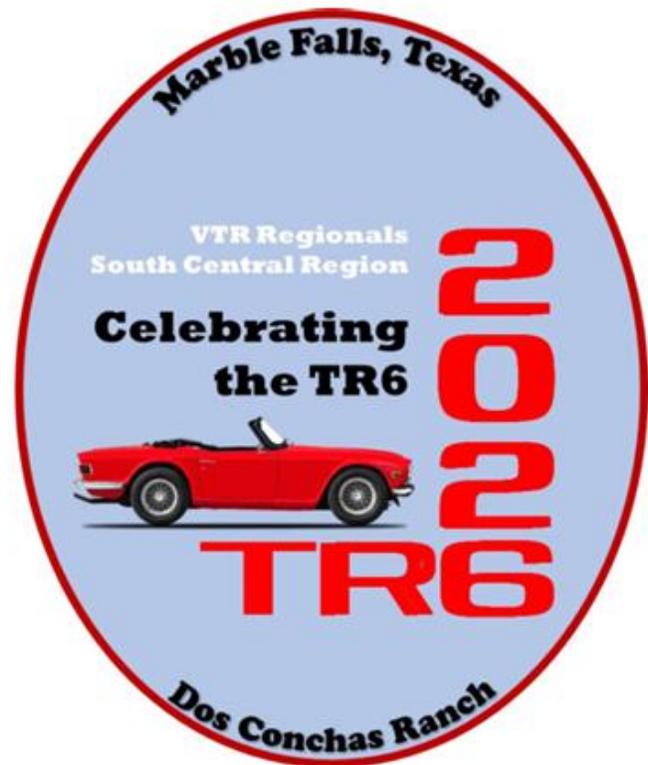
Headquarters:

Dos Conchas Ranch

Accommodations:

Hidden Falls Inn

Stay tuned for more details in **THE RAGTOP**



TRIUMPHEST 2026



SEPT 17-19, 2026

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

At the Triumphfest we will enjoy 'Funcours', Autocross, Funkhana, tech sessions, and an awards banquet. Plus, an opportunity to meet with our Triumph friends, what a great time!



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

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

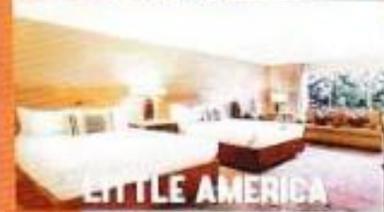


TRIUMPHEST 2026 EVENTS

- AUTO-CROSS
- FUNKHANA
- TECH SESSION
- HOSPITALITY PARTY
- BANQUET
- AWARDS
- RAFFLE PRIZES
- VENDORS
- RALLIES
- REGALIA
- MODEL/PHOTO CONTEST
- WALKING TOURS
- SCENIC DRIVES
- DINNER CRUISES IN YOUR TR

TRIUMPHEST 2026

WHERE ARE WE STAYING?



2515 E. BUTLER AVE.
FLAGSTAFF, ARIZONA 86001

Special rates are available.
928-799-7900 mention Triumphfest 2026.

www.flagstaff.littleamerica.com

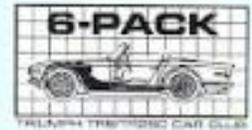


FLAGSTAFF, ARIZONA.

Elevation 6910 ft, cool and green all year. A great place to have a Triumphfest and a great jump-off place to visit the sites of Northern Arizona.

Find more sites and activities at www.discoverflagstaff.com





6-PACK TRials 2026

**Nashville, IN
September 17 – 19, 2026**

The 2026 6-PACK TRials will be in Nashville, IN! The event will be based at the Abe Martin Lodge in Brown County State Park. Entry to the Park is included in your registration. The Park and the surrounding area have excellent driving roads, vineyards, and other sites. Located between Columbus and Bloomington, IN, Nashville is an artist's colony with restaurants, distilleries, breweries, and shopping.

