



Triumphant Times

Green Country Triumphs

Monthly Newsletter for October 2020

Recipient VTR Newsletter Award 2016 - 2018

<http://greencountrytriumphs.org>

Have you paid your dues?

2020/21 DUES METER
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Club Dues Are Due July 1st or before of each year to the club Treasurer.

Green Country Triumphs, C/O Jan Phillips
5865 E 480 RD

**Next Club Meeting
Tuesday October 20th
Dinner at 6:00PM**

Meeting at 7:00 PM

Location:

**Andolini's Pizzeria
500 Riverwalk
Terrace, Jenks, OK**

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

It sure has been great weather the past five or six weeks. Good for the utility bills, good for working outside in the yard and good for driving your Triumph.



It all started for me over Labor Day weekend. Hill Country Triumph Club in Austin organized a weekend drive in the hill country outside Kerrville, Texas. Eight TR6s took part in this adventure. The area was familiar to most of us, including the hotel, The Inn of the Hills. Friday, we departed from Dripping Springs, taking a circuitous route to Kerrville. Saturday was spent driving to Lost Maples State Park near Leakey, Texas. One TR6 developed a radiator leak at the park. After some discussion and trouble-shooting, a packet of Bars Leak was added to the radiator. That helped, but either the powder is not as good as the liquid or it was old product, so we had to stop frequently to top up the radiator. That evening, some liquid Bars Leak was purchased and he had no problems the rest of the trip. I am now a firm believer in Bars Leak!

A few weeks later seven Green Country Triumphs drove a poker rallye to Sequoyah State Park. Al & Janice Garbart put the route together. One card was chosen at the start of the rallye and four stops were made along the way to choose the other cards. Kay Robinson had the best hand, winning \$25. It was a very enjoyable drive and all cars performed flawlessly.

Speaking of flawless, Karen & I decided to take advantage of the nice weather and drive to Pawhuska for lunch. We followed a familiar route: north on US75, west on OK20, north on OK11 and north on OK99. While on US75 I noticed the engine temperature seemed a little higher than usual, and since I wanted to refuel anyway, we pulled into the QuikTrip at the intersection of US75 and OK20. The smell of antifreeze was in the air as we exited and then steam (Karen thought it was smoke) billowed from under the bonnet as we

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

pulled up to the pumps. Turns out the heater hose attached to the heater control valve had burst. Not to worry. While Karen went inside to buy water, I replaced the hose with the spare always carried in the trunk. Surprisingly, about a gallon of liquid was lost, explaining the slight temperature increase. The rest of the trip was uneventful – except for a great drive and a nice lunch.

Green Country Triumph Club member emeritus Sam Clark has been in the hospital for several weeks. He has had problems with his foot/ankle for some time, and last week he underwent a foot amputation. Sam is doing well and is currently waiting to check in to a rehabilitation facility. A disassembled TR3 is sitting in Sam's garage that needs to be moved to John Phillips' garage for assembly. John & I visited Sam's garage and then Sam in the hospital to discuss next steps. As it stands now, we're waiting for other projects at John's to be completed before moving the TR3 north.

I would like to propose a few changes to the club constitution/by-laws at the next meeting. A copy of the current by-laws, marked with proposed changes, will be provided. I changed the structure of the last meeting and, on reflection, would like to be in compliance with the by-laws.

See you at the October meeting!

Cheers,
Art

From Vice President Al Garbart

Great day by the lake.

Wedgwood

Count them. We had 7

Triumphs and a Mercedes join in the poker run around Ft Gibson lake. We ended up at Western Hills Lodge for some good food and smack talk. Kay won the prize for the highest hand. As far as I know there were no breakdowns along the way. During lunch at the newly remodeled Foggy Bottom Kitchen Denny volunteered to lead a drive to Clicks. Since this will come out after the trip on the 10th, I'm sure we had a great time. It is fun to write about driving the Wedge again instead of fixing the car. The



weather has been great so drive them when you can. Winter is coming, we can sort problems then.

Next meeting is at Andolini's Pizzeria
Jenks (500 Riverwalk Terrace, Jenks, OK)
Tuesday, October 20th.

See youse guys there.

Al

Secretary's Minutes of the Last Meeting by Trish Lindsey



The September meeting of the Green Country Triumph Club met at Baxter's Restaurant on September 15, 2020. We had 17 members present. Art called the meeting to order at 7:03 pm. It was noted that we had a good representation of Triumph cars in the parking lot.

President report: Art attended a Triumph show in Kerrville, Texas recently. He reported success with a stop leak product in a car. The Oklahoma City Triumph Club will be sponsoring a car show in Edmond in September, 2021. Our club will be helping.

Minutes of last meeting were approved as read in the newsletter. The treasurer's report was given and approved.

Car Shows - Nationals who will be Sept 14-18, 2021 in Edmond, OK. Triumph Fest will be October, 2021 in Flagstaff, AZ.

Parts - John has been working on Jim Lindsey's transmission tunnel on the TR4A. John found a new drill type hole punch that is more effective and efficient from Harbor Freight. Rolf's Triumph over heated 3 miles from home after the last month's meeting. He found that the heater valve had worked itself open and was losing coolant.

Activities - Kay reported a drive on September 19. Al reported we will meet in Broken Arrow at 9:30 am to begin our loop around Ft

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Gibson Lake. It will be a poker run. Adele made a motion for the club to contribute \$25 for the prize to the best poker hand at end of Poker Run. Al second the motion. It passed. Al is setting up a club visit to Click's Steakhouse on October 10th. Donna plans a Halloween party in October. Jan will have the annual Guy Fawkes party in November. There will also be a Christmas party in December.

