



Triumphant Times

Green Country Triumphs

Monthly Newsletter for May 2021

Recipient VTR Newsletter Award 2016, 2018

<http://greencountrytriumphs.org>

Have you paid your dues?

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

Green Country Triumphs, C/O Jan
Phillips

Next Club Meeting

Tuesday May 18th

Dinner at 6:00PM

Meeting at 7:00 PM

Location: Bricktown

Brewery (Tulsa)

3301 S Peoria

Officers and Committees

Art Graves – President

Al Garbart– Vice President

John Phillips - Member at Large

Jan Phillips – Treasurer

Trish Lindsey – Secretary

Kay Robinson - Activities

Art Graves – Car Shows

Jon Wood – Web Master

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

topaztr6@gmail.com

From President Art Graves

The club had a good meeting at the Emersumnice Brewery in Owasso a few weeks ago. We've been going to Baxter's Interurban for quite some time. It was a nice change of pace. One of the topics discussed was a change to the club bylaws dealing with the election and terms of officers. In general terms, the requirement that the vice-president succeed the president and an annual election is in question. The proposed change to Article IV paragraph B is as follows:

"ELECTION: The President, Vice-President and Member-At-Large shall be nominated and elected annually at a regular annual meeting of the membership. The membership shall then vote to approve or disapprove the nomination for each office. If the election shall not be held at such meeting, such election shall be held as soon thereafter as convenient. Vacancies may be filled or new offices created and filled at any meeting of the general membership. Each officer shall hold office until a successor shall have been duly elected."

This was discussed at length, but no decision or motion was made. I am sure this will be discussed at future meetings.

Now that the world is becoming normal again, more and more events are available to the club. One such event is The Great Race. You can read about it here: The Great Race. Essentially it is a time speed distance rallye spread over nine days. One of the stops is Sapulpa for lunch on Monday, June 21. The race allows the general public to look at the cars and talk to the drivers. I have attended this event twice – once in San Antonio, Texas and once in Claremore, Oklahoma. This could be a fun club activity.

Also, the week of May 22 through May 30 is Drive your British Car week. You can read about it here: British Car Week Events & Activities.



2020/21
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Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends

Perhaps we as a club can drive to Bartlesville or Yale for a lunch or dinner.

Right now is good driving weather. Perfect for top-down driving in your Triumph. You can be sure I am taking advantage of it. In fact, I had a great time driving the roads in West Texas. I have included a summary of my adventures in this newsletter. Also included is a recount of some mechanical problems encountered on the trip.

Hope to see you at the May meeting. I know we have some new members and hope to see and meet them.

Cheers,
Art

From Vice President Al Garbart Wedgewood

I know, not a Triumph in sight. However Cocoa Beach looks great. The next meeting is on Tuesday, May 18th. We will meet at Bricktown Brewery located at 3301 South Peoria in Tulsa. I hope to see you all there.

Remember the VTR nationals are in Edmond this year. The dates are September 14-



18. We should have some good driving weather. The registration is online. Anyone who is not a member of the VTR should consider membership. We need a certain number of members to retain our club status. You can join online at vintagetriumphregister.org.

Better get this sent to John, tomorrow is St. Pete Beach.

Al

Secretary's Minutes of the Last Meeting by Trish Lindsey

The April 20, 2021 meeting of the Green Country Triumph Club was held at Emersumnice Brewery in Owasso, OK. Art called the meeting to order at 7:03 pm. Twelve members were present. No one drove a Triumph to the meeting.



Minutes and Treasurers reports were approved as read in the newsletter.

Car Shows: on May 12; there is a car show in downtown Owasso. Frank offered to buy a beer for any member who brings their car to the show.

Parts: Matt asked for suggestions on where to start work on his cars. Many members were full of encouraging suggestions.

Activities: We had a breakfast in Sand Springs and a drive to Pawhuska in the past month. An all English car drive week is May 22-30.

Old Business: It was reported that Sam is doing great and having better luck with leg. VTR is coming up in Sept. Our club has duties.

New Business: The Great Race of cars 1968 or before will stop in Sapulpa on June 21. John talked of a change in our bylaws, wondering if we should eliminate elections unless needed to fill a vacancy. A discussion was held. We will talk more at the next meeting. T-shirts and hats are available for club members to order. Also, they can be ordered from Lands End.

Meeting adjourned at 7:55 PM.

Advice Not Taken – With Consequences

By Art Graves

After great weather (except for the wind) on the four-day Caverns and Taverns Road Trip, a light rain fell most of the day on my drive back to Tulsa. Of course, it could be worse - ask Frederick Frankenstein. As it turns out, rain would be the least of my problems.

Since the headlights, heater motor and windscreen wipers were in use, the indicated battery voltage dropped some. This is normal – at least in my TR6. Then I noticed that, with all accessories off, battery voltage did not increase. Hmmmm. The next fuel stop gave me the answer when the 'Ignition' light on the tachometer glowed brightly. I've seen this before and hoped the fix is the same: worn alternator brushes. I decided to limit the use of headlights and heater motor and press on.

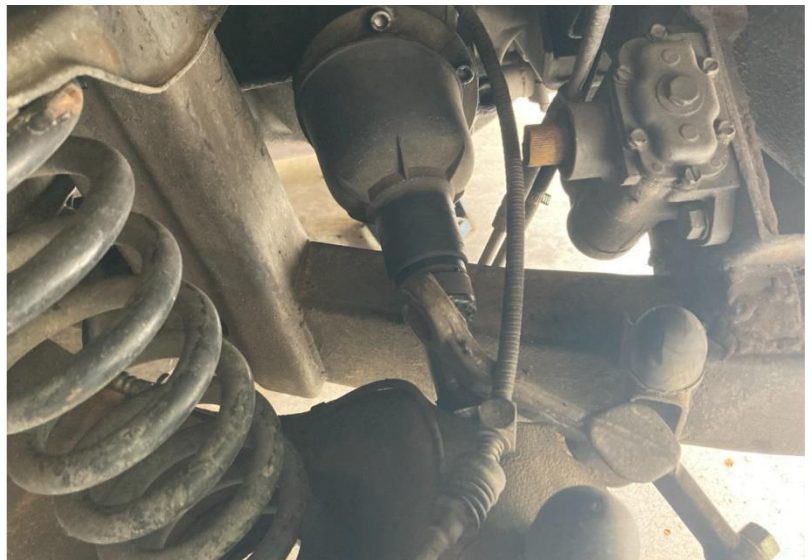
Then, as I navigated the highways in Oklahoma City, I felt the steering go a little 'wonky'. I attributed it to bad roads and proceeded north on IH35. The 'wonkiness' continued and after turning on the IH44 turnpike to Tulsa, decided that perhaps the roads weren't the reason and that maybe the car was at fault.

I exited the turnpike at the first opportunity. After checking tires and suspension as best I could in the light rain, I decided to press on to Tulsa on the old Route 66 highway at a reduced speed. What should have been a ninety-minute trip turned into the proverbial 'three-hour tour'.

The 'wonkiness' became clear the next afternoon. I was thinking a broken trailing arm bracket, but found a completely broken left trailing arm! Yikes!! And the shock absorber lever arm had come off the spindle and wedged itself between the half axle and handbrake cable. I hypothesize that the shock



absorber lever arm prevented the trailing arm from swiveling up and down, causing the trailing arm to break.

