



Triumphant Times

Green Country Triumphs

Monthly Newsletter for May 2020

Recipient VTR Newsletter Award 2016 - 2018

<http://greencountrytriumphs.org>

Club Dues Are Due July 1st or before of each year to the club Treasurer.

Dues for next year now being accepted.
SEE APPLICATION ON LAST PAGE FOR ADDRESS

Welcome New Member
MARK FORSBERG

From President Denny Robinson

Hello Club Members,

I guess everyone is sick of staying home, all the time, and ready to get out for a drive, somewhere or anywhere. This is perfect weather for driving in the country side. Kay and I took the spit on a couple of drives of about 50 miles, just to get out of the house. The only problem, is finding places to eat. There are a lot of places open, but most are pushing carry out. Another problem will be finding restaurants that are open and meet the requirements of the policy of "social distancing". Kay is looking for a close-by drive destination. We checked out Chandler Park; it has lots of picnic tables under shelter and restrooms. An idea would be to meet and caravan to Chandler Park with each of us to bringing our own picnic basket lunch. Feedback for this idea is welcome!

My storage building is full of Triumph parts. I am sending a list to John of parts I do not need and therefore, am offering for sale. You all have my phone number, anyone interested can call for more information.



I hope a location is secured for the May monthly meeting and look forward to seeing all of you guys.

Dennis Robinson

Next Club Meeting
Tuesday. May 19th
Dinner at 6:00PM
Meeting at 7:00 PM
Location:
FOX & HOUND
7001 SOUTH
GARNETT ROAD,
BROKEN ARROW, OK

Officers and Committees

Denny Robinson – President
Bob Avakian– 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

2020
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Have you paid your dues?