Old Business - Our club did send \$500 to Brits of the Ozarks for their fund raiser. Jerry talked about valves in cars older than 1971 and their need for leaded oil. The club is still talking about helping Sam clean out his garage. Art will contact him to set a time and date. Several members have volunteered to help.

New Business - Our next meeting will be at Andolini's in the River Walk in Jenks on October 20, 2020. Art will review the club bylaws to see if any changes are needed.

Motion for adjournment was made at 7:47 pm.

Upcoming 2021 Car Shows?

Venues Announced for 2021 Shows

The dates and places for the big 2021 Triumph gatherings are now official. VTR 2021 will be hosted by the Central Oklahoma Vintage Triumph Registry and will be held in Edmond, OK. Dates are **September** 14-21. Find out more at VTR2021.com.

Triumphfest 2021 will take place **October** 14-16 in Flagstaff, AZ and be hosted by the Desert Centre Triumph Register of America. The web site for Triumphfest 2021 is not yet active, but you can visit the club's web site at DCTRA.



The seats were redone because the herringbone material was worn out. I installed seats out of 1966 spitfire until I get original seats back. Denny

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2020 Scheduled Club Act



WHEN	WHAT	WHO
October 10 th	Road Trip to Click's Steak House	Denny
October 31st	Halloween Party (Costumes)	Donna
November Friday 1 or 8	Guy Fawkes	Jan
December	Christmas Party	Mark Forsberg

V

From Donna Thompson.

Rob and I are going to host a Halloween party for the Triumph Club on Friday, Oct.30. Start time 6 P.M..

FYI: Costumes are **STRONGLY** encouraged. :)

3442 E. 61st Place, Tulsa

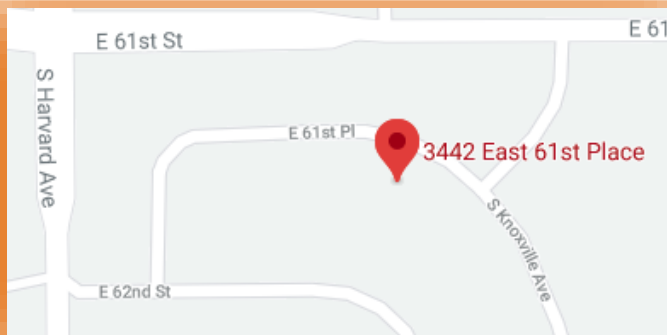


Figure 1 Karen and I met Sharon recently at Eerie Abbey Ales, located in downtown Tulsa, and caught up with each other over a couple of beers.

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Purdie, Doug {PBC}

Hi John,

I want to personally say "Thank You" the ride home was the most enjoyable drive and made me appreciate even more all the hard work you put into the car. I feel extremely fortunate and lucky to have met you! 🍷



Enjoy your weekend!

Doug

trdr@cox.net

John,

Thanks for including me on the distribution of the GCT newsletter! After reading your exploits with the Spitfire wiring harness, I must ask "Who supplied the new harness"? I want to avoid the problems you encountered with this installation!

John Gauldin

Hi John

Loving the car. Thanks again for your hard work and wealth of knowledge. I'll schedule a visit for installation of the temp doodad one of these cool fall days. Say hi to Jan for me.

Mark Forsberg

This is so irritating.

The Roadster Factory

to me

Dear TRF Customer-
Thanks for the recent order you placed with The Roadster Factory. Unfortunately, one or more parts were out of stock at the time of your order. Please find current estimated arrival dates below.

600395--4 weeks

Heaven is where:
the police are British, 
the chefs Italian, 
the mechanics German, 
the lovers French, 
and it is all organized by the Swiss. 

Hell is where:
the police are German, 
the chefs British, 
the mechanics French, 
the lovers Swiss, 
and it is all organized by the Italian. 

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Al's Lake Out and Back

What delightful event. We had seven Triumphs and Adele and Rolf in their Merc. We all met at a QT in BA. After a fill up and collection of our first card for the poker rally, we all lined up behind Al for launch.

Since we have not finished Jim Lindsey's TR4A, he and Trish were driving my Pumkin, a 76 TR6 while I was driving Tinkerbelle, my 80 TR8.



Art with Karen were in their TR6 and Al, accompanied by his brother-in-law was driving his recently freshened TR7. We were surprised and pleased that Carol and Glenn Larson were back on the road in their TR3 after Glenn's back surgery. Kay and Denny were in the Spitfire and Jack McGlumphy was in his TR6.

We made our way from BA to Coweta via back roads then on to Wagoner for another card during a QT stop, Okay and Ft. Gibson Dam. At a junction between the exciting route and a beginner's path, we received another card.



For some reason it was assumed that I would prefer the twisties and hills and that I should lead off so that other drivers would not get in the way "since my car had a V8".

I did enjoy myself until almost into Hulbert when local traffic slowed the pace a lot. Denny and Jack quickly caught up and we waited for the

beginners ☺ in Hulbert where we received another card.



From there it was on to the state lodge for pictures and another card by the lake. It was only



a couple of miles on to the restaurant and lunch.

My pair of 9's did not win the pot and were not even close. If I remember correctly Kay and Denny took home the prize with a straight or a flush. I got distracted and did not pay attention.



The catfish was good and I heard no complaints about the food. After food we headed home through Wagoner where some of us headed north to 412. At Inola Art continued 412 while Jim and I chose 88 to Claremore.

Back at the shop we visited a little more and Trish and Jim went on their way while I found the couch and caught a nap. Great event, wish Jan could have gone with us. I miss that.

More pictures next page.