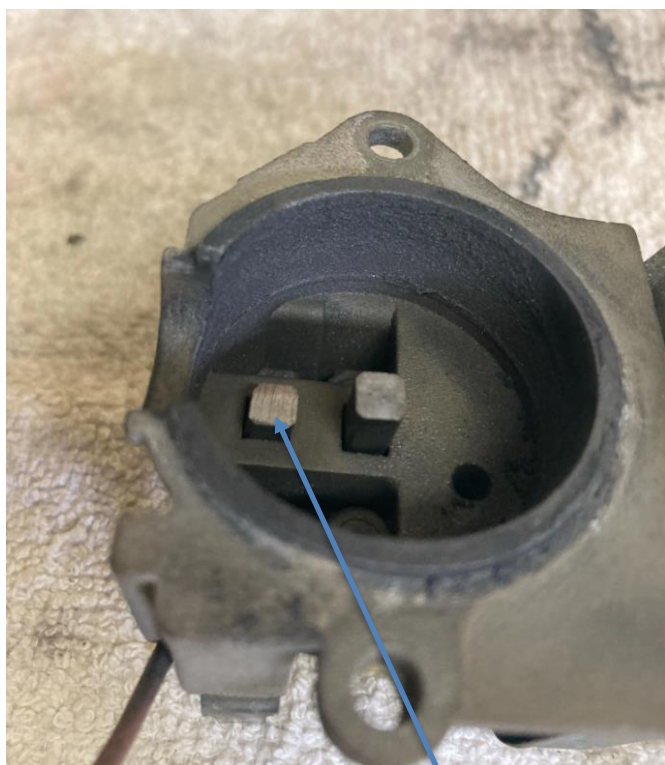


"An obvious cause of steering wonkiness"

Thinking back, seems I was told of a metallic 'crack' or 'pop' sound driving through Mike's neighborhood at the end of the trip. Should have taken Jim Wells' advice and checked it out. The lever arm on that shock absorber has been loose before. A tack weld was applied to keep it on the spindle.

"The shock absorber lever arm is wedged between the half axle and hand brake cable"

After sourcing a replacement trailing arm and shock absorber from John Phillips, I decided to look at the alternator brushes. I carry spare brushes with me since they are easy to replace. A 1/4" nut driver to remove four screws and just like that the brush assembly is out. The alternator itself stays in place. A phillips screw frees the brush. Easy-peasy-lemon squeezezy.



"The outer brush is quite worn"

"With new brush installed, the alternator charges the battery"

The new/old trailing arm needed to be cleaned – I used a wire brush on an electric drill. And the holes in the trailing arms needed to be honed to properly fit the nylatron bushings. The rest of the job was just turning wrenches.

Not sure if this experience tells more about the car or the driver. It's amazing the car drove as well as it did with a broken trailing arm. On the other hand, I'm not sure I would have driven ninety miles knowing it was broken.



The Caverns Tour

By Art Graves

I spent an enjoyable seven days driving the roads of west Texas and southeast New Mexico last month. Actually, only six of the days were truly enjoyable. More on that later.

Friday April 9, I drove 560 miles to my friend Mike McPhail's house in Dripping Springs, TX. That was the departure point for the trip out to Carlsbad Caverns. I also intended to go to the monthly meeting of the Hill Country Triumph Club on Saturday, but it had been changed to the following Tuesday. Rats. In lieu of the meeting we did some minor repairs on my car and then visited several craft beer tap rooms in the area, so it wasn't a wasted trip.

Another TR6 owner, Jim Wells, also stayed at Mike's house Saturday night. On Sunday morning April 11 the three of us left

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

Dripping Springs and drove to Llano, TX to meet fellow fourth TR6 owner Wiley Crystal and eat breakfast. After about 400 miles we were almost in Carlsbad when Jim had a front tire develop a bubble on the tread. Soon the spare tire (you do keep a serviceable spare tire in the trunk, right?) was put on and we were at the hotel in Carlsbad.

The next morning, April 12, Jim went out to buy two front tires while the rest of us found a diner and breakfast. When Jim returned, we bought some Subway sandwiches for lunch and took off for Carlsbad Caverns. I've been to the caverns several times and it is always a great experience. Especially now that I have a National Parks pass. The parking lot looked crowded but we encountered few people inside the caverns.

Next stop was a rest area and lunch near Guadalupe Mountains National Park. Other than hiking, there is not a lot to do in the park. Most of the trails are long and require several hours to hike. Of course, you can hike to the top of Guadalupe Peak, but again, it would take the best part of the day. There is an old stage coach stop there and it is interesting to read about the stops and the pony express.



At the entrance to Guadalupe Mountains National Park

Figure 1 The parking lot at Carlsbad Caverns National Park, with the New Mexico desert in the background





Figure 2 Roadside photo op at the Salt Flat east of El Paso. Guadalupe Peak is in the distance

Next was an overnight stay in El Paso. Total for the day two was 170 miles.

Come morning of April 13 we left early in order to visit Hueco Tanks State Park. There we learned the history on the 'tanks' and were able to climb the rocks. You can read about the park here: [Hueco Tanks State Park & Historic Site — Texas Parks & Wildlife Department](#). After several hours of climbing, we hopped back in the cars and took some mostly deserted roads to Marathon, Tx. Total miles for day three was 296.

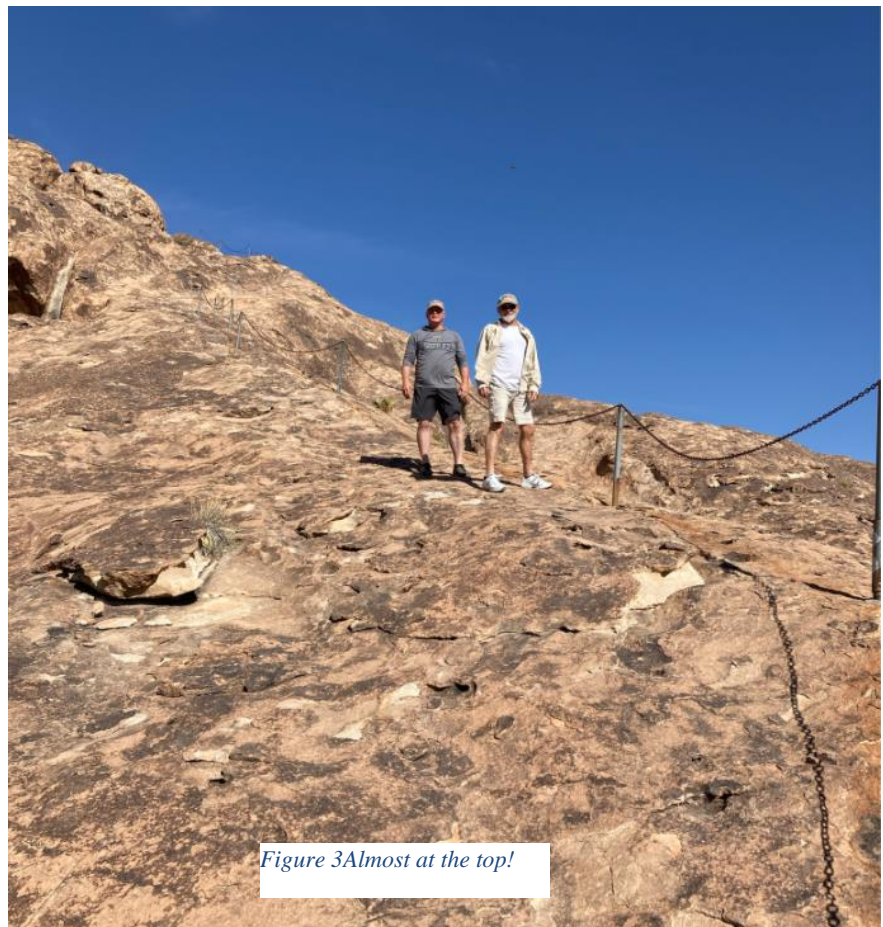


Figure 3 Almost at the top!

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

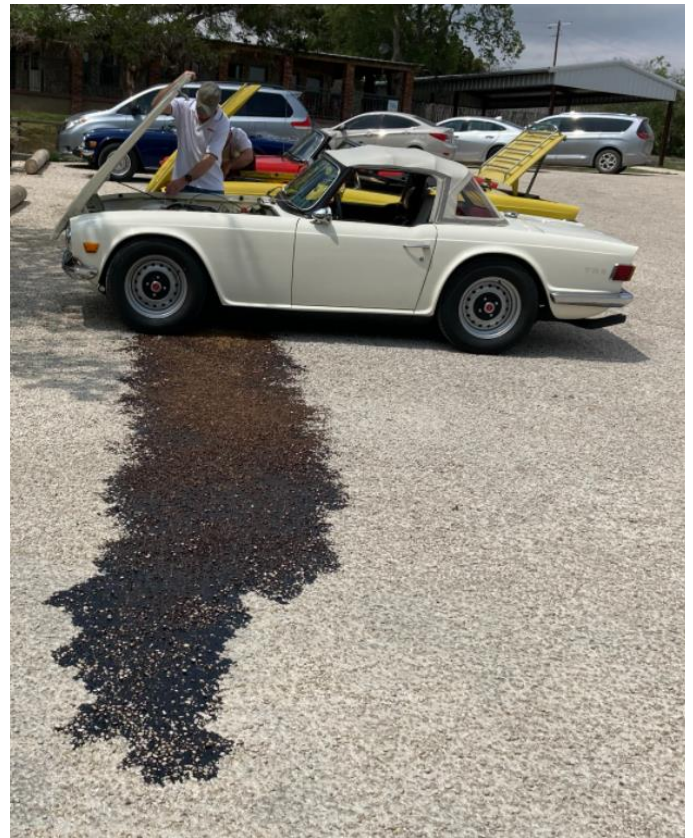


Climbing the rocks at Hueco Tanks State Park

The next morning, April 14, we decided to visit the caverns of Sonora, Tx. I can't count the number of times I've driven past the billboard signs for this natural wonder. For the first time this trip we got on the interstate since Sonora is located on IH10. These caverns are smaller than Carlsbad but you are much closer to the cave formations. The tour was guided and we were reminded several times to not touch the formations.