Event and Lodge Registration opens October 10, 2026

Abe Martin Lodge Reservations: Call **877-563-4371**

- Select Option 1 for Hotel and Cabin Reservations
- Select Option 1 for Abe Martin Lodge
- Provide Event Code **0917TR** to Reserve Rooms at Abe Martin Lodge



Event Registration Form on Facebook:
6-Pack TRials – 2026



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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

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



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



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 Torchy'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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Greasy Hands Garage North Update

by John Phillips

2/10/2026 -

At the February meeting I had a lapse in memory related to this issue, "Yesterday when I arrived back at the shop I checked the temp of the engine via infrared gun and it read 165°. Assumption: the cooling system is keeping the engine from maintaining a typical running temperature of about 185°."

To this I can on say the choke must now be properly adjusted as the problem no longer exists. The car starts and runs great again, for which I am quite pleased.

2/23/2026 – Today I made another trip to Exotic Auto Service at 1325 North 108th East Avenue in Tulsa at Jim Beal's request to help figure out what to do to the carbs on the Lotus Elan.

The problem is that the carbs run rich. It turns out the carbs are not correct for the Lotus because the diameter of the metering needle is too small, letting more gas into the car than it needs.

I lent my Haynes manual on Stromberg carbs to Jim a couple of years ago to help with setting up the carbs correctly.

The shop guys were trying to use information from a Volvo based web site to figure out what to do and ended up ordering metering needles for a Lotus Elan. That is probably what I would have done not knowing the carbs had been changed and were not intended for this car.

The needles were not correct for the carbs now on the car which are the same type as is on the TR6 with the B1AF size needles (.062"). The correct needle for the Lotus appears to be .002" larger in diameter which permits less gas into the engine. We used a digital caliper to measure the needle and compared the size to the specification in the manual. Sample chart shown.

Chart 2: For 100 thou Jet SU, and Zenith/Stromberg CD needles

NB: The needles are not interchangeable between makes, and have a specific stamping number from which there and progression tuning profile to find the best choice.

[Max. Jet Thickness]	Annular jet Area	Power at 15.2:1	Power at 12.5:1
-80 thou" thick at tip --	2827*E-6-----	--43 Mean Bhp--	--35 Mean Bhp--
-75 thou" thick at tip --	3298*E-6-----	--50 Mean Bhp--	--41 Mean Bhp--
-70 thou" thick at tip --	3770*E-6-----	--57 Mean Bhp--	--47 Mean Bhp--
-65 thou" thick at tip --	4241*E-6-----	--64 Mean Bhp--	--53 Mean Bhp--
-60 thou" thick at tip --	4712*E-6-----	--71 Mean Bhp--	--59 Mean Bhp--
-55 thou" thick at tip --	5183*E-6-----	--79 Mean Bhp--	--65 Mean Bhp--
-50 thou" thick at tip --	5655*E-6-----	--86 Mean Bhp--	--71 Mean Bhp--
-45 thou" thick at tip --	6126*E-6-----	--93 Mean Bhp--	--77 Mean Bhp--
-40 thou" thick at tip --	6587*E-6-----	--100 Mean Bhp--	--83 Mean Bhp--

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The B1AH series appears to be an acceptable alternative if needed. They are going to try the largest diameter in the B1AF column of optional diameters. If that does not correct the rich condition, there are several alternatives available.

2/26/2026 – Today I finally took the time to try to figure out how to pair my new phone to the radio in the TR8. Neither the radio nor the phone are not considered easy to understand and the processes are not the same vintage as my brain.

I almost started the radio antenna replacement process but decided to keep the car together until I know I won't be using it for a while. The plan is to remove one of the seats, or both, then the interior panel behind the seats to gain the needed access to the boot.

Some of the center console will also have to be removed to run the antenna cable from the boot, under the carpet to the front of the console where the radio is mounted. Nothing I have not done before but installing those seats is a very tedious task that I do not look forward to again.