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A Tribute

By Jeffrey M Rust

"911" happens Tuesday, we are to leave for TRials the next day on Wednesday. Calls and emails are circling around.... "should we cancel??"

Both Karen and I come to the realization, "that is exactly what those rat bastard terrorists want us to do. That is their intent. Fuck them."

My email reads something like "You can cancel if you want, but Karen and I have a cottage reserved in Oklahoma. We'll see you Thursday whether TRials is on or not we are there."

TRials 2001 Somewhere in Oklahoma

You see, it's TRials season which for whatever reason has become cold season for me. This year I thought sure I out smarted it by coming down with a kickass cold on Monday morning leaving ample time to recover before our adventure begins on Wednesday. I'm drinking gallons of orange juice and sleeping twelve hours a day after draining the medicine cabinet of every cold medication available. I've nearly killed myself from over medication but I'm on the downhill side. Karen however, who has managed to avoid my near pneumonia for three days, wakes up Wednesday morning with the same affliction that stole the past three days from me.

"Karen, if you're too sick....."

"Say no more she blurts out in true" TR" spirit cutting me off mid-sentence. "We can't miss the Trials."

"We?" Ah, oh yea, that's what I was thinking."

Dayquil, Nyquil, big pill, little pill. Half the drugstore goes into the glove box and we're off.

We try but fall short of surprising Ken Crowley, Mark Moore and the two-fifty in Rolla, Missouri opting instead for an early rise.

Thursday finds Karen's cold in full swing so she sleeps in while I remove a wheel or two checking on a mysterious vibration. We finally break loose around 10:00am and head for Rolla where we find the cold trail of Ken and Mark and..... the infamous "Route 66."

With the welcome party not until 7:00pm we decide to indulge in one of life's great adventures. "A drive down the Original Route 66". Chock this one up there with two laps on Road Atlanta at speed, parade laps on LimeRock Park in Connecticut, Shannonville Raceway in Canada, Road America in Wisconsin, and THE Indianapolis 500.

While route 66 still begins in downtown Chicago and ends in California, most of the "original" road has been torn up or rerouted down interstates. The most complete section of route 66 begins in Missouri.... in Rolla.

As Karen wheezes and sneezes and tries desperately to sleep while riding in a TR6,..... I am in my glory. It's 1961 and I'm driving that red Corvette down the very road immortalized on black and white tv.... uh.... reruns you understand. It's then I remember that the international Route 66 society is located in Belgium. "Belgium?" Here we are driving our English car down "the original route 66" to the envy of half of Europe.

It's great. We drive down the only remaining original section of divided two lane as well as many other rare sections. After too many hours it's TRials time again and we break off onto the Interstate.

Now when we left home, we pulled out of the subdivision onto 45mph. Off 45mph onto 65. In Missouri we get 70 and the welcome sign to Oklahoma reads "SPEED LIMIT 75MPH", now that's traveling! Heck, we're running with families in MINIVANS! At this rate, if the TRials were just a couple states further the speed limit might catchup to us.

Then to top it off the Oklahoma Turnpike has this peculiar way of greeting tourists to Green Country. The toll is \$3.50.... for now. But then... you get some back. At the next exit. But only if you have a ticket. No ticky, no laundry. I think it ended up costing a dollar. No, there was change. Maybe a dollar eight-five? I'm not really sure. I remember it was way too much at first, but then we got some back.

This is the beginning of a very good TRials experience.

All this highway gives way at the entrance to Western Hills Guest Ranch. We stop and drop the top in preparation for a leisurely cruise through the forest. The speed limit has dropped to 15mph

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with "Deer" warnings everywhere. Good luck trying to sneak SuperTraps through a forest preserve. I figure it gave us an advantage over the quieter cars as far as clearing the herds of deer that constantly cross the road.

The Resort is located on the tip of a peninsula that extends into the lake. As we arrive, we find small cottages everywhere already decorated with TR6's from around the country. Many of the cars are familiar from previous TRials. There is Matt Mullen's choice BRG '69 and the unmistakable silver interior of host Sam Clarke. Near the front door we see the ever present New York license plates of our own Linda and Joe Fazio. Any hope for a Longest Distance award is now surely gone.

Karen and I crawl out into the quiet bliss of the Oklahoma countryside and make our way to the resort registration desk. We opt for the seclusion of our own cabin, some much needed rest and more medication but nnnnoooooo it's Thursday and Oklahoma has a Pizza challenge in progress NOW!

Throw the luggage in the room, look longingly at a king size bed and head back into that little car again.

Pizza challenge Oklahoma style is truly up to standard and beyond with an honest to goodness Land Rover Pizza Delivery vehicle. Man, these Oklahoman's know how to throw a party.

All the familiar faces are here and even more familiar are the "6's". It's those guys from Memphis with lots of carbs. Ken Crowley and Mark

Moore and the two-fifty from Rockford, the grey interior'd hard top of Sam Clark, even a broken one up on a trailer.

Back to the ranch and more cold medicine and some much needed sleep.



Friday morning and we're off to the funcuanna in the rain. All these wonderful real sportscars are joined by the oddest looking fifties monster car. A cadillac V8 matched up to a Ford Lincoln Zephr four speed transmission, some fiberglass, wood, a seat for two and tires. Wow.

As if that isn't enough, A tour through the Oklahoma countryside to an Amish dinner farm. Phone booth in the front lawn. Air powered fans.

Unfortunately, this is all I have.... I guess life got busy.

TRials 2001 went on as scheduled and turned out to be one of the great ones allowing us, once again, to experience a wonderful part of the U.S. along with the incredibly like-minded members of 6-Pack.



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CLICK'S OUT AND BACK

Denny led us to Click's Steakhouse in Pawnee on 10/10/2020 for another visit to one of our favorite venues.