Back at the cars we discovered that Wiley's car had sprung a leak. Turns out his brand-new fuel pump leaked gas from the top cover. The top cover gasket had swelled and no longer provided a seal. And because he

was parked on a slope, it just about drained his gas tank. At least that's what the fuel gauge said. Luckily, he had another pump and used the top cover gasket from it. While he did that, we got enough gas out of Jim's car to get us to Sonora.



Wiley's car leaking gas

Once we gassed up in Sonora we drove to Junction, TX for lunch and then back to Dripping Springs. Total miles for day four was 290.

It was a great trip and the cars held up well. This was a 2,500 mile excursion for me. Except for the last day, we drove state and country roads where traffic was very light. The next day, Thursday April 15, was overcast and rain threatened. As it turns out, rain was to be the least of my problems.

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

2021 Scheduled Club Activities

WHEN	WHAT	WHO
June 21 st 12:15	The Great Race stops at Route 66 Museum, Sapulpa	



TR Register Car Club

April 12 at 4:17 AM · 🌐

Kas Kastner 1928-2021

We are very saddened to report the death of a TR hero, Kas Kastner - who passed away yesterday aged 92.

Kas Kastner developed a reputation for getting more power out of the TR engine than anyone else, the factory included and his famous "Black Book" has been a bible for engine tuners for many years.

He won in class at Sebring with a team of TR4s in 1963 and again in 1966 with a team of TR4As which took 1st, 2nd and 3rd place positions.

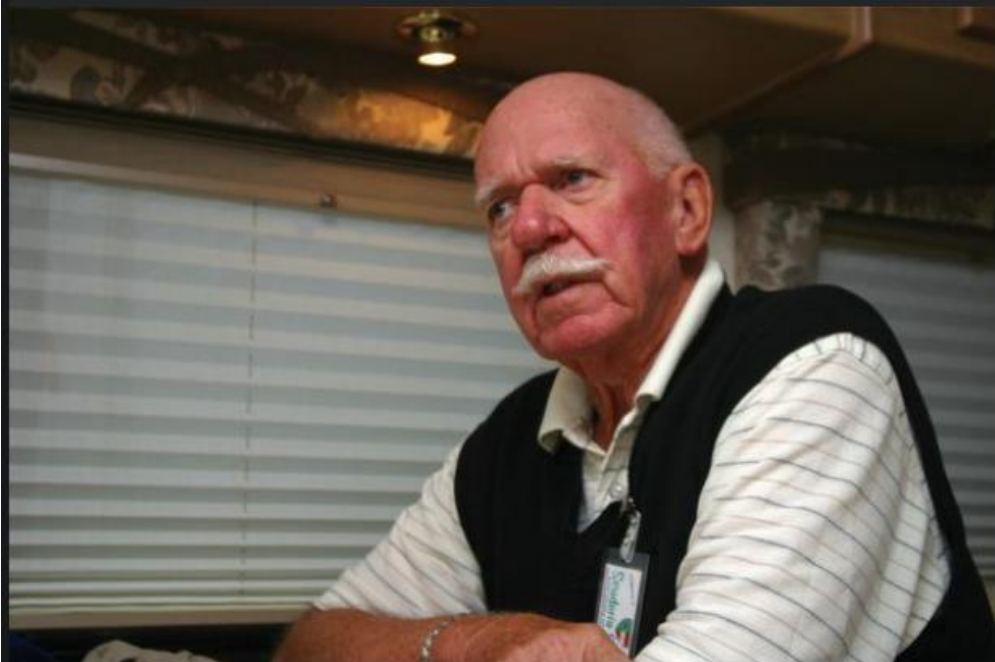
Kastner flew over to Triumph in Coventry to pitch a project for a new aerodynamic car to run at Sebring. Reportedly all Kastner took with him was his reputation, a promise of a magazine cover page, and a single rough drawing done by Pete Brock, designer of the Shelby Daytona coupe. But that meeting gave rise to the 250K.

Rest in peace Kas Kastner and remember; "never be beaten by equipment" x

Glenn Larson

4/24/21

Recovery is progressing well after my first knee replacement. Walked a mile today (with walker) for the first time without fatigue or pain. Have a ways to go as my knee is still sore to the touch. I have a very good physical therapist and my knee flexibility is improving daily. Building strength in preparation for my right knee replacement surgery scheduled for May 20th.



Upcoming 2021 Car Shows?

Many clubs/organizations have not committed to a 2021 car show, and I tried to indicate that on my list. Also, some of the web links do not work or are not quite accurate. Hopefully this will improve in the near future. Art

New Orleans All British Car Day

Location: TBA, New Orleans, Louisiana

Date: **CANCELLED**

Web: <http://www.bmcno.org/Current-Car-Show>

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas

Date: May 2, 2021 **CANCELLED**

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

Greater Ozarks All British Car Day

Location: Carthage, Missouri

Date: June 5 – June 6, 2021 **TENTATIVE**

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

TRA National Meet

Location: Lexington, Kentucky

Date: **CANCELLED**

Web: <https://www.miamivalleytriumphs.org/tra-2021>

The Wedge Shop Gathering

Location: West Dover, Vermont

Date: June 10 – 13, 2021

<https://www.facebook.com/events/257718009138021>

Euro-Expo Car Show

Location: Sand Springs, Oklahoma

Date: **No information for the 2021 show**

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

Kansas City All British Car Day

Location: Kansas City, Missouri

Date: September 4 – September 5, 2021 **TENTATIVE**

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

VTR National Convention

Location: Edmond, Oklahoma

Date: September 14 – September 18, 2021

Web: <http://VTR2021.com>

Texas All British Car Day

Location: Round Rock, Texas

Date: September 24 – September 26, 2021

TENTATIVE

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

6-Pack Trials

Location: Richmond, Virginia

Date: September 30 – October 3, 2021

Web: [Trials 2020 & 2021 – 6-Pack Car Club \(6-pack.org\)](http://Trials2020&2021-6-PackCarClub(6-pack.org))

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: October 7 – October 9, 2021

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

Triumphest

Location: Flagstaff, Arizona

Date: October 14 – October 16, 2021

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



Matthew Karibian accompanied by Jim Lindsey made a side trip after the club breakfast at the Crescent Restaurant in Sand Springs on 3/27 to see Matt's project TR250 in the Bristow area. The TR250, and his MG, rest in a nice building waiting for the right time to start work to get the car(s) back on the road. The work is anticipated to touch mechanicals, electricals as well as body and interior.



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



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2021
HEMMINGS MOTOR NEWS
GREAT RACE
SAN ANTONIO, TX TO GREENVILLE, SC
PRESENTED BY
HAGERTY DRIVERS CLUB

THE GREAT RACE
COMING
JUNE 19-27, 2021
MONDAY
JUNE 21
Arrives:
HEART OF ROUTE 66
MUSEUM
SAPULPA, OK
12:15 PM

OVERNIGHT STOP
Lunch Stop

FOLLOW US!
GREATRACE.COM
#GREATRACERALLY
#THEGREATRACE

Hemmings
OF 1954

HAGERTY
DRIVERS CLUB

RELIABLE
CHRYSLER, INC.