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

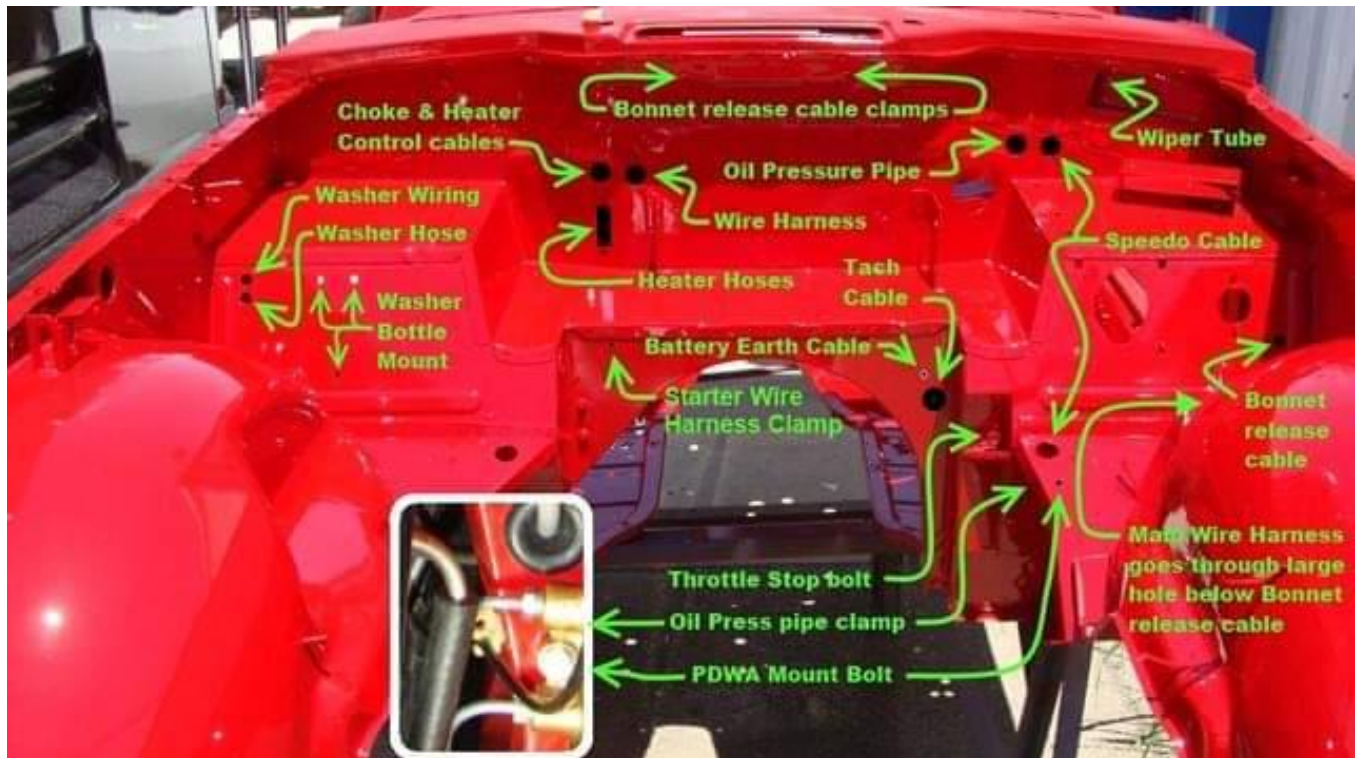
From Vice President
Bob Avakian



Secretary's Minutes
of the Last Meeting by Kay
Robinson for Adele Blom
No meeting in April



Here is a neat guide for what hole to use for various TR6 wires, cables, tubes, etc.



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

2020 Scheduled Club Activities

WHEN	WHAT	WHO
Feb 15 th	St. Valentine's Day Date with your sweetheart Drive to Red Robin on Riverside	Kay
Mar 15	St. Patrick's Day Celebration	Jan
April	Brunch at IHOP	Kay
April/May	McAlester for Italian	Denny
Apr 30-May 2	VTR Regional Convention OKC	Art
June 15	Road Trip/Ralley	Art
July	Picnic or Breakfast	?
July	SHARON'S EVENING CRUISE	
September	Annual Lake Tour	Rob/Tom
September	road trip around Fort Gibson Lake	Al
September		
October	Halloween Party (Costumes)	Donna
November Friday 1 or 8	Guy Fawkes	Jan
December	Christmas Party	Mark Forsberg

All shows have been cancelled except Kansas City, Brits in the Ozarks, Texas All British and Triumphest. If you can, include all the shows in the newsletter and then overlay 'CANCELLED' for all except those I mentioned, as you did last month. Time will tell if the fall season shows will occur.
Art



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Upcoming 2020 Car Shows

by Art Graves

New Orleans All British Car Day

Location: Delgado Community College, New Orleans, Louisiana

Date:

Web: <http://www.vtr.org/CurrentShow/Carshow>

**EVENT
CANCELLED**

VTR South Central Regional Convention

Location: Edmond, Oklahoma

Date:

Web: <https://www.vtr.org/regional2020>

**EVENT
CANCELLED**

Dallas All British & European Car Day

Location: Whitewash, Texas

Date:

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

**EVENT
CANCELLED**

Greater Ozarks All British Car Day

Location: Carthage, Missouri

Date: June 6 – June 7, 2020

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

TRA National Meet

Location: Las Vegas, Nevada

Date:

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

**EVENT
CANCELLED**

Euro-Expo Car Show

Location: Sand Springs, Oklahoma

Date:

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

**EVENT
CANCELLED**



VTR National Convention

Location: Galena, Illinois

Date:

September 25-27, 2020

Web: <https://vtr2020.regfox.com/vintage-triumph-register-convention-2020>



**EVENT
CANCELLED**

Kansas City All British Car Day

Location: Kansas City, Missouri

Date: September 6, 2020

Web:

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

British Iron All British Car Day

Location: Iron, Washington

Date:

September 10-12, 2020

Web:

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

**EVENT
CANCELLED**

Triumphfest

Location: San Diego, California

Date: September 10 – September 12, 2020

Web: <https://triumphfest2020.com/>

Texas All British Car Day

Location: Round Rock, Texas

Date: September 25 – September 27, 2020

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

6-Pack Trials

Location: Richmond, Virginia

Date:

September 25-27, 2020

Web:

<http://www.6packtrials.com/>

**EVENT
CANCELLED**

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Heartland All British Car and Cycle Meet

[Home](#) [Event Info](#) [Event Site](#) [Sponsors](#) [Previous Heartland All British Registration](#) [Previous MG Heartland](#) [Previous KC All British](#)

Save the Date!!