We gathered at the QT in Sand Springs for a launch location. After I arrived, Al and Janis



drove in and parked beside me. Kay and Denny were next in the Spitfire followed by the Larson's in their TR3. Jim Lindsey made a first voyage in his 66 TR4A but not without a little difficulty.

As he reached the intersection near the launch point the car died and we had to push for a little while to get it in a spot to be evaluated. We found that fuel was leaking from the tops of the float bowls

Jim borrowed a screwdriver, removed the caps, did a little rework, reinstalled them and we were on our way to Pawnee.

The rest of the trip was uneventful. It was a cool drive under some clouds going in and the restaurant was even cooler but the food was great.

Everyone was talking about coats when we left but as we exited into the warmth of the afternoon sun those thoughts were forgotten and we cruised home in comfort through the hills between Pawnee and Sand Springs.

The group lost the Robinsons and Garbarts in Sand Springs and the Larsons as we entered the downtown loop in Tulsa.

The Lindsey's and I drove on to highway 75 then ventured North to 76th Street. At a stop sign I alerted Jim to his blinking turn signal and since it appeared that they were going somewhere



other than home I broke off and head out on my own for home.

We thanked Denny for setting the out and back up for the club. It appeared that it was a good event for all participants and count me in for any future visits to Click's.



Pumkin Upgrade

It is getting very hard to find projects for the Pumkin that I want and that are not a lot of bucks to do. This winter during annual maintenance, I plan to install the parts in the picture.



What started this is the fact that I have never been comfortable with the switch for the cooling fans being stuck through the cooling fins of the radiator. When I saw the Good Parts stainless pipe between the water pump and the bottom of the radiator, with a bung for the temp sending unit I said to myself I said "Wow, gotta have it".

The temp sending unit came with the pipe but I had to find the other parts. Next was the drain. My radiator does not have a drain valve so I started wondering if there was an inline drain available. A little searching and I found a lot of them but not very many that were 1 1/4 inches in diameter. JEGS had one so I ordered it and it looks like a winner.

Now I needed some 1 1/4 inch radiator hose of superior quality. I found a Gates hose that filled the bill and bought a 1-foot length.

Some pipe thread dope was applied to the drain fitting and it was installed in the aluminum inline mount. So, with everything ready I just need to drain the coolant the messy way one more time and remove the old pipe and radiator hose. With that as a template the new parts will be trimmed / fitted together to replace the old assembly.

With the new stuff in place and the coolant topped off it will be time to rewire the temp transmitter. The issue is the temp transmitter is now on the other side of the car. I can do this, just have to figure out what I want to do.

An Email Response from Gonzo

Hi John, nice to hear from you.

I'm still tinkering with things now and then. So, what exactly is wrong with the wipers? I've seen the motors go bad, but most of the time it's the wiper switch. Wiring wise, it's a pretty simple set up.

I could look at it, however, I'm all the way up in Coffeyville, KS. these days. I thought I retired, but apparently, I'm still in demand as a writer. I took a position with John Deere as the author/writer for their technical repair manuals.

You're not the first person that told me about the shop in Claremore. (My house was in the Claremore area back in the day). I'm not surprised by the outcome.

Anyway, fill me in on what is going on with the wipers and maybe I can diagnose it long distance. If and then, it looks like something I need to see, we can make arrangements to ship the parts up to me and I'll do the rebuild on them.

Thanks again for the email. Always a pleasure to speak with one of my old clients.

Gonzo

www.gonzostoolbox.com

Get a copy of my new book "Hey Look, I Found the Loose Nut"

ASE CMAT -

Columnist, Author, Writer, Instructor, Lecturer and Retired repair shop owner (35 years)
Author/writer John Deere Coffeyville Works
Technical writer and content developer - Haynes Repair Manuals



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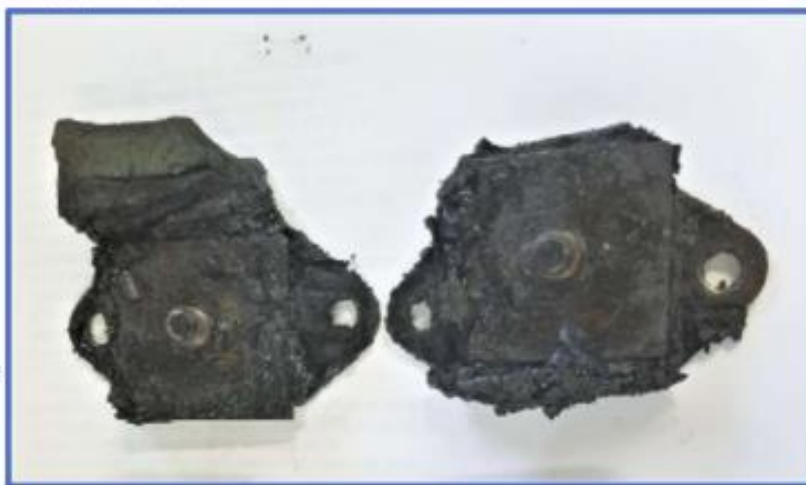


An Update to the Ethanol Gas Phase Separation

By Paul Higley

When replacing the motor front mounts in my Herald, it became apparent that finding new mounts was a problem. The correct mounts were used only used in the 1st year of production of the Heralds. Rimmer Brothers was the only source I could find. They had 1 in stock. It took 2 months to find the 2nd of the two mounts. Salvaging the metal parts of the old mounts and casting new rubber seemed like a good idea providing a spare set.

The image below shows what I had before trying to salvage the metal bits.