COKER TIRE
where's the fun?

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



The Wedge Shop Gathering!

Come join us for a weekend of driving mountain roads, enjoying good company and British cars. **June 10-13 2021 West Dover, VT**

[Register for the event now](#)

The Kitzhof Inn located in West Dover, VT will be our HQ for the weekend. The event aims to be a casual weekend with numerous ride & drives, driving events and a special British themed dinner.



Route 66 - The Mother Road

**VTR NATIONAL CONVENTION
EDMOND, OKLA**

2021

ROUTE 66

TRIUMPH

LA Albuquerque Amarillo Oklahoma City Tulsa Springfield St. Louis Chicago

September 14 - 18, 2021

Hosted by: Oklahoma Vintage Triumph Register (COVTR)

Host Hotel: Hilton Garden Inn
2833 Conference Drive • Edmond, Oklahoma • 405-285-0900

www.VTR2021.com

1. Round Barn - Arcadia 2. Rock Cafe - Stroud 3. Fort El Reno 4. Rt. 66 Museum, etc. etc.

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

19th 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



University of Arkansas - Springdale
Fayetteville, Arkansas

October 7-9, 2021

Thursday, Oct 7
 Driving Tour

Friday, Oct 8
 Driving Tour
 Parking Lot Party

Saturday, Oct 9
 Car Show
 Banquet

SPECIAL GUEST
John Nikas
 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
 479-636-2168
www.BritishIronUSA.org

OR

DOUG SCHRANTZ
 479-531-2783
dougschranzt@gmail.com



BRITS IN THE OZARKS 2021

COVID RIDER

As we plan for Brits in the Ozarks 2021 we find ourselves in the middle of the national vaccination process, evolving medical and civil policies, and lots of unknowns about the future. Given that situation and our desire to keep all of our members, guests and volunteers safe and our respect for those who have specific vulnerabilities, we ask that you read and, where applicable, follow the guidelines set out below. By registering for Brits in the Ozarks you acknowledge and agree to the following:

1. All CDC, Arkansas Department of Health, University of Arkansas, and hotel Covid policies in effect at the time of the event will be followed. Your hosts will regularly encourage compliance and you will be expected to respect our club's policies and those of the hotel and the University of Arkansas.
2. When in confined spaces such as the park pavilion and the interior hotel spaces (and at any other time you think prudent) please wear a mask at all times unless eating or drinking. We ask that you do this voluntarily out of respect for others and not because we have to make some rule that we have to police. Don't be "that guy". Just do it.
3. The silent auction may or may not be suspended for 2021. We will make a decision on that event as conditions and policies evolve over the summer. If you have an item you would like to donate to the silent auction please contact us before the event to confirm its status.

Thanks for your respect and cooperation. It will be wonderful to gather with all of you again.

Hello British Car Enthusiasts! We're planning to have a show this year. Here's the details.

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



BRITS in the OZARKS

NINETEENTH ANNUAL ALL BRITISH CAR & CYCLE SHOW

Hosted by British Iron Touring Club of NW Arkansas

In Fayetteville, Arkansas, Agri Park South of Exit 67-A off I-49

October 7th, 8th and 9th, 2021, Rain or Shine (Hey, they're British cars, after all !!)

ALL PROCEEDS BENEFITTING THE ALS ASSOCIATION - ARKANSAS CHAPTER
"FIGHTING LOU GEHRIG'S DISEASE"

- Oct. 7th - Driving tour through Arkansas Ozarks. Route TBD 9:30 departure from the hotel.
- Oct. 8th -Driving tour including stop at Crystal Bridges Museum of American Art (if open). 9:30 departure
- Show Registration (4:00 - 6:30 P.M.), cook out and parking lot party (6:30 PM or later if the chicken is not ready) at the **Holiday Inn Convention Center of Northwest Arkansas**, until....
- Oct. 9th -Car and cycle display and popular choice judging at Agri Park, 10 AM - 2 PM.
Lunch and concessions available on site. Silent Auction (donations welcomed)
- Awards Dinner at the hotel 6 PM **SPECIAL GUEST: AUTHOR JOHN NIKAS - ONLY 210 TICKETS WILL BE SOLD FOR THIS EVENT, FIRST COME, FIRST SERVED, TICKETS REQUIRED - ORDER NOW!!!**

No vendors permitted due to U of A regulations regarding use of Agri Park.

GOODY BAGS FOR FIRST 175 ENTRANTS (1 BAG PER ENTRANT regardless of number of cars)

REGISTRATION: (available as above and on site the day of the show starting at 8:30 a.m.)

(FREE T-SHIRT FOR EARLY REGISTRATION IF **RECEIVED ON OR BEFORE September 8, 2021**.)

Additional t-shirts may be purchased below or, if available, at the Friday cook-out or at the show)

Name(s): _____ Phone: _____
Address: _____ City: _____
State/Zip: _____ E-mail: _____

Registration **RECEIVED ON OR BEFORE 09/08/21** (free t-shirt included): \$25.00 for 1st car or bike, \$10.00 for each additional car or bike
Registration **RECEIVED AFTER 09/08/21** (no free t-shirt): \$30.00 for 1st car or bike, \$10.00 for each additional car or bike.

PLEASE COPY THIS FORM AND USE A SEPARATE SHEET FOR EACH CAR OR BIKE!!!

Car / Motorcycle:

Marque: _____ Model: _____ Year: _____ Class: _____ (See list on back) \$ _____

Additional Cars / Motorcycles **carried over from additional registration forms @ \$10.00 each:** \$ _____

Awards dinner, \$30.00 per person--Number: _____ \$ _____

Early Registration (**RECEIVED 09/08/21 or earlier**) FREE T-shirt:- **MUST** Circle one: S M L XL XXL

(If you don't circle a size the default is a large!)

Additional T-shirts - **MUST** Circle when ordering: S M L XL XXL (\$15.00 each) x _____ = \$ _____

TOTAL (Make checks payable to British Iron) \$ _____

____ Please check for **Thursday driving tour** through Arkansas Ozarks (no charge, head count only)

____ Please check for **Friday driving tour** to Crystal Bridges Museum of American Art (again, no charge)

MAIL TO: Jim Carney 11565 Oak Hills Dr., Bentonville, AR 72712

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

Triumph est 2021

Flagstaff, Arizona October 14 – 17, 2021

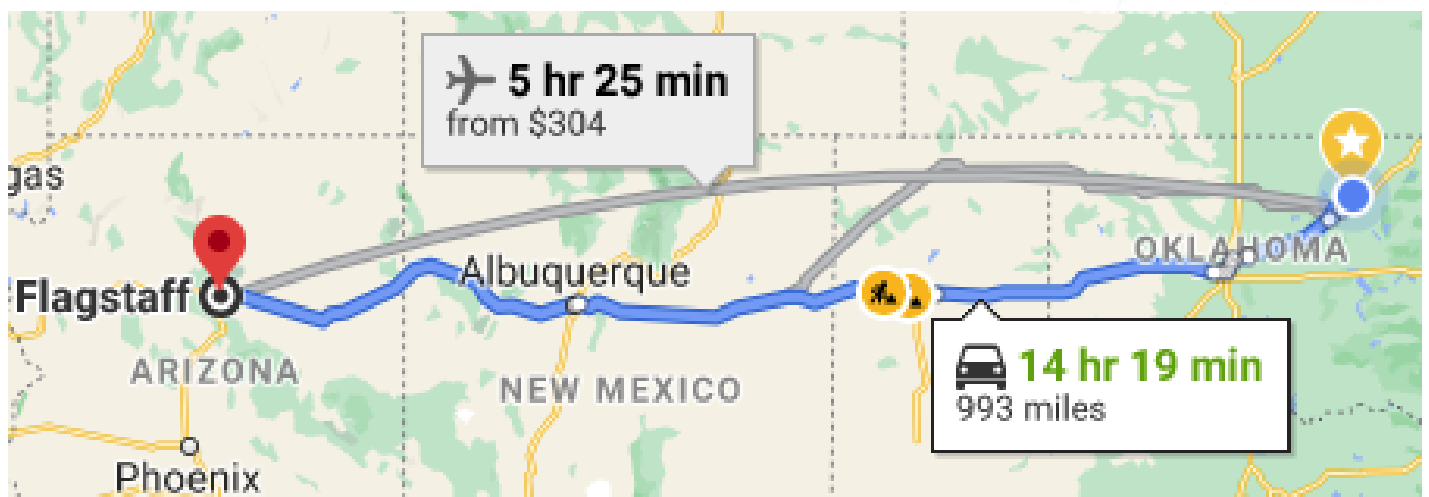
presented by

Desert Centre Triumph Register of America
Phoenix, Arizona

The Desert Centre Triumph Register of America (DCTRA) is hosting the fortieth annual gathering of Triumph owners in the southwest. We welcome all owners of all Triumph cars - TRs, Spitfires, Heralds, Mayflowers, GT6s – all cars built by Triumph and Standard Triumph.