2/27/2026 – The carb issue was again provided information to assist in getting the proper needles. This is the primary website for Stombergs and Skinners Union carbs and parts. (<https://zenithcarb.co.uk/?store=zenith>)

ZENITH
CARBURETTORS

SEARCH PART NUMBER, MANUFACTURER, MODEL

ZENITH CARBURETTER COMPANY

SHOP NOW FOR ALL ZENITH PARTS

We are the worlds sole manufacturer of Zenith Carburettors and spares

SHOP NOW

TRIPLE THE DIFFUSER ZENITH CARBURETTER

We are the worlds sole manufacturer of
Zenith Carburettors and spares

Shop Creed: No job so small we can't mess it up.
Warranty: If it breaks you get to keep all the pieces.

2/11/2014 – Today was a light day in the shop. I visited with Wayne about parts this morning. He said he was going to have 3 vertebrae fused and is in quite a bit of discomfort. Guess it is going around.

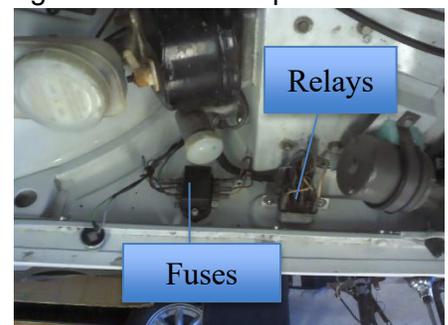
What was accomplished was the heater valve cable was installed as were the carburetor choke cables. Also, the wiring for the windshield washer was repaired and fed through the firewall and attached to the pump atop the fluid reservoir. The plastic tubing has yet to be procured so that job remains undone for now.

The radio antenna was also installed while the opening to the area behind the wing is accessible. Wayne has some plastic fender liners that I have to figure out how to install since I have never seen them before.

Next, since I had the bag in my hand the snaps atop the doors were installed. The first one that went on broke as the blind rivet was tightened to break point. I installed the other 5 with only one problem, one hole was covered with body putty and painted over so I had to find it. Anybody have any white touch up paint?

I drilled the first rivet out to replace the broken snap, three times. When the fourth snap broke I left it alone. Somebody better than me is going to have to put that one in.

There were bags of parts, hardware, rubber plugs and some weird little plastic things that I did not recognize so since the part numbers were still on the package I searched TRF and Vicky Brit web sites and identified where they go. I will start with those next time out.



I found something I want to try the other day. Installing the bushings that support the gas pedal rod are impossible to get in without serious mutilation. While searching for an alternative I looked at caterpillar grommets but was not convinced this was the way to go. Continuing the search I came to a web site for Del City at delcity.net and found standard bushing that might do the trick so I ordered 100 of them for \$5.19. If these work I will donate them as long as they last. The inner diameter is 3/8ths inch but no outer diameter was given. I hope it is in the range of 5/8ths inch and if so I think we have a winner.



Bushing experiment update: The OD and Flange OD were way too small so this attempt was a failure. Jack McGlumphy and Sharon Parker are doing some further checking for a suitable replacement.

2/13/2014 – Today was spent just taking care of loose ends. I started off putting rubber plugs in the floors at the back. The hands didn't like it much but the plugs are in.

I then moved to the wiring under the bonnet to finish up more stuff there. I found the starter relay in Wayne's stuff but no horn relay so I pulled one out of the stash. I hope it works.

The screws/washers/nuts had been laid out earlier so they were used to attach the relays to the bracket near the fuse block. The wiring diagram was consulted to make sure the wires were connected to the proper terminals so that little task is complete.

