



Triumphant Times

Monthly Newsletter for October 2023

Recipient VTR Newsletter Award 2016, 2018, 2021

<https://greencountrytriumphs.com/>

7-23
PAID
MEMB
ERS

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

**Next Club Meeting
Tuesday October 17th
Dinner at 6:00PM
Meeting at 7:00 PM
Location: Big
Whiskey's Rest. & Bar
4532 E 51st St.
Tulsa Ok.**

Officers and Committees

Rolf Blom – President
Pat Kendall– Vice President
Art Graves - Member at Large, Car
Shows, VTR Liaison, Club Contact
Jan Phillips – Treasurer
Trish Lindsey – Secretary
Vacant - Activities
Jon Wood – Web Master
John Phillips – Newsletter, Parts,
Repairs, Appraisals, Membership
topaztr6@gmail.com

President's Address by Rolf Blom

Miscellaneous Notes for
the October Newsletter.

I was delighted with the
Barbeque wonderful lunch Steven
Anagnost put on for our club on
Saturday, September 30th. The
food was splendid in every respect. I adopted
Steve's suggestion of mixing the pulled pork with
the coleslaw and liked it—I will do it again the next
time I have barbeque! Adele brought a German
chocolate cake which she made the previous
night. There were a couple of requests for the
recipe which she has provided elsewhere in this
newsletter. I notice that she said the instructions



are “adapted” from her cookbook. The adaptation
happens to be a doubling of the quantity of the
icing on the cake. This change has been
approved by our grandchildren; and fits with my
theory that the popularity of most food is
proportional to the amount of calories per gram. If
it tastes too good, it is probably bad for you. When
I was young my Aunt Ruth baked the most
wonderful apple pie I have ever tasted. I never
had it again. When my mother found out that it
contained a pound of butter it was like “not for you,
big boy.”

But getting back to Steve and Lea's
wonderful party, I was happy that the turnout for
the event was very good. I was pleased that John
Gauldin joined us from Oklahoma City, making him
the most distant traveler for the event. I

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

remember at least eight Triumphs that were on display in Steve's high-capacity driveway. A good many people took photos which I assume John can add to the newsletter. Steve's photo taken from his quadcopter is a good one; but I was caught with my mouth full of some of the food.

I was able to bring my blue TR3 to the event as well. Unfortunately, I had forgotten to get the car from the storage unit a couple of days earlier; and as a result, had to rush over and retrieve it at the last minute. The car started well after a long cranking episode finally filled the float chamber. Happily, it started immediately after the party ended. So, I am finally convinced that the battery is now in good condition. Sadly, the cleaning of the car had to be skipped which is too bad as it was much needed. On the drive over to the barbeque I noticed the left rear tire was low enough to be troublesome. When I got back to the house, I found the pressure was down to around 11 psi! I brought the tire up to spec and the car now handles well again.

Last month I wrote an article bemoaning procrastination. I forgot to include this photograph of an engine that has appeared from time to time in my neighborhood! It is always in precisely the same spot on the trailer and attached to the same pickup truck. This has been going on for several years now.

If you look carefully, you can see that it is a double overhead cam four cylinder built by



Alfa Romeo. My roommate in college once owned a 1964 Alfa 1964 Giulia Spider Veloce with this engine or a similar one. It was a wonderful car to drive with a 7500 rpm redline and five speed gearbox. Very slow off the line compared to a TR3 but once it got above 3000 rpm it was awesome. An interesting quirk as that it does 110 in fourth, but in fifth gear it would lose ground and slow

down to 105! On one occasion he was passing a car that sped up rather than let him back in but then dropped back when he heard the shift. Anyway, it is rather sad to see this engine serving as a dead weight on a trailer.

Jim Murray wrote some articles for the newsletter which he called the good ride. Thinking about that Alfa Romeo brought back a memory of a thought I had for stories I could put in the newsletter. We all have memories of good rides in our cars; but we also undertake trips that are just as soon forgotten. One of these bad rides happened to that roommate with the Alfa in 1966... don't worry no injuries or car damage was involved.

So, we both graduated from college in 1964 by which time roommate (Paul) had met the girl of his dreams, to whom he has now been married for some 56 years. She graduated from college in 1966 and acquired a job in San Francisco which was something of a logistical problem as we were both working for Amoco in New Orleans. We had to work a full year before the first two-week vacation was possible but in August of 1966 he hopped into the Alfa and set off for the golden state! Bear in mind that in 1966 the Interstate highway system was by no means complete. At about 8pm on the Sunday before Paul was due back at work, I got a call from collect call from Del Rio, Texas. It was from you can guess who! He explained that he had left San Francisco after supper on the Friday, driven straight through Los Angeles, across Arizona, New Mexico, and a great deal of Texas but finally had to stop in Del Rio for a short while to get some sleep! The nap turned out to be a long one! I told his boss he would be a day late! I checked the driving distance to Del Rio from San Francisco and it about 1606 miles—still almost 700 miles to go to make New Orleans! I will end with two quotes: the first from Shakespeare "All's well that ends well;" and the second one from a Texas friend "The sun has riz, the sun has set; and here we are in Texas yet!"

**Vice President's Article by
Pat Kendall**



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

Minutes of the last meeting by Secretary Adele Blom

The September monthly meeting of GCT was held in Stone Mill BBQ, 2000 West Reno, Broken Arrow. President Rolf Blom called the meeting to order shortly after 7pm with 16 members present.



The minutes of the August meeting prepared by Adele Blom and presented in the Newsletter were approved unanimously after a motion by John Phillips seconded by Dennis Robinson.

Treasurer Jan Phillips presented the financial report. Dennis Robinson moved, and Al Garbart seconded; and the approval vote was unanimous.

John Phillips started the Parts report. He has ordered lots of parts for restoring his new TR-6 and said the United Parcel Service driver is becoming a familiar face in the neighborhood