Included here are brochures and a registration form for the members of your club. Duplicate as needed and access further information at www.triumphfest.com.

Join Triumph owners from across the country in Flagstaff, Arizona. We look forward to seeing you at Triumphest 2021! Life begins at forty!



TRIUMPH 1981-2021
FLAGSTAFF

TRIUMPH 2021

Flagstaff Arizona

October 14-15-16-17 2021

Triumph provides the thrill of driving our TR's to a destination just like the "old days" At the Triumph we will enjoy 'Funcours', Autocross, Funkhana, Awards Banquet, Tech Session, and opportunity to meet with our Triumph friends, what a great time !

40th ANNIVERSARY
1981 2021
TRIUMPHS IN THE WEST

Hosted by
Desert Centre Triumph Register of America
www.triumphest.com

Explore Arizona

Grand Canyon
(73 miles from Flagstaff)

Meteor Crater
(42 miles from Flagstaff)

Lowell Observatory
(1 mile from Flagstaff)

Grand Canyon Railway
(Start at Williams 32 miles from Flagstaff)

Little America Hotel
2515 E. Butler Ave.
Flagstaff, Arizona

Special Rates for Triumph-2021
800-352-4386 mention Triumph

Website: www.triumphest.com

Triumphest 2021 Events



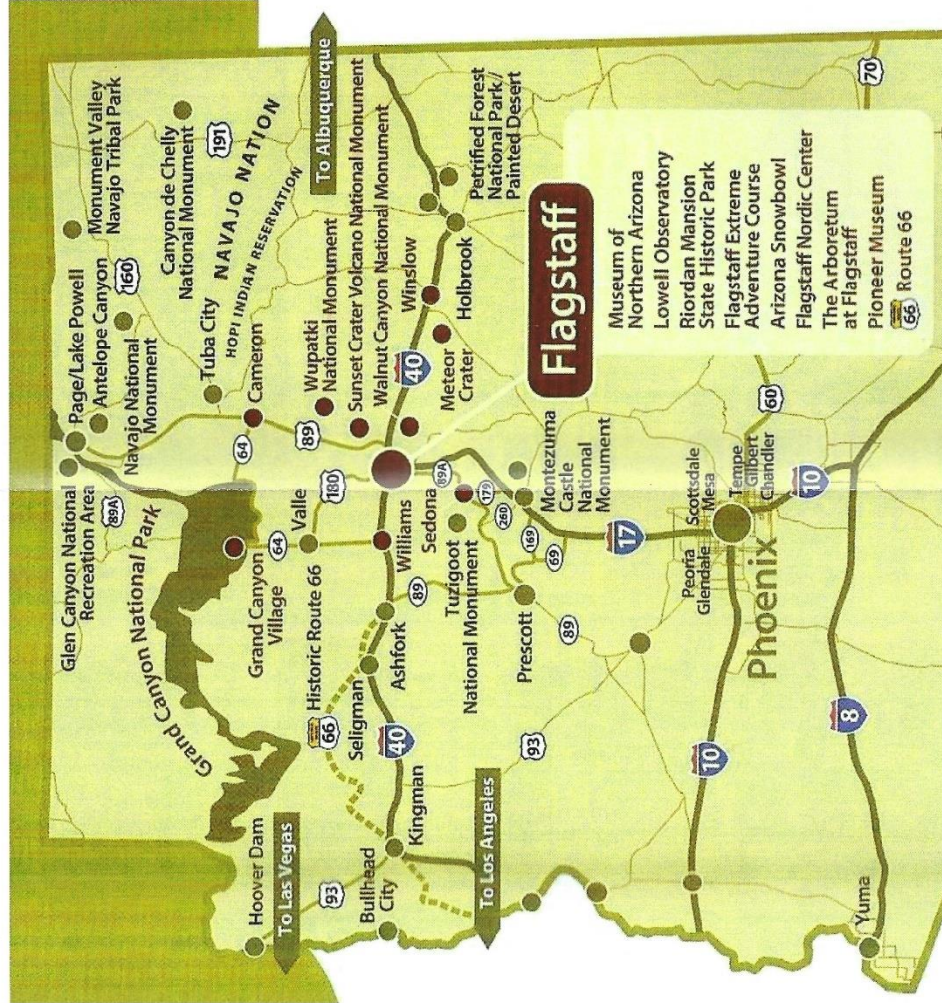
Funcours Car Show



Autocross

- Funkhana
- Tech Session
- Hospitality Party
- Banquet
- Awards
- Raffle prizes
- Vendors
- Rallies
- Regalia
- Model/Photo Contest
- Walking Tours
- Scenic Drives
- Dinner Cruises in your TR

Have a Grand Time in the Grand Canyon State



Flagstaff, Arizona. Elevation 6,910 feet, cool and green all year. A great place to have a Triumphest, and a great jump-off place to visit the sights of Northern Arizona.

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



Triumphfest 2021 October 14 – 17, 2021 Flagstaff, Arizona
Hosted by the Desert Centre Triumph Register of America

Please print clearly

Registration Form

Name: _____

Email: _____

Address: _____

Phone: _____

City: _____

State/Zip Code: _____

Others in your party (Co-driver) Name(s) _____

What car(s) are you bringing?

Car 1 Model _____ Year: _____

Series: _____

Trailing? Yes/No

Car 2 Model _____ Year: _____

Series: _____

Trailing? Yes/No

Activity Registration (Registration includes two people & one car and is non-refundable)

Registration, postmarked by 9/16/2021

Each Subtotal

Late registration postmarked by 10/1/2021 (No regalia orders after 9/16/2021)

\$110.00 \$

Additional cars (as noted in car info above)

\$130.00 \$

Welcome Mixer (Friday night) No charge for two people. Additional people \$20.00 each

\$30.00 \$

Awards Banquet (Saturday evening – per person)

\$20.00 \$

Pistacio Encrusted Chicken \$46 _____ Prime Rib \$55 _____ Grilled Market Vegetables \$40 _____ \$

Autocross _____

Scenic Drive _____

Driving Rally _____

Walking Rally _____

Photo Contest _____

Model Contest _____

Funkhana _____

Funcours _____

Craft Contest _____

Tech session _____

Regalia (Please indicate quantity)

S

M

L

XL

Each

XXL

Each

Subtotal

Men's sandstone polo shirt (embroidered)

\$20.00

\$23.00

\$

Women's sandstone polo shirt (embroidered)

\$20.00

\$23.00

\$

Men's light blue polo shirt (embroidered)

\$20.00

\$23.00

\$

Women's light blue polo shirt (embroidered)

\$20.00

\$23.00

\$

Men's light blue denim, long sleeved (embroidered)

\$25.00

\$28.00

\$

Women's light blue denim, long sleeved (embroidered)

\$25.00

\$28.00

\$

Sandstone T-shirt, short sleeved (screened)

\$10.00

\$13.00

\$

Light blue T-shirt, short sleeved (screened)

\$10.00

\$13.00

\$

Ball Cap

Qty _____

\$20.00

\$

Lapel Pin (1 inch)

Qty _____

\$5.00

\$

Embroidered patch

Qty _____

\$6.00

\$

Additional dash plaque

Qty _____

\$2.00

\$

Check/Money Order payable to:

DCTRA

Grand Total

\$

Send Registration to: DCTRA Triumphfest, 2325 S Gold Ore Court, Apache Junction, AZ 85119

Questions? Call Ron's cell (623)229-3997 email: ronlewiscole@gmail.com

Registrar: Kathy's cell (480)815-1407

email: tfest2021@gmail.com

Triumphfest website: <http://www.triumphfest.com>

Hotel Accommodations: Little America, 2515 E Butler Ave. Flagstaff, AZ 86004 Reservations: call 1-800-940-8528 to make your room reservation. Mention "Triumphfest 2021" to receive negotiated room rates.