The rubber had extruded out to the side of the mount so there was little if any between the two metal plates that made up the mount. It should be easy to clean this old rubber off.

Not so.

I tried cutting with razor blades, a knife, and a few other bladed objects. The sticky rubber dragged on the blade making this impossible. I finally used a saw blade and a lot of effort to cut the rubber so the plates were separated. Now how to clean it off the metal?

The ethanol in our gas is supposed to degrade rubber. After my experiences writing the note on gas phase separation I had nearly a gallon of ethanol and water that had separated from the gas. Filling a small glass jar and dropping in the mount pieces seemed a lot easier than working at it with a knife.

I checked back 2 or 3 hours later to see if there was any noticeable change in the grubby old mounting plates. Below is what I had after a minute wiping them with a single paper towel.

I was amazed. I would say yes, ethanol can be detrimental to rubber. The small dot in the center of the plate on the right is where the stud from the upper plate hit the bottom plate.



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Greasy Hands Garage North Update by John Phillips Continued from last month:

8/16/2020 – Having completed Mark's Spitfire update, Charlie is here today to do the annual maintenance on Paula's TR6. Tom Harris joined us around 1:30 to change the oil, top up the transmission and check the differential.

One wheel bearing was a little loose so we tightened it about 1/8th of a turn and called it good. Oil was added to the trunnions and tire pressures were checked. Done deal.

Before Charlie and Tom arrived, I tried to find the cause of the left turn light on the Spitfire lighting up but not blinking. The right side worked fine.

The Dan Masters book says that can be caused by a bad ground affecting the resistance in the circuit. Terminals were cleaned and in a couple of cases dielectric grease was applied to limit corrosion. In the end the problem was not resolved. I plan to try again in the morning while waiting for the wiper motor to be delivered.

8/17/2020 – Still waiting for the motor but working on the turn signal no blink problem in the meantime. So, Dan Masters says the problem is too much resistance. I cleaned the grounding lugs on the rear light fixtures repeatedly to no avail.

This morning I rechecked the connections under the dash at the switch connection and the connection for main to body harness. No change.

My thoughts then went to the new left front light fixture. The original light had a ground wire. The new one does not. There is some continuity or the light would not burn at all. I decided to add another ground wire.

The front lower quarter panel had to be removed to get to the light. The light was then removed and a hole drilled in the fixture midway between to two bulbs there. A rivet was used to pin the new ground wire to the fixture and the light reattached to the quarter panel.

The assembly was reinstalled on the car and the red, green and new black were connected to the wiring harness. The problem persists. I guess Mark will have to move the switch manually to signal a left turn until the

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problem can be located and eliminated. Every connection has been touched several times to eliminate the “not blinking” issue.

Time for a break. Since tomorrow is meeting night a trip to the bank to deposit dues checks received is in order. The trip was made in Tinkerbell and was quite enjoyable. Temp in the mid-eighties, about right.

I think I will try one more ground wire at the back of the car. What can it hurt? I am sure nothing will go wrong but not sure something will go right.

On the plus side I did get the brakes adjusted better while the car was on the lift. Not a total waste.

Nothing went right. Still no blink on left turn. The motor for the wipers arrived a little before noon. After a little lunch installation will begin.

The old motor was removed and the nylon gear and bushings were removed by taking the E clips off the shafts at the back side of the motor and the pivot pin on the nylon gear.



There are two bushings on the gear shaft. One was free and working as designed. The second, bottom in picture, was frozen in place and very rusty. It broke in half as I was trying to remove it from the shaft. After the gear / shaft were cleaned and re-greased the assembly was put into the new wiper motor which was fitted with new bushings.

Returning the E clips to the assembly is usually difficult for me. That is the case here but they are on, the cable reattached, cover put on and the motor was reinstalled.

It was rewarding to see the wipers working however the parking switch did not work. It may be that there were insufficient instructions in the manual to guide me to installing the gear in the proper rotational position. I will put that on the list for its next visit. I really doubt it will see much rain anyway.

Mark is supposed to pick Spitfire up today and drive it home. Doug Purdie is due to have his car here tomorrow for clutch work. As soon as he is gone, Jim Lindsey's TR4A is expected to arrive to continue the restoration.

Mark arrived around 4 to get the car. Naturally something stupid happened that I had to work on before he left. The new ignition switch fell out of the key unit and I put it back but showed Mark how to do it in case he had the same situation.



The wires connect to the terminals as shown. The opposite side is pushed into the key unit and engages with it. What holds the switch in the key unit is a black plastic cover that fits over the terminals and snaps into place to protect the terminals and hold the switch in the key unit.

Before he left, I made sure he understood that the temperature gauge was showing a bad reading. It was showing hot when the car was running fine. I am going to look for a better sending unit and try to correct the problem.

The last report was that he made it home fine and the car performed very well and everything worked, kind of. So now I am looking forward to doing a clutch rework on Doug Purdie's TR6. Have not done one in a long time. Will not know what is wrong until I see it.

8/18/2020 – Doug's car was dropped off around 10 A.M. today. When unloading the car, it was obvious that there was something wrong with the brakes. The car would barely roll.

The driver and I managed to get the car over the lift and when he left the car was raised so I could find out what was wrong.

The right rear brake was way too tight, the left was way too loose. The right one was

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disassembled for inspection but all looked ok. It was put back together and adjusted properly. Then the left one was adjusted. The tires had only about 10 PSI so they were all aired up.



In order to evaluate the condition of the clutch it had to be visible so removal began. Seats, carpet, center dash support were removed to gain access to the transmission tunnel.