Sunday, September 6th, 2020
Car Show

We are returning to the Merriam Marketplace for 2020.

Location: Merriam Marketplace
5740 Merriam Dr
Merriam, KS 66203

The Largest All British Car Show in Texas!

The 2019 show is history. Links to photos are on the Photo/Video tab. We'll add new ones as we get them. Thanks to everyone who brought their cars even though the weather was a little too British! We'll be posting the results soon so keep an eye on this page or on the Facebook page.

Sponsors

Be sure to take a look at our sponsors as they scroll across the page on the right and on the Sponsors tab. They make a lot of what we do possible.

The Open Door Preschool

The Texas All British Car Days supports the Open Door Preschool with donations from the proceeds of the show. We thank you and our sponsors for making this donation possible!

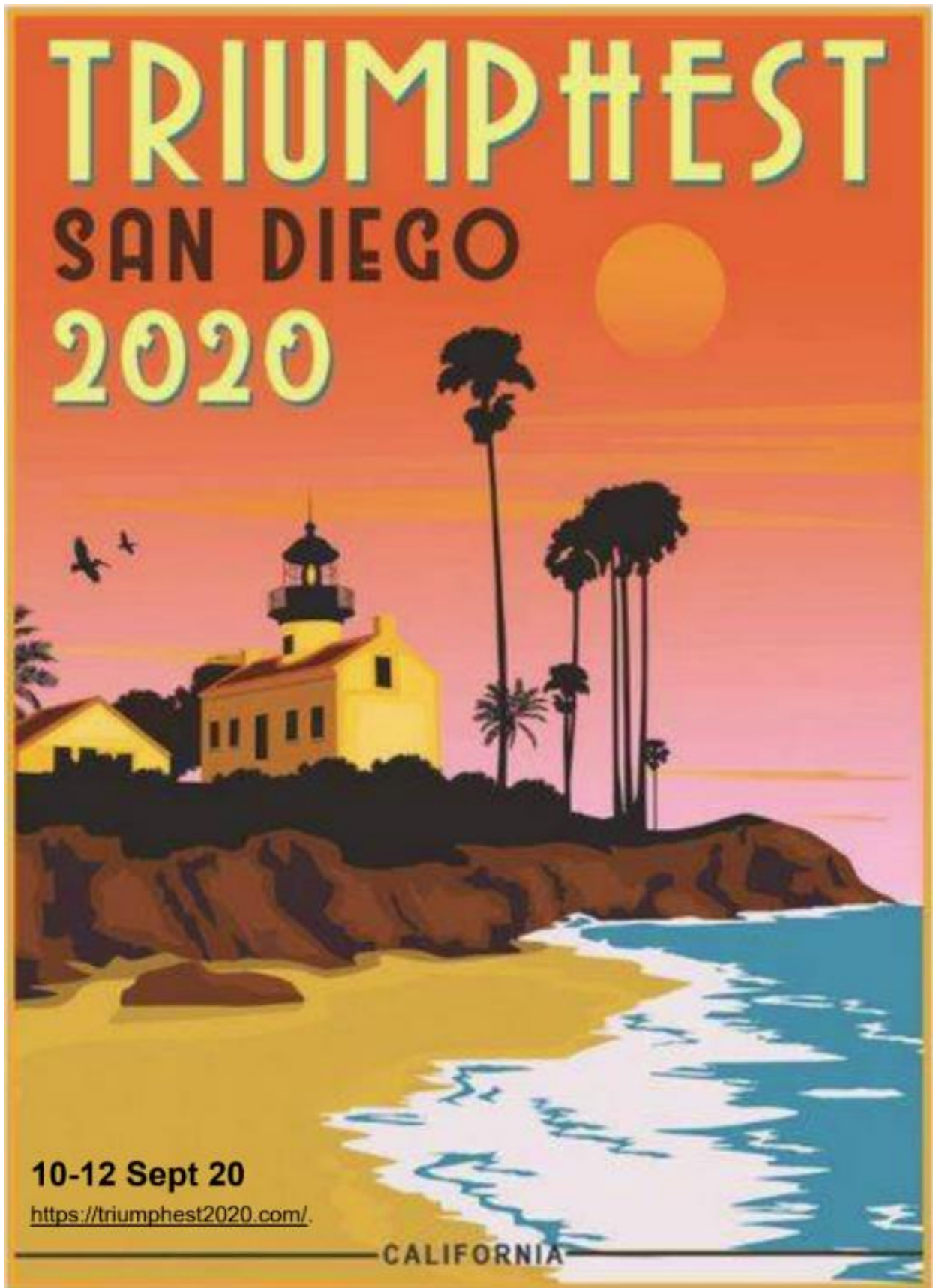
About the This Year's Artwork

The original artwork for this year's logo was created by Bob Skewis who is on the TXABCD committee and a long time member of the Hill Country Triumph Club. Bob has generously donated his professionally framed artwork to our silent auction which will benefit The Open Door Preschool. Stop by the registration area to view and bid on this one of a kind gearhead art that will look great in your living room, man cave or garage!

Join Us

Do you own a Classic British Car? Join us for the fun filled weekend! Do you love Classic British Cars? Join us for the free car show on Sunday! [Click here for a map](#) Questions? info@txabcd.org.

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OIL PAN GASKET REPLACEMENT

Written by Tony Robinson, tonyr@dz.com
Submitted by Frank Wood

Some of the most common problems with a leaky oil pan gasket stem from not using sufficient care when re-attaching the pan and replacing the gasket. When an oil pan is overtightened, it causes the holes to bend upward toward the block. A gasket will seldom fill in the "new" gaps so it leaks.