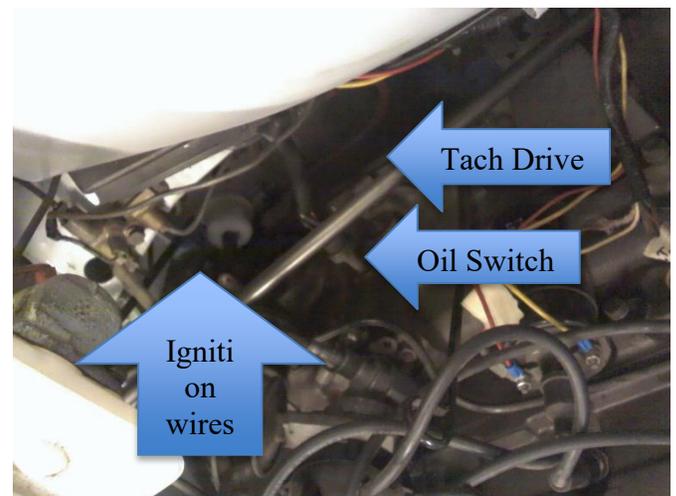
I pulled the cover off the new fuse block and there were no fuses installed and none in the inventory so that was added to Wayne's order list.

The wires from the Crane Cams electronic ignition had been cut so terminals were added and the wires attached to the coil. Crane's web site was consulted to make sure where the wires went as this is the first electronic ignition of this brand that I have wired up.

The wires for the hazard switch flasher were connected to the flasher but there was no bracket so attachment is pending Wayne's next parts purchase.

The next wires to connect were to the oil pressure warning light switch. The terminal designations were not visible so the three wires were connected based on the illustrated position on the wiring diagram.

Wayne's tachometer drive cable assembly had no drive cable so I pulled a standby assembly off the wall and used it. The connection was made

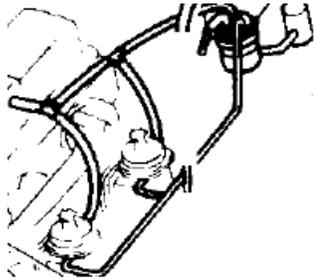


to the distributor, but the Tach is not back from the shop yet.

Ok, there are no more wires sticking out of the wiring harness on this side so time to check the other side. The only thing visible to hook up are the horns but the horns on the car are not original. They don't have hook ups like I am used to and I am not sure that I want to use them. I

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may replace them with something I am familiar with, original horns.



There were no hoses on the carbs so I decided to work on that. The small vent hoses that run from the left side of the carbs were missing and Wayne had no hose for this purpose. Again the wall was used to pull off an existing assembly with all 3 hoses, a Tee and the proper clips. Installation was quick and easy.

The large hoses had been purchased and were in Wayne's parts inventory however only one of the Tee's was found but again a spare was pulled from the stash. The hoses were cut to length, the tees installed using lots of silicone lubricant and the assembly attached at the valve cover and carbon canister. The hoses could not be connected to the carbs because the reducing fittings were not available and again waiting for the next parts order.

2/15/2014 – Jack and Sharon were out today. Jack got here first so we started on his car. He had a punch list of stuff to do so we got started. I checked the blower for the heater and it is connected and functional.

The horn was not working so we traced down the problem to the connection between the horn brush and slip ring which is beneath the steering wheel. The slip ring had been lubricated with something that was preventing a good connection so we cleaned the ring and brush and replaced the steering wheel, brush, push button and pad. The horn works great.

The windshield wipers were next. Jack was pretty sure the motor was bad and he was right. I checked the spare parts in the attic and found one in the first box that I touched at the top of the stairs. We hooked it up and it worked so we removed the old one and installed the other old one, the one that works.

Next on the list was installation of the front spoiler. Jack assumed the spoiler had been on

the car before he got it but there was only one attach hole in the right front wing. The other four holes had not been drilled. We drilled two more and installed fasteners leaving two holes undrilled.

At that point we changed cars around to check Sharon's Mom's car to identify the source of a leak. We determined that the leak was power steering fluid and it was recommended that the Lucas product for stopping said leaks be used. Jerry Johnson guaranteed that this would stop leaks forever so it must be good. Maybe not forever.