The previous owner had not bothered with the standard seal and had applied silicone to seal the tunnel to the floor. It was about lunch time so I took a break until Doug Purdie, Owner, arrived. He got the honor of removing the tunnel since it was the original fiber board material and I was not anxious to destroy it by the removal process.

Doug was able to get the tunnel out pretty much in one piece so it may be usable again. We then went to work removing the starter, slave cylinder and speedometer cable. The drive shaft bolts and rear engine mount bolts were next to come out. Then the nuts and bolts around the bell housing were removed and the transmission was pulled out.

The tranny was moved to a work bench and the fork pin removed. It was surprisingly in good condition. The clutch and pressure plates were removed for inspection and appeared to be in good condition. The pilot bushing showed no signs of wear so the clutch appears to have been redone by the previous owner.



It appears the only parts needed to get the clutch system in good working order are the hydraulics. Doug has ordered new slave and master cylinders for the system so we are waiting on parts. In the meantime, the rest of the car can be reassembled.

Oil dripped on me as I went under the



car. Not unusual but it was noticed anyway. It was coming from the rear main seal. Naturally I took the flywheel off and replaced the seal. Why not in lieu of having to remove the transmission again at a later date. The flywheel, clutch and pressure plates are reinstalled in preparation for the transmission.

Back on the bench the fork pin was replaced in the shaft/fork along with the throwout bearing which sounded just fine. I wondered if the pin was one of the new ones

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made from higher strength steel. If it is, it should last just fine. If not, I should have drilled and bolted the fork/shaft for a strength backup. I assumed it was the stronger pin and went forward. When the safety wire was in place, I stopped for lunch about 12:30. The water is off at the house to support the local highway construction. No detours yet.

The next stint in the shop was less fulfilling. The wiring for the backup lights was a mess. One wire had been spliced, which had come apart. Neither wire had connectors, connections had been twisted together and covered with electricians' tape.

I checked the switch to see if it worked and it did. I fixed the wiring on the transmission and under the dash so the backup lights should now work. We will see. Time to put the transmission back in the car.

I hit a wall while trying to stab the transmission. I could not find the correct alignment that would let the tranny slide into its required position. The nose of the tranny never aligned with the pilot bushing. I will try again tomorrow.

8/20/2020 – Yesterday I thought stabbing the transmission was about there and it was. It took about 10 minutes or so of fiddling with it and it slid in place. Nice feeling.

Putting the bell housing fasteners back in by yourself can be done but it takes more time. Typically, using a pair of clamping pliers of some sort to hold the head still while the washer is added and the nut is screwed on from the other side of the firewall works pretty well. Moving back and forth from beside the car to under the dash can get tiresome before the job is done.

The only two remaining fasteners to install are for the slave cylinder bracket. All that will be buttoned up when the new slave and master cylinders are installed upon receipt. This job went pretty much as planned except for shipping time from TRF.



The transmission is back in the car and the brake light switch is now operational and the radio power wire and back up light wires have a real coupling system in lieu of just some twisted wires. I hesitate to delve too deeply; I could spend a lot more time than I have on this car. Jim Lindsey would not like that.

I planned to be finished with this car by Wednesday night so Jim could bring his car down. Since I did not have the needed parts shipping time entered into the equation. I let Doug know the day the parts arrive is the day I want it to leave. Maybe they will get here today.

8/21/2020 - Well it is Friday morning about 10 a.m. and the car is all back together except for the clutch master and slave cylinders which are yet to be received.

Speaker wires needed terminals so that was done as the interior went back in. The newly wired backup lights were plugged in. Use of right size fasteners was also corrected. The seats went in easily except for the last



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bolt. Why it was a problem I don't know but all is well that ends well.

I did notice that the supports for the seats were destroyed and need to be replaced.

Kind of odd except that I understand the lack of

design and quality built into aftermarket parts. They should be designed better. The vinyl seat covers are nice but will fail quickly if not properly supported.

When mine failed I went back with left over seat belt strapping material in lieu of the original rubber type so it would last as long as I had the car. I used left over tie down strap material on Ted Dorton's car years ago. That car went to Phoenix but I bet the seat support is still great.

8/22/2020 – I started on Tuesday planning on being finished on Wednesday. Actually, finished on Friday and replaced a wire knocked off the starter and bled the slave on Saturday so this 2-day project was finished in only 4+ days. 2 days shipping time lost for new clutch cylinders. Not bad for me. 2 days shipping time is not bad for TRF either. Good job post office.

Doug got here about 10 and left about 11 so 4 days and 1 hour. We did a lot of stuff while it was here as documented above but it needs much more. The light switch is back ordered, the backup lights have one working, the seats need new parts, and who knows what else will pop up? Doug will be back after Jim Lindsey is supported.

8/23/2020 – No movement from Jim yet so today I put up all the tools used over the summer, threw away all the trash, swept off the work bench, washed the work table that



Jim donated to the shop and even swept the floor, at least some of it.

The shop has not looked this empty in a long time. There are still some articles to put in the attic but it is much more maneuverable now.

8/24/2020 – It is back. Jim started today by removing the dash frame. The heater supports need work.



I started on headlights but the reference information and wire colors are not as they should be. I need more good information. Research to do.

8/25/2020 – The search did not take long. First, I downloaded a copy of the owner's manual then printed a beautiful wiring diagram in color from the AUTOWIRE web site. This site has diagrams for TRs 2 thru 6 that I know of, probably more.

A key for the diagram is not needed. All the information is on the diagram. Love it. What I don't love is that the wires on the hardware are not the same as shown on the diagram. The wire to the turn signals should be green but it is red which will make connections less simple. Red to red, easy. Green to red, wait a minute, that's not right. I can do this.