Sealants will work and fill in these new spaces, but we are all guilty of being in too much of a hurry so we don't allow them to cure properly and when you put oil or any kind of pressure behind it, it blows out the sealants ability to seal.

Two gaskets of the "rubberized" material variety may help by providing the cushion necessary to fill the uneven surface created by overtightening.

I have used everything from a 1x4 board to a 500 lb. anvil to straighten out oil pan holes. If you use a 1x4, place the even sawed, smooth end under the lip (outside bottom) of the pan and with a hammer, lightly tap the area of each oil pan hole until it is visibly even with the rest of the sealing surface of the pan.

Spread a thin bead of sealant on the sealing surface of the pan, and apply the gasket, pressing down all the way around the pan and sort of wiggling the gasket a bit to spread the sealant. Turn the pan over and place it on a smooth even surface and press down in the center of the pan lightly and let it SIT OVERNIGHT.

When you are ready to put the pan back on, clean each bolt hole in the bottom of the block with a good parts cleaner such as carburetor cleaner. Run a bead of sealant on top of yesterday's gasket and smear it as evenly as possible. Hold the pan close enough to the block to get the bolts started without

actually touching the pan to the block until you have several bolts in to hold the pan up. Apply some sealant to the bolts before you thread them in. (This is why you cleaned the holes in the block)

Once all the bolts are in place finger tight, snug them down in a criss- cross fashion until they are all just snug. When they are all snug, go back and torque them in the same criss-cross fashion to I would guess 7-10 ft.lbs. No more or you'll bend the holes out of shape again.

Now, let it sit overnight again to let the sealant cure. Hopefully, we have stopped your leaky pan.

I have found that LBCs are not too expensive to maintain, they just take a lot of TLC.