Release: All members of your party 18 or older must sign this release form before your registration can be accepted.

I/We, the undersigned, release, waive discharge and covenant not to sue collectively and separately, the Desert Centre Triumph Register of America, its officers, event organizers and sponsors of Triumphfest 2021, holding them free from all liability for any and all loss or damage and any claim due to injury to persons or property resulting from my/our participation in Triumphfest 2021. Proof of car insurance and a valid driver's license required to participate in all moving events and the Funcours. I hereby assume full responsibility for, but not limited to, risk of bodily harm, death, or property damage during the Triumphfest 2021 event.

Signature(s): _____

Date: _____

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

BRITISH LEYLAND MOTORS INC.	
600 WILLOW TREE ROAD • LEONIA, N. J. 07605	
LEYLAND MOTOR SALES INC. CENTRAL (DISTRIBUTOR'S NAME)	
50371 E. RUSSELL SCHMIDT BOULEVARD (STREET, CITY AND STATE)	
MT CLEMENS, MI 48043	
TRADE NAME TRIUMPH	
MODEL TR 6	
SERIAL NO. CF 35976 U	
ENGINE NO. 35666	
INCLUDED AS STANDARD EQUIPMENT AT NO EXTRA CHARGE:	
6-CYLINDER ENGINE	
4-SPEED SYNCHROMESH GEARBOX	
ALTERNATOR	
4-WHEEL INDEPENDENT SUSPENSION	
FRONT DISC BRAKES	
RADIAL PLY TIRES	
WHEEL TRIM RIMS	
RECLINING BUCKET-TYPE FRONT SEATS	
WALNUT FACIA	
SPEEDOMETER WITH TRIP ODOMETER	
TACHOMETER	
LOCKABLE GLOVE BOX	
PILE CARPET WITH DRIVER'S HEEL MAT	
INTERIOR COURTESY AND TRUNK LIGHTS	
REFLECTIVE OUTLINE ON SOFT TOP	
ZIP DOWN REAR WINDOW	
FRONT AIR SPOILER	
THIS VEHICLE WAS MANUFACTURED IN COMPLIANCE WITH ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY AND EXHAUST EMISSION CONTROL STANDARDS.	
DETROIT DETROIT	
PORT OF ENTRY	
DEALER'S NAME BISHOP MOTORS, INC.	
ADDRESS 4050 Cleveland Mass Rd.	
CITY & STATE Barberton, Ohio 44703	
NAME OF CITY OR TOWN AT WHICH IT IS TO BE DELIVERED	
MANUFACTURER'S SUGGESTED RETAIL PRICE P.O.E.	
VEHICLE \$ 5295.00	
MANUFACTURER'S SUGGESTED RETAIL PRICE OF OPTIONS AND ACCESSORIES INSTALLED BY MANUFACTURER	
TONNEAU COVER 45.00	
MICHELIN-X RADIALS 50.00	
SUB TOTAL \$ 95.00	
Total suggested retail price P.O.E. (Does not include delivery & handling, state and local taxes, inland freight & Dealer installed options and accessories.)	
5390.00	
Delivery & handling charges \$ 102.00	
OHIO PREP & PPD FRT 37.50	
52.65	
Total amount (does not include state and local taxes or Dealer installed accessories.)	
5,582.15	
Automobile Information Disclosure Act, July 7, 1958 Removing, Altering or Defacing this Label Punishable by Law.	

From the internet

KEETONVILLE HILL

is one of those stretches of highway between Collinsville/Owasso and Claremore that Triumph owners typically seek out as a way to enjoy driving their car the way it was intended due to the hilly, curvy features in that glorious mile of enjoyment.

That hill is now being reconstructed to remove the curves and make it safe. It is hard to fault removal of the hill as it is the site of many wrecks, injuries and deaths over the decades.

I fondly remember driving to Claremore with my dad back in the 50's so he could enjoy the mineral bath houses there that were a major tourist draw then. I later drove his Studebaker to Claremore to enjoy the swimming pool there before Collinsville opened their own pool. I was 11 years old at the time.

I bought gas at the station at the bottom of the hill that until recently looked like a defunct roofing company. I stopped at a spring 1/3 of the way down to get a drink of water. I guess what I

am saying is, the hill has been a part of my life for the past 65 years.

The old road is falling apart. The new road will be a welcome safety improvement, but I will miss the hill and remember it fondly.

The utility work supporting the construction affected my U-verse Wi-Fi system. Workmen disconnected me and it took 4 days and a new router for them to fix it.

The new router can only be set up and updated by my PHONE of all things. You can't do a darn thing anymore without having the correct app on your phone.

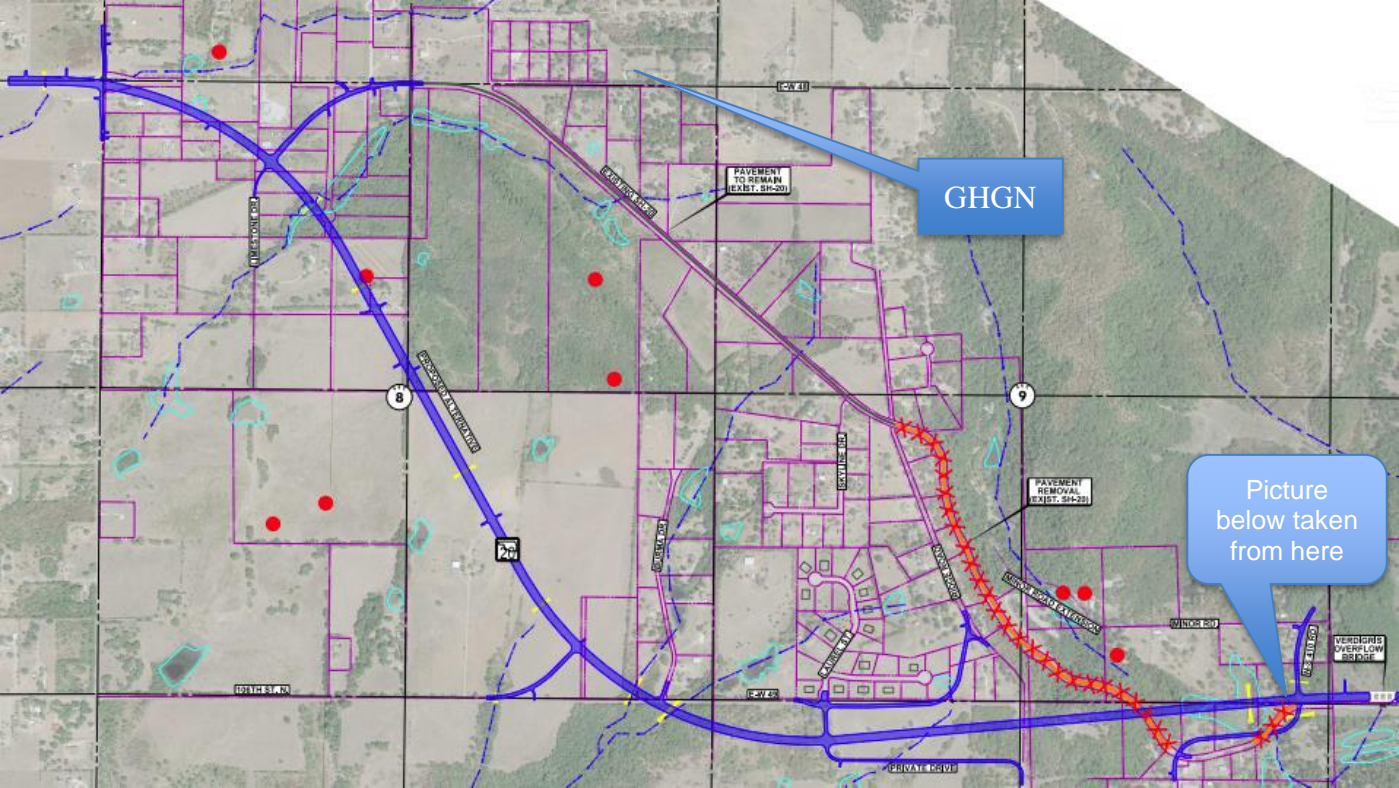
I am old, I like my desktop PC and I resent the assumption that anything that needs to be done can be done on a phone. I sure would not want to try to put together a monthly newsletter on my phone. So there, and don't you forget it.