Later in the day it seemed a good time to replace the windshield wiper that was missing from Tinkerbell. O'Really's had one for me by 11 a.m. so I drove Pumkin there to pick it up.

The three received from the warehouse were not a good fit. They ended up having

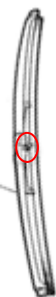
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one in the back that was correct but too long. No problem, I will cut it off.

Usually when I do this it does not work out too well but this time it did. The refill blade had to be pulled into the wiper arm section before being cut off. Once in place the cut of the metal stays was made with the Dremel tool. Then the remaining rubber was cut using pruning shears, my favorite rubber cutting tool.

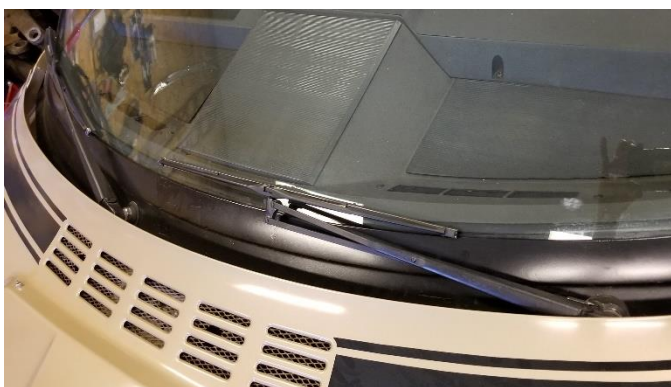
So, the blade section was installed on the swing arm but immediately fell off. Ok, there goes my assumption that someone stole my wiper blade. It was obvious it just fell off.

The whole assembly was removed from the car and taken to the work bench for inspection and repair. Two problems were noted. The pin on the blade section was bent so it went in the vise and bent back in a straight condition. The pin had a groove that a retainer of spring steel rested in to keep the blade attached to the swing arm. It was sprung out so much that it held nothing.



The fix for this was to use a punch to move the spring steel back in place so it will hold the blade to the swing arm.

The cause for the original damage to the wiper arm was too much leaning on it while working in the engine bay. It is just in the natural location to lay an arm and lean on



it for various reasons. Recommend this not be done, speaking from experience.

Oh yeah, I did work on the TR4A a little bit. One headlight is in and the parts are available for the other side so that is my planned activity for tomorrow. Jim was feeling poorly today so he took the day off.

As for a follow up to the TR6 in the shop last week, Doug contacted Southeast Auto Trim for an estimate on supporting the seat bottoms since the supports currently in place have been destroyed. They offered to fix the seats for \$400, each. In return, I offered to fix one at a time for the replacement of the supports now hanging on my wall. \$23 plus shipping and handling. That is using the supports that we know have a very limited life due to poor design to provide strength.

Using weak parts gets them off my wall and saves Doug \$800. He will probably like that.

8/26/2020 – Jim found the new headlight buckets so everything I did yesterday was undone and redone today. The wiring to the lights was also redone to throw out and reorganize. Looks better.

I let Jim know that one of the headlight rings would not engage with the clip on the new bucket. Not to original specs. The fix is that that headlight will have to be removed for the third time and a clip from the old bucket removed and riveted onto the new bucket. So at least 3 days working on the headlights. AAAARGGGGGGG.

Jim is working on the dash and sorting parts. Both of us are busy, he was productive.

8/27/2020 – Today I removed the light on the left and removed parts from an old headlight bucket and put them on a new bucket. The parts needed were the clip for the trim ring and the anchor for the retention spring.

There was a new clip riveted to an old bucket so I drilled it off and re-riveted it to the new bucket. Worked great.

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The spring anchor in the after-market bucket was made of soft aluminum and the spring could pull it forward so the spring was not anchored well enough to do its job. I removed one of the steel anchors from an old bucket and riveted it in place to provide adequate anchorage. The light was



reassembled and the trim ring installed with a tight fit.

Next the over riders on the front bumper were removed and new ones installed. The location was also moved outboard towards the ends of the bumper to straighten them up. It worked; they are now straight in lieu of pointed inward.

The next task was to loosen the generator so Jim could test it to see if it needed rebuilding. The next task was to remove the generator so Jim could take it in for a rebuild or replacement.

8/28/2020 – It is Friday 10:45 and Jim is not here yet. He has been feeling poorly, hope he is not ill.

When I asked him yesterday what was next on his list, he said a new gasket in the float bowl and isolator bushing for the heater.

Jim was talking about draining the water, removing the heater, etc., but lazy as I am, I decided to just remove the 3 screws individually, replace the bushing, put the spacer on the bolt and replace the bolt which worked marvelously. No muss, no fuss. Well, a little fuss getting the grommet like isolators in the heater bracket hole but still easier than removing the heater.

Gasket installed as are the isolators and here I sit playing with the newsletter.

Jim called and invited me to lunch so we went to the S&B Burger Bar. Ok but expensive.

Back at the shop Jim worked on the generator and I the tranny tunnel removal but not much else while I was in the shop. We discussed parts such as locks and handles and generators. Jim continued in my



absence, working on the dash. Not sure what he is doing with it.

It looks like he is recovering the dash. Needs more clamps.

Tired, nap time.

8/29/2020 – Jim is still working on the dash pads but it is looking very nice, he is doing a good job. He also spent some time on the wiper system but now believes it should come all the way out to make sure everything



is working as it should. We have already put power to the heater fan to make sure it works and it does.

My time was spent on the right tag light. The wires were dangling beneath the bumper

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when I started and had to be fished up between the tub and rear wing. A new grommet was installed and the wires that came with the new light assembly were lengthened so that they were long enough to connect to the wiring harness in the back of the boot behind the yet to be installed panel aft of the gas tank.