We moved back to Jack's car for one more task, installing the fuzzy door seals. This one did not take too long but really added to the looks of the car and stopped a lot of noise inside the car.

We still have to do the exhaust after the body work is completed. Seems like I am forgetting something but not sure what. Anyway it was a fun day in the shop as I always enjoy the company and the help. Good day. Now we still have the Valentine's get together this evening. I hope the road construction does not present too much of a problem for attendees.

3/1/2014 – I have not been in the shop now since the 15th of February so not much progress on Wayne's car to report. A point of concern that should be stated is that there are several cars listed in the newsletter that are very good cars and are priced correctly.

This bothers me because I have one that is either decreasing in value or sellers are not proactive enough in marketing their cars. They were selling well two years ago but for some reason the cars listed here have not moved. I do not understand what is going on. Don't ask me what your car is worth, I don't have a clue. I can only use the values listed by Hagerty and others to provide an estimate but ultimately they are only worth what someone will pay for them.

If you want to sell your car market it. List it in multiple places such as the Tulsa world that has a package that lets you place an ad that they will run until the car sells which is a great value. Don't forget the internet such as eBay, the VTR web site, 6-Pack's web site, AutoTrader, cars.com, etc.

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Get the car in front of prospective buyers and it should sell. They do have value. My two cents worth.

3/7/2014 – With Jan on the mend and yesterday's stress test behind me there was time to spend a couple of hours in the shop for a change. I chose to start small so since the gluing process for the center dash support had been begun by someone else I decided to see if some more progress could be made.

The mating surfaces were cleaned to enhance adhesion of the glue. After shaking the can for a few minutes the surfaces to be glued were coated well and allowed to dry. All the clamps I have were used to hold the cover in place until the glue dries or until I make it back to the shop.



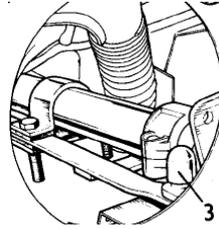
Previously glued areas needed holes through the new cover for the fasteners so those were added as well.

The other little task completed today was the installation of the heater hoses under the dash. These little monsters can be troublesome but the air ducts can now be installed and the under dash stuff completed for the passenger side of the car.



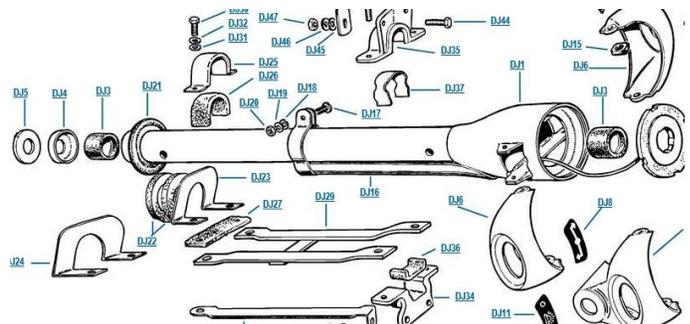
Before returning to my chair I started to complete the refurbished steering column but did not make much progress on that. Maybe tomorrow.

3/8/2014 – This was a good day in the shop, started about 9 and finished about 2. The first thing on the agenda was to get the Pumpkin ready for the driving season.



The oil gets changed annually along with the filter. Although there are some exotic alternatives for oil and filters my choice is the old standard 20W50 Castrol and the Fram PH3600 filter which works well with the spin on adapter.

The trunnions get GL4 oil as does the



transmission, standard grease for the upper ball joints. The Infiniti differential gets the standard 75W90 stuff.

The brake and clutch master were ok. The coolant change which is due was put off because Wayne Burris called and wanted to bring some parts out for his car.