Tony Robinson, tonyr@dz.com

This information is available on the VTR web site along with many other helpful member submittals. If you are looking for information on how to do something the VTR is a good source for experienced activities. Another good source is Buckeye Triumphs. Both organizations are anxious to share information with like organizations. Editor

Check This Out:

https://vimeo.com/74242901?fbclid=IwAR0_4ao2gUjC61LJvixTKFWZSp1zw2-GVvGvXRDN9mx7Bgv0M5x_-mZ4Bs

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Greasy Hands Garage North Update by John Phillips

4/14/2020 –Ok so you still have not put your car on the road after the winter and watching soap operas is getting old.

So, while we are stuck at home for a little bit longer this springtime, why not spend that extra time in the garage waking your car from winter slumber? Here are some steps to get your classic ready for springtime.

Open up the hood and inspect your engine. Look for anything amiss—check your fluid levels and make sure everything looks shipshape.

Check for puddles of fluid under the car. Repair any issues before the car hits the road. Brake calipers and cylinders can leak onto the wheels themselves, so look carefully.

Clean the battery terminals and reconnect the wires after you make sure that the battery is fully charged.

Check and set your tire pressures.

Unplug the coil wire and crank the engine for about 30 seconds. This will build oil pressure throughout the engine and help lubricate the now-dry engine.

Make sure that fuel is getting to the carburetor or fuel injection. Check for any fuel leaks and repair if necessary.

Now plug in the coil wire and start the engine. Then allow it to idle at a fast 1500 to 2000 rpm for a minute or so. Go back around the car while looking for leaks or issues.

Give the brake and clutch pedals a push or two to make sure they feel normal. Double check for any leaks from the master cylinder, wheel cylinders and clutch cylinder after your footwork.

Go for a short drive around your neighborhood and return home after a few miles. Go back over the car and look for any new issues, leaks or problems.

Now it's time to put on some miles. After a few drives, give the car another once-over. Make sure everything is working correctly—parts like thermostats in the cooling system have a habit of getting sticky after a long nap. Finish up by adjusting the carbs and changing the brake fluid if it has been a while and bleeding the brakes to make sure that everything is ready for a pleasant season of driving. The shop is available if needed.

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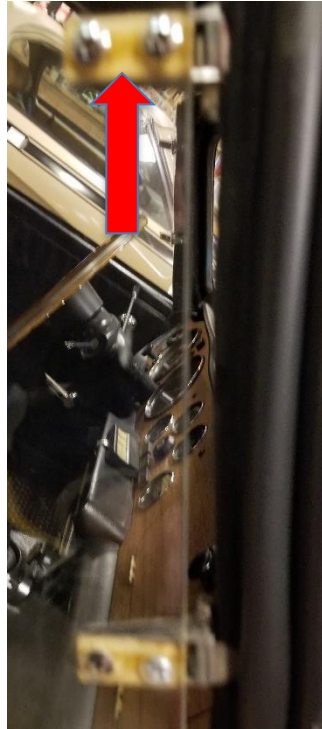
4/22/2020 – One maintenance issue needed by the Pumkin was replacement of a wind wing fastener and finally removing the yellowed paper between the hinge and plastic.

Although I am a big fan of the wind wings and the help they provide in diverting wind so a hat is not blown off your head when driving with the top down, one must be prepared to deal with the provided fasteners falling out periodically.

Now when a fastener is replaced, I use thread lock via a liquid product or via a nut either distorted to clamp on the screw or containing a Teflon locking feature preventing unintentional loosening.

With the plexiglass panels unfastened from the hardware, the yellow paper was removed using a razor blade. Resulting scratches were removed using Novus polish No. 2 and the panels reinstalled.

The thread locking materials will hopefully prevent the fasteners from falling out. The appearance is enhanced by removal of the yellowed paper



so even though the job was a little bit of a pain the car is better for it. I know this is not the level of technical information previously found in this column but things are slow so what you see is what you get.

5/2/2020 – Today Tom Harris came to the shop for installation of a new clutch slave and master cylinder. The old slave was removed from under the car using the lift. The system drained with the cylinder out so we made no mess in the engine compartment.