We started at noon and stopped about 3:30. Progress is slow but at the pace Jim is setting and that is fine. The assumption was that this would be a long project which is why a couple of jobs were squeezed in before this job started.

8/31/2020 – Jim has a busy week this week so work will be minimal. Today, as asked, the left rear tail light was removed from the car so new dust seals could be put in place.

The only other defined task was to put grommets around things that go through the firewall and install in the firewall. This is not too hard except the dash is still on the table for completion of the new pads. There are a couple of cables that must be installed in the dash on their way to the heater valve and choke.

The tricky part is that Jim wants to be sure and use the firewall holes as intended by the engineers. There is very little information available that describes what wire/cable/tube/etc. goes through which hole.

I pulled out the closest thing available to engineering drawings which is the Bill Piggott book which has some marginally helpful pictures of the right side of the car but not clear pictures of the left side of the car.

I have done my best to get things right but Jim may have other ideas when he gets back to the shop. We shall see.

At this point the dash is holding up a lot of stuff so it needs to be reinstalled soon to allow completion of the rest of the car.

9/2/2020 – Jim is still doing Dr. stuff so I continue to look for issues with grommets.

The grommet for the windshield wiper wires was bad so it was changed as was the grommet that accommodates the wires for the stop light switch mounted to the back of the brake master cylinder.

I had trouble finding things like the switch for the wipers. I was going to replace the hose for the washers but needed to know how the system works. No luck.

I found a used cable that appeared to be used for the choke. It was rusty on the outside but worked well so the rust was removed with the wire brush wheel on the grinder and it shines like a new one now.

A small grommet was added to the cable and it was installed under the bonnet latch beside the battery. I think the rest of the cables, wires, tubes, etc. will have to go in after the dash is replaced. The tranny tunnel also has to be installed and there is already enough stuff hanging down to irritate the average hobbyist doing this stuff.

9/4/2020 – Jim made it to the shop today and promptly removed some of the grommets that I had installed. The other thing that had been done was the disassembly of the wiper components from the motor to the other side of the car under the dash. The old grease was not allowing the cable to be removed from the tubes which is necessary for the wipers to work.

The cable/tubes were soaked in mineral spirits over night which may or may not have helped. A heat gun was used to melt the old grease and the tubes were removed easily after the heat.



The tubes were then cleaned further with mineral spirits and a tube brush and almost all of the old grease was removed.

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The cable was encrusted with the grease and I ended up using the wire brush on the grinder to knock it off. A lot of work but it is ready to be re-greased and reinstalled.

The top bows were fetched from the attic and readied for disassembly, cleaning and painting. Another big job. The penetrating oil is soaking.

Jim is still working on vinyl trim for the center dash support and the dash facia.

9/5/2020 – Today at Jim's request I started cleaning up the frame for the top (hood). The first job was to remove all the old rivets without putting the bit through my thumb again. The small aluminum tabs that are held in place by the rivets and clamp the straps to the frame are either missing or rusted severely. We will see what Jim wants to do with those.

Of course, the straps are toast as is the seal removed from the track at the header. I wrestled the assembly to the parts washer and avoided breaking a window or hitting the Pumkin and managed to get a lot of grease and dirt off. It is still nasty but better.

A wire brush was attached to the chuck on the big boy drill and it was used to knock off some of the rust. That task is going to take a while longer.



Jim continues to work on the dash and center dash support cover. There is so much to do it is difficult to manage.

Jim arrived later in the afternoon and brought his new two piece transmission

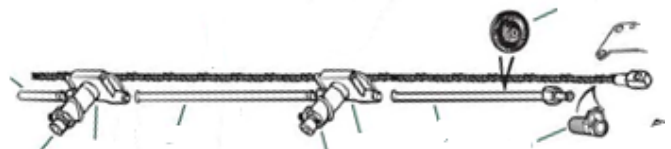
tunnel. It looks interesting but it is waiting on a set of seals for installation.



Jim worked on the wiper motor but it never did start to work so he will either have it rebuilt or buy a new one. We found one at SpitBits for \$250.

He took the top bows with him to work over with paint remover and then coat them with paint.

9/9/2020 – With Jim still AWOL, I got bored and decided to put the windshield wiper system back in place. The grease he wanted to use is here, all the parts are here including the proper grommet.



This picture makes the job look simple but it lives between two sheet metal panels with the two shafts connecting to the windshield wiper blades in front of the windshield.

The twist shafts went in first followed by the greasy tubes which are held in place by brackets/screws. The grommet was placed on the tube nearest the motor prior to attaching the tube to the twist shaft bracket.

Putting it together was simple but fiddly so it took quite a while and since it was cool enough to turn the air conditioner off, I sweated a lot.

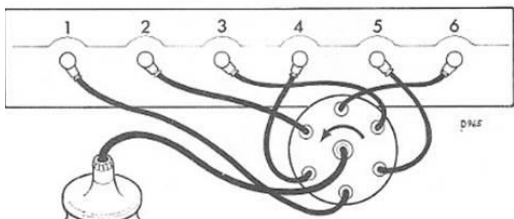
I am afraid you will have to wait until next month to see if Jim was satisfied or whether he pulled it all out and reinstalled it.

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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 byp the **ballast resistor** is highly recommended. T resistor is for protection of ignition points (whi no longer part of the system) and lowers voltag 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 – Champion RN12YC

GCT Merchandise

SEE NEXT TO LAST PAGE

Classified Section



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. idea of selling the truck as well.

\$15,000



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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

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

Undamaged TR6 wheel with never used tire needs a home. Probably make a great spare if needed.



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



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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 Logos

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.¶**