He brought hose for the windshield washer which was installed today. A first for me and it was interesting doing the work. He also brought a bracket for the hazard flasher which was modified so it would work on a TR6 and installed with a pop rivet. There were fuses in the box so those were also placed in the fuse box so they did not get lost or broken,

The duct hose for the passenger side defroster was installed and at this point I was considering putting in the heater duct and glove box and finishing the job. Then I remembered that there was a scuttle vent and installation hardware

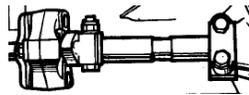
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in the stuff to install. I opened the package with the flap inside and it is painted black.

The late 6 does not normally have this vent flap but all the stuff is here and it is a nice feature so why not use it. The only question is does it stay black or does it get painted white. The original grill was black so it would not be much of a stretch to leave the flap black and go ahead and install it. Guess I will ask Wayne what he wants to do.

3/9/2014 – It took several hours today to get done but Wayne's steering column is installed except for adjusting the length and tightening to nuts. If I work in the shop tomorrow I should finish the steering column and have the new steering wheel on. The shop/club spare parts were most helpful in providing the components not available or providing a more appropriate part where more desirable. We are lucky to have them.

Some of the components installed are shown. The top illustration is from the dash to the firewall, the lower is outside the firewall.



The illustration above shows most of the components that were installed today. The other thing installed was the ignition switch.

Wayne's gauges are back from Nisonger and they look brand new. I was very impressed.

Their cost is more than the folks in Arkansas but the quality appears to be outstanding.



The dash should go together pretty quickly now and then the interior work is the next big thing. A pair of horns are being ordered as the ones in the car are aftermarket and not working



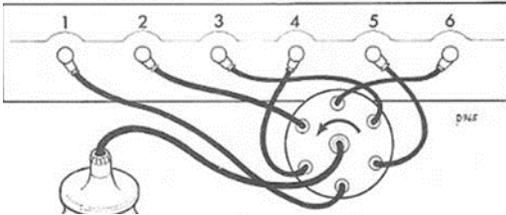
Gary's fuel tank installation. Do it, undo it, repeat. The job is done. Sharon not shown.



JOHN'S QUICK TIPS

Plug Lead Positions (Fig. 55)

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



**TR6
Soft
Top Folding**

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



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



2. Fold top forward without folding back window



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

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

Products Appropriate for Your Car

Not the only option but good ones.

Standard TR6 Tire Size: 215 X 65 X 15

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

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

Classic Car Motor Oil
PennGrade 1, 20W-50



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

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

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

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



For TR8

Differential: Red Line Heavy Shockproof Gear Oil



Brake Fluid: Valvoline Synthetic DOT4/5

Spline Lubricant – CV Joint Grease

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



Lubrication for front trunnions on TR6

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

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

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

What is your car worth? Hagerty Valuation Tool

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

GCT Merchandise

SEE NEXT TO LAST PAGE

LESSONS LEARNED

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

When diff seals leak, clean the vent. Cleaning the vent releases pressure in the diff and many times stops leaks.

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

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

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

Find paint codes at : Paint Ref.com or https://www.automotivetouchup.com/
Early TR6 Seat Backs Won't Stay On
Cause: Straps in seat back are stretched.
Repair: Remove cover and shorten the straps to tight. Not too hard.

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



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

Classified Section



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

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

DENNY'S PARTS FOR SALE

Triumph TR3A Parts for Sale

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

Mark 1 & 2 Spitfire Parts 1964 & 1966

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

**Assorted TR3 & TR4 parts
Contact: Larry*
cartravel@pobox.com**

1962 Triumph TR3 parts available:

New Listings

Several drive shafts
2 frames, 1 with small hubcaps
Several fuel tanks
Several rear ends
Several small engine body parts

For more information contact Dennis Robinson @ 918-346-0900.

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Bits of Triumph

Embroidery Inspired by
Triumphs & their Drivers

Wynnell Gorman
wynnell@bitsoftriumph.com



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<https://bitsoftriumph.com>
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We can see you now!