Note! The old road is depicted winding around the side of the hill in the example below.





Figure 4In this picture you can see that the old road down the hill will be completely removed. Note the red Xs lower right.



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



Greasy Hands Garage North Update by John Phillips

3/28/2021 – Have you ever had one of those days when you felt a little overwhelmed? This old phot reminds me of one of those days.



This was the day that I started the reassembly of Wayne Burris' car after the shop he hired to do the job threw in the towel. You have heard of getting a car in boxes; this is a pretty good example. I had a lot of fun

with that car and it turned out beautiful. Very rewarding.



An article from April of 2000 since not much is going on in the shop presently. During this time frame we had been in our house about 5 months and I was finishing up a restoration for Jan's dad on his TR6.

"As most of you know, the work on Paul's car is coming to and end. On most big projects there are things that have to be tweaked a little to get them the way you want them. In some industries the list of tasks to be completed and or corrected is called a punch

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list. Well, it is about time for a punch list on this project.

Today I placed a parts order. As Dave did not return my call and TRF has a sale right now, I decided to see if I could get lucky and find the things I needed in stock.

One piece of work that really is not a punch list item is the front suspension. Sam came over last weekend and helped me scope out the parts needed to do the work. The answer was everything. So out came the TRF catalogs and the search was on.

You can say a lot of negative things about TRF, but their catalogs are terrific. I do not think that new customers actually get the great catalogs anymore. Shame.

Anyway, I wound up ordering a bushing kit at \$70. That is a 25% savings. The bad

news is the trunnion bolts are on back order with no estimated delivery date. I shudder to think how long it will be before I give up and order the bolts from someone else.

Also ordered upper ball joints, trunnions, inner & outer tie rod ends, steering rack bushings, and bushings and links for the sway bar. That took care of the front suspension.

Next came the punch list items, plug wires on sale for \$19, a rubber seal for the door glass, trunk light kit, gas tank sending unit and oil filler cap.

About four of the things really needed wound up on backorder with no commitment date. It is difficult to continue to try to support TRF, even knowing that our hobby is dependent upon them to some degree



Figure 5 Paul's 73 TR6. I should have kept that car.

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because they are the only source for some items that keep our cars on the road.

The TRF owner repeatedly pleads for our business and spills his troubles on us to get us to do business with him. When we try, we get backorders. It would seem like TRF should align themselves with someone else, merge if you will, so as to be able to provide us with the stuff we need.

I have tried in vain to contact a supplier used in the past, Special Interest Car Parts, which has apparently gone out of business. It is said that Moss Motors is having financial difficulties. Makes you wonder whether or not the means to keep these things around are be available to us.

Well, drive em while you can. That is what they are for. I can't speak for you, but I can speak for the Pumkin. Triumphant times, while they last."

3/30/2021 – I noticed the other day that the door light on Tinkerbell's passenger door looked a little odd. I did not take long to figure out the retainer for the light had one end broken.



These lights are common to TR7, TR8 and Jaguar's of the period. The light has an integral switch, tilt it up and the light comes on when the door is opened. Tilted down the light comes on and stays on until the light is moved back to the central position. I remember a couple of times with Jan's Jag that the light was left on unintentionally and the battery ran down. Not convenient.

The Wedgeshop had replacements listed so I ordered a set since that is the way

they are sold, a set. They are easy to change, just pull them from the door and switch the wires to the new light and push them back in place. Easy fix.



Here is an old picture of Jan showing her Jag in Memphis. The good old days.

3/31/2021 – Today I decided to try once again to eliminate the oil leak under the Pumkin, (TR6). It is obvious why!



The most rearward wet area was at the back of the transmission.

The first thing tightened was the angle drive attachment at the transmission. There was a drip of oil on the nut so it got a little tweaking to slightly tighten it.



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Moving forward there was a collection of oil on the overdrive filter cover. My intention was to remove the cover and reseal it.



With the fasteners out, the cover seal appeared to be secure. Considering the possibility that oil was seeping past the threads on the bolts, a sealant was applied to the threads and the fasteners reinstalled. A check of the oil in the transmission showed it was right at the top, perfect.

A look at the oil pan between the engine and bell housing did not show any oil collecting on the oil pan flange so it was not disturbed. The slave cylinder on the clutch showed no evidence of leaking and the reservoir was not low so no action there.



The oil filter was checked next and it did indicate what appeared to be a small leak. It was tightened a little in hopes that would eliminate any leaks.



There were no wet areas forward of the filter area. If leaks persist, a new O'ring on the oil filter adapter may be needed or removal and reassembly of the plumbing for the oil pressure gauge and the auxiliary oil feed to the push rods and the switch for the anti-run-on valve.

I suppose the most positive thing to assume is that I am closing in on whatever leaks still exist. Very frustrating.

4/1/2021 – April Fool's Day. I left the Pumkin up in the air after working on leaks to see what the result would be. Without the engine being started, there was a small drip on the bell housing at the engine plate.

The only visible place for the oil to have come from is between the bell housing and the engine plate. All other surfaces front to back remain dry at least until I drive the car.

The drip resulted in this small spot on the floor. All seals and gaskets in the area between the engine and transmission are new. At this point I have to consider whether or not the transmission casting perhaps has some porosity allowing some seepage or the possible presence of a crack too small the see with a naked eye. In either case I am not taking that darned thing out again. I am done.



Any other leaks that can be found will be addressed but not if it involves removing the transmission again. I obviously cannot fix whatever is leaking there.

The crankcase and transmission fluid levels are perfect and will probably stay that way for quite a while so watch where you step when in the shop. There will be oil.

4/3/2021 – Back to the door lights. The new lights from The Wedgeshop arrived a few days ago. When I opened the package, the first thing I noticed was that they were not chrome but all black. Not original. Strike one.

There were instructions (marginal) in the package but who needs instructions. The connections on the back of the switch were configured differently so the TR8 wiring diagram was of no help. Strike two.

After connecting the wires per the instructions, I tested the installation of the switch only to find the length and width of the new switch were bigger than the original so it would not go in the hole, too big. Strike three.

I tested the light to see if it functioned ok. When the door was opened, the light came on as it should.

When the light was rotated down it came on as it should but when rotated up it came on when it was not supposed to come on unless the door is open. The switch turned the light on in both positions. Strike four.

Not being happy with the replacement parts my next best option appeared to be to attempt to repair the original switch. Maybe a dose of **J B Weld** will do the trick.

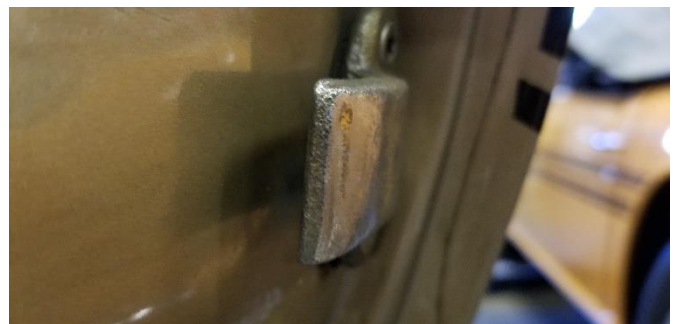
The first application was mixed and applied in hopes of replacing the broken structure on the end of the assembly. It was quite delicate so I plan to let the first application dry over night then apply a second application to further strengthen the assembly and eventually provide a surface on the end of the assembly to rest against the side of the

mounting hole to hold the light in place in the door.



While that is drying it is time to move on to the next agitation. I don't know if Al has this problem with his wedge or not but my doors will open normally most of the time then stick shut for no apparent reason to the point of having to kick them open.

Both latches have been replaced. That helped but the parts in the pictures below tend to bind up and stick like they were welded.