The new slave was put in place and pinned to the pedal lever under the car using a new Cotter pin (split pin if you are British) and the fluid tube connected.

The old master cylinder was removed from the firewall and the new one put in its place. Tom did the removal using end wrenches and a crescent. While he connected the master to the pedal under the dash, I was installing the retaining bolts and fluid pipe to the new cylinder.



Tom wondered why I did not tell him about crow's foot wrenches while he

was struggling with stuff that did not work as well. I giggled a little.

After about an hour we had the clutch hydraulics working great again and no fluid leaking into the driver's side footwell. Job done.

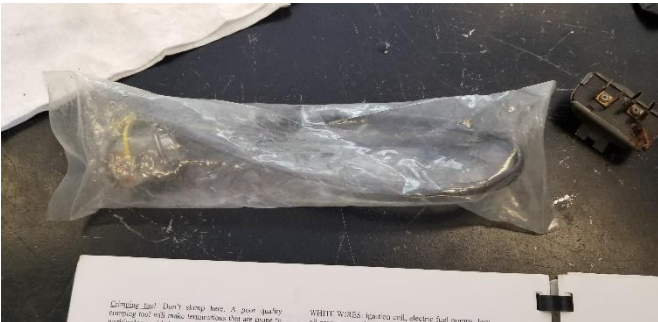


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Tom said the temp and fuel gauges were not working so we checked the fuse and it was blown. A replacement fuse blew immediately when it was installed. The green circuit had a problem. Tom speculated it



might be the overdrive switch so we looked to see if I had one and I did have a new one. We installed it in the car with all the usual difficulty but the electrical problem persisted with the new switch in place.



We started checking each component on the green circuit to see which one was causing the fuse to blow. Tom would remove the green power wire from a component and I would use a test light connected to the green wire at the fuse block and briefly touch the red battery terminal to see if the short was gone or not.

We checked wipers, voltage stabilizer, etc. working our way from left to right as we came to another component on that circuit. The problem was found to be in the heater fan switch. The test light did actually show a small light but the massive critical short was eliminated.

I have another fan switch but by now Tom was out of time and had to leave so that

little project will have to wait until another day. I especially like finding and fixing electrical issues on these simple cars. Trouble shooting these systems is fun.

Some days we end up fixing nothing. Today we had two projects and ended up winning on both. Good day in the shop.

5/6/2020 – today I tested the spare heater switch to make sure it worked. It did not but I played with it and got it to working. I shared the good news with Tom before having it ready to install.

The spring loaded pin that holds the knob on was stuck in the shaft upon which the knob is pushed. That means the knob would not say on but would pull off instead of turning the fan on.

I disassembled the switch to see if a repair was possible and found spider webs inside that prevented good contact prior to my initial efforts to get the switch to work.

In my efforts to free the pin to make the switch serviceable I destroyed the switch and had to tell Tom to order a switch to fix the electrical short that destroys fuses immediately.

The only good news is that TRF has the replacement switch for only \$20. Tom did say that the clutch is noticeably better with the new clutch hydraulics in place.

5/7/2020 – The beautiful weather got the best of me yesterday. I backed Tinkerbelle out and went for a long drive with the top down. I don't do that often because of allergies but I just had to do it.

I drove to Claremore then took the new highway 88 to Oologah Dam. At the light for 169 I continued west on the county road. A few miles out I made a right and then a left a couple of miles north.

This turned out to be a curvy road and fun to drive. Of course, I had traveled it many times 50 years ago but had forgotten what the road was like. It led me to Vera where I caught old highway 75 south to 20 then east

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through Collinsville and back home. It was a great drive that ended with my realization that the engine was not making nearly as much noise as usual. **I have no idea why unless it was the change to Brad Penn oil at the last change.** This is a bright spot in this car's history so I will keep you posted as to whether or not the improvement lasts. I hope so.

Later in the day I ordered a pizza for take out and made that short trip in the Pumkin which was also a delight. I rarely drive both cars in the same day so this was a special treat.