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



GCT Merchandise

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

Andy Wilmes

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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

GREEN COUNTRY TRIUMPH CLUB MEMBERSHIP APPLICATION & RENEWAL

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

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

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

CAR MODEL	YEAR	COMMISSION#

SEND YOUR DUES TO THE CLUB TREASURER: \$20

Make Checks Payable <u>To</u> GREEN COUNTRY TRIUMPHS
Check #
Check Date

GCT C/O JAN or JOHN PHILLIPS
 5865 E. 480 RD
 CLAREMORE, OK 74017
 (918) 341-8903
 tr6@atlasok.com

Dues are payable on July 1st each year. If you join(ed) between Jan. 1st and Jul. 1st, next dues are payable July 1st in the year following the year in which you join(ed). Membership is discontinued Oct. 1st following the date dues were due.

Kay; (918) 345-0305

Dennis Robinson project Spittire (73?)

Engine rebuilt – Transmission O/D – nice chassis -
new suspension components



Hood over engine.



Doors, Boot lid



Windshields, hard top

No body tub but lots of parts.

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Spare engines



Fuel tank



Gauge cluster, brake discs



Steering wheel – body mount brackets - front strut



Exhaust, wheel, tranny, differential

Tires & Wheels

Lots of other parts are available that may or may not be offered with the car shown in the pictures here.



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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

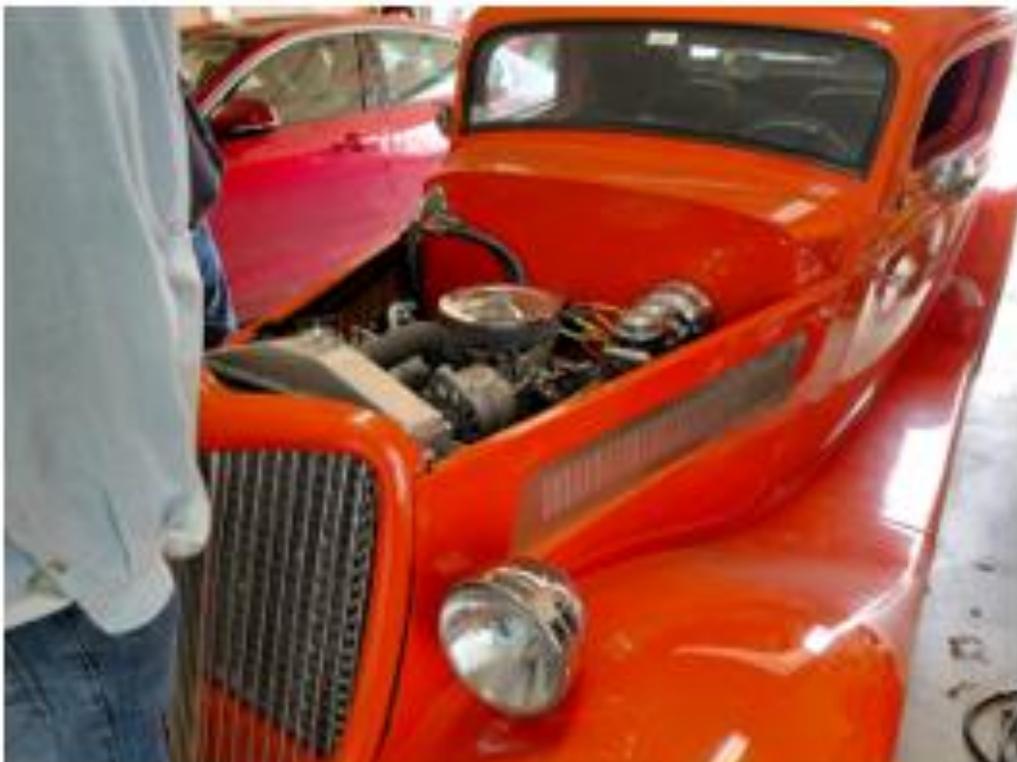


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1934 Ford Coupe: 350 Chevy engine. Runs great. Denny's favorite driver.



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



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