This time I swabbed the female receiver with lacquer thinner to remove any lubricant, grease, oil, dirt, grime, etc. that could cause the male end to stick inside the

female receiver. I tried it using no lubricant and it still stuck. I applied a little white spray lithium grease but don't expect that to be a long term resolution. I have to deal with this problem two or three times a year and it does get old.

4/4/2021 – Yesterday afternoon late the second coat of J B Weld was added to the switch for the door. After drying overnight, it should be ready to install.

The J B Weld drooped a little before setting up so there was some trimming to do before installation. The excess was preventing the switch from moving but the majority of the issue was easily resolved. Now the switch works as it should but does not easily make contact when turning on the inside light via the switch.

With the switch in the down position the light only comes on when the door is open, as it should.



The installation required removal of weld material from the end of the assembly to allow it to slide into the opening in the door but the grinder took care of that issue.

The new switches will be kept as backup in case of catastrophic failure of an original switch. They are at least better than nothing.

4/17/2021 – Another cold and damp day in mid April. Art contacted me about a replacement left trailing arm for his TR6. I replied that I had several so he came out today to get one.

Before he arrived, I visited the attic over the shop where there were a ½ dozen trailing

arms stored. The first one I picked up was perfect, it looked new except the attach brackets and bushings were still in place.

I got it down onto a work table and removed the brackets and bushings. I was actually quite surprised that it was in such pristine condition.

When Art arrived, there was a second visit to the attic to get a left side shock absorber which was easily found and retrieved.

Art will probably tell the story in more detail but the short version is the lever on the shock came loose, fell to the top of the trailing arm and the up and down motion of the suspension eventually broke the trailing arm.



We loaded the parts and remaining car show supplies in Art's car for transport to his shop and the supplies eventually to Mike Piggott for use at the VTR convention. They had been here for many years so it is good they will be put to good use.

After Art left, I finished up a little project on the Pumkin. The fast idle settings were way off after the last setting process for the idle done in January. With choke on the idle would soar up to about 2500 RPM for a second or two that it took me to disengage the choke.

First up the air collector and heat deflectors had to be removed to gain access to the adjustment screws.

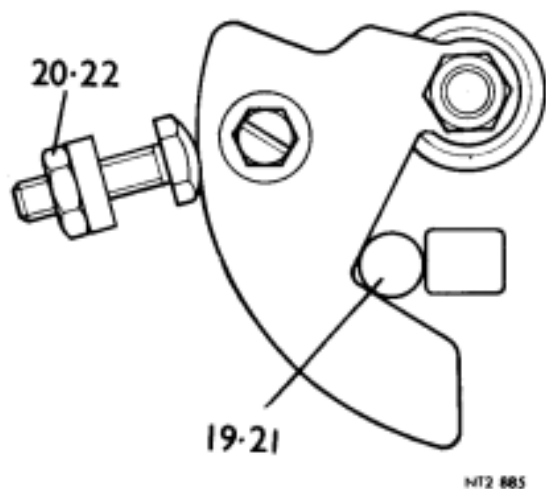
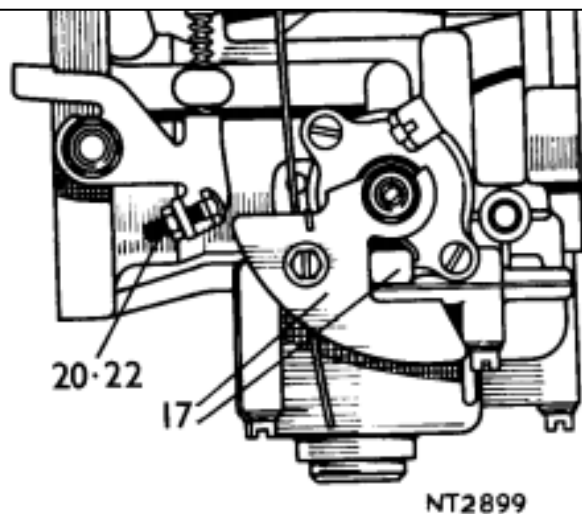
The idle with choke engaged should be 1200 RPM give or take a hundred. The following page from the repair manual is the official way of setting the fast idle which is

somewhat more difficult with three carbs instead of two.

Naturally I followed these instructions to the last period. They actually worked so

Fast idle speed setting

17. Check that the mixture control cam lever on both carburettors returns to its stop.
18. Ensure that the mixture control cables are so adjusted that they are not slack or too tight.
19. Pull the mixture control knob out on the fascia and insert a 5/16 in (7.937 mm) diameter bar between the cam and its stop on both carburettors in turn.
20. Slacken the fast idle screw lock nut on both carburettors and adjust the screws so that they just touch their respective cams.
21. Remove the bar, push the control knob home and pull the control knob out again to check that the setting gives a fast idle speed of 1100 – 1300 r.p.m. Make any necessary adjustments to the fast idle screw to achieve this setting whilst using the synchro check meter to maintain the carburettors in balance.
22. Tighten the lock nuts, stop the engine, push the control knob fully home and refit the air cleaner.



DATA

Idle speed	800 – 850 r.p.m.
Fast idle speed	1100 – 1300 r.p.m.

perhaps I will follow the instructions more often. Not a promise.

Note that the butt end of a 5/16ths drill bit works well as the spacer identified by the 19-21 feature in the lower figure.

4/19/2021 – Today I double checked some of the settings on the carbs just to make sure everything is in order. It is, I drove the car around today and it runs beautifully.

4/27/2021 – For a year or maybe more, Derick Maeer has been talking to me about removing a pinion seal from his differential. Earlier I had recommended a quick and dirty method of drilling a hole in the metal portion, inserting a metal screw and using pliers or some sort of lever against the screw to pry the seal from the diff housing.

Derick drilled several holes and inserted several screws but could not apply enough leverage to remove the seal in this manner.

At the last meeting we talked and set up a house call for today. I went over early so there would be no overlap between my trip to northwest Skiatook and taking Jan to the Doctor later in the day.

When I got there, I tried to use a hammer action against a wrench clamped to a screw to knock the seal out. It did not work. I had thrown my seal removal tool in the back of the Pumkin before leaving the shop so that was the next method to try.



Two minutes later the seal had been pried out and I was getting the grease off my hands in preparation for the drive home.

This was just a case of using the right tool for the job. The job was simple using this tool and took no time at all. Since I needed to get back home, I declined the coffee offered by Derick and started the drive back to GHGN.

A pleasant drive back to the shop and here I am at the computer taking care of business. The Pumkin is indeed running well.

Before I left Derick's place, he had asked a question about attaching the choke cable to the choke mechanism. The cam on his carb was missing the pinch screw that holds the wire to the cam.

With the bonnet up I noticed some oil residue on the valve cover. It appears that the cap for the valve cover is not sealing and there is some oil blowby escaping. Maybe I can find a thicker rubber seal and tighten up that connection. We will see.

I think what I see is that the ears that hold the cap down are sprung down too much to create a seal on the rubber O ring.



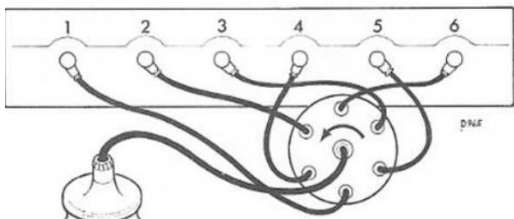
After a mash using the bench vice, the ears are 90 degrees from the cap housing and the pressure on the rubber seal is increased by a lot. I hope this will seal the system enough to stop the blowby.



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.



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



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



GCT Merchandise

SEE NEXT TO LAST PAGE

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
- 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.

Spark plugs for TR6 – NGK BP6ES
Spark plugs for TR8 – NGK 7082

What is your car worth?
Hagerty Valuation Tool

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

Classified Section

Pat Kendall, I have a set of TR6 beauty rims. New from Rimmer, ordered for TR3 & sent wrong set. PN RR1232SS

Paid \$144 + shipping. Sell for \$135 (918) 640-2578,

Patstr3b@gmail.com



Sam Clark is selling his truck and trailer. He no longer uses them and says they are in great shape. The truck is an early 99 model with all the bells and whistles and a diesel engine. The truck and trailer can be purchased for \$15,000. Call him at (918) 625-6798 Location: Broken Arrow, OK.



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

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

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



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 Log

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, Fumes, 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.¶**