Yes, my sinuses were hurting last night but I am fine today so the cars were worth the discomfort. Very satisfying.

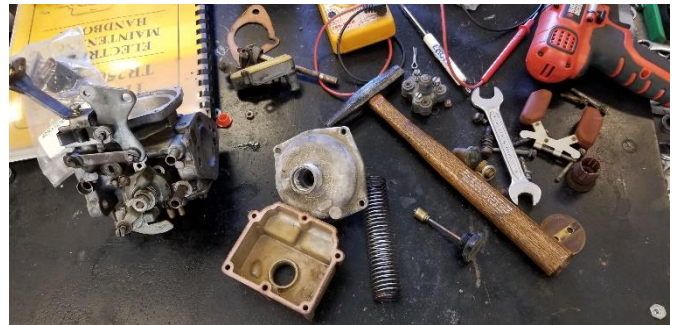
5/8/2020 – Well for the first time that I can remember there is a Spitfire on the lift. Mark Forsberg brought his out for me to play with. Two primary tasks are; get it running after 15 years and give it brakes. Who knows what getting it running will entail?



If the radiator and gas tank are in good shape this could be a relatively short project. If not, it may take longer. We shall see.



It was obvious the carb was in dire need of some attention so it was removed from the car and disassembled. It received a bath in the parts washer and should be ready to reassemble tomorrow.



The throttle cable is nothing like a TR6 so I hope it goes back together in the right order. If everything is reassembled tomorrow maybe I won't forget where things go. HA!

5/9/2020 – Mark arrived around 10 a.m. to find me already working on his carburetor. The assembly process picked up since he was doing all the cleaning of parts for me to add back to the assembly.

We ran into a very unexpected issue. The throttle shaft has two seals that are held in place by a brass retainer. The disassembly process was not kind to these parts and one was destroyed. The same part for the TR6 carbs is bigger in diameter than the ones taken from the Spitfire carb so using one of those was not an option. That is until we decided to take out a section of metal and reduce the diameter. I am glad that this worked but it is not a great looking installation.

With the carb reassembled it was time to figure out the attachment of the carb to the intake and the accelerator cable to the carb. Putting the nuts back on the intake studs was very difficult due to a lack of space to work, but we did get them back on.

The cable turned out to be pretty easy considering this was the first time that I had to put one together. When it was time to reattach the rubber hoses, we knew it was

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time to make a parts run for new rubber hoses and a filter. Naturally I forgot several items but we made due with shop supplies for the rest of the day. The good news is the fuel system is ready for fuel.

So, what is next. Mark and I talked a while and came up with sort of a list of things to try to accomplish.

When Mark left, I took the list of parts in and jumped on the SpitBits web site to see what the wish list added up to. To my surprise it appears the cost of items is double what my expectation was. Sorry Mark. Tomorrow we will see what projects we go forward with now and what we may want to put off to later.

5/10/2020 –

Mark was back out today so we could inspect the brake system. We removed the wheels, calipers, discs, drums, and wheel bearings.

The discs and drums had some surface rust so they were cleaned up a little. The tie rod ends and upper ball joints were inspected and rejected. New ones will be ordered.



The parts list is long and continues to grow. The car is basically solid but it is old and needs lots of parts replaced. Fortunately, the engine was rebuilt shortly before being stored and has been turned over so it should be in good shape.

Mark asked me to order the parts needed and provided funds to cover the costs. Work is almost on hold pending receipt of parts.

The last thing we did today was load the hardtop in his car so he could take it away for storage, not a priority at this point.

5/11/2020 – This morning was spent largely at Denny's shop looking for parts for Mark's 1500 but I brought home nothing. Denny's stuff was either not the right stuff or not for the right car. We did have a good visit on several topics so the drive was not wasted and it served to get me out of the house for a while.

I picked up a can of paint for Mark's air filter container. Now that can be painted and the wheel bearings can be repacked and the discs replace.

After that it will just be cleaning parts of the car in advance of having the needed parts to put in place. I may get a can of carmine spray paint for use where paint is gone or needs replacement.

First order has been placed with SpitBits. It was a whopper.

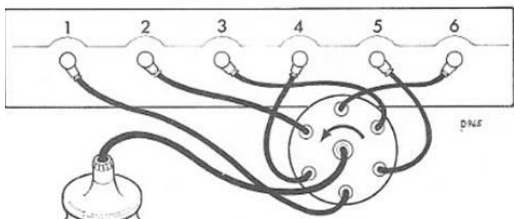


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JOHN'S QUICK TIPS

Plug Lead Positions (Fig. 55)

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



TR6 Soft Top Folding

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



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



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

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

Products Appropriate for Your Car

Not the only option but good ones.

Standard TR6 Tire Size: 215 X 65 X 15

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

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

Classic Car Motor Oil
PennGrade 1, 20W-50



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

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

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

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

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

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

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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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
TR6 Wiring Diagrams

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

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

GCT Merchandise

SEE NEXT TO LAST PAGE

idea of selling the truck as well.

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



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Tony Mullenger

"Superior Service - Uncompromising Integrity"

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Claremore, OK 74017

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**There are two ways to
join VTR (VINTAGE
TRIUMPH REGISTER)**
Just signup online on our
website: www.vtr.org. Click the
"JOIN" link, it takes less than
five minutes. Payment may be
made using the credit card of
your choice. Or, if you prefer,
you may mail your check in the
amount of \$35 payable to
"Vintage Triumph Register" to:
**HOW TO JOIN Membership
Secretary Vintage Triumph
Register PO Box Q Lexington,
NC 27293**

**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

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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

deugenerobinson@icloud.com



LiteZupp Industries, LLC

Cutting Edge Automotive Lighting



LED lights for your British Auto

We can see you now!

www.litezupp.com

Sales@litezupp.com

Jim or Mike

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

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GCT Merchandise

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

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

Land's End Merchandise & Club Logo

Inbox

Art Graves

to me, Rob, Dennis

TWO CHOICES
- VISIT BOTH

Hi John, Rob & Denny,

Please review my message below and set up your own accounts with Land's End. If all looks good, John, please distribute to the club.

Thanks,
Art

Green Country Triumph Club Members,
As a result of some discussion at the June business meeting, I have taken steps to make available shirts and hats with our club logo using Land's End as the retailer. Actually, you can get almost anything embroidered with our club logo from Land's End. (Even pajamas, as I half-jokingly stated at the meeting.)

Each member can order as many items as desired; we do not have to make a bulk order.

To do this, log in to Land's End using this link: <https://business.landsend.com/>. In the top right corner click on the "MY ACCOUNT" icon to create or sign in to your account. You must have an account to order merchandise. Once you have an account, click on your "name" icon, located in the same place as the "MY ACCOUNT" icon, and select 'My Logos'. Then click on "ASSOCIATE A LOGO TO MY ACCOUNT". Enter Logo Reference Number "1617508" and Customer Number "4853648" and click "ADD TO LIBRARY".

Now that you have an account and the club's logo associated to it, 'Commence to shopping', as Jed Clampett would say. The charge to add the logo to any garment is \$6.95, so a \$50.00 pajama bottom with our logo will cost you \$56.95.

The logo size is 3.5" X 3.22". The colors of the stitching may be changed at any time for any color fabric. For example, if the fabric were black, the Oklahoma outline could be made white. This example shows the logo on a light blue garment.

I believe Land's End products are of high quality and are priced accordingly. However they are forever having sales, promotions offering to add a logo at no charge and free shipping.

Cheers,



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

**FREE
FOB
GHGN**



TR8 WHEELS / *Free*, no tires. Fifth wheel now being used as spare also included.

**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) 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¶

GCT-C/O-JAN-PHILLIPS ¶
5865-E-480-RD¶
CLAREMORE, OK-74019¶
(918)-283-7017¶
maudjpp@gmail.com¶

Dues are payable by 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). · **Newsletters are discontinued Oct. 1st following the date dues were due.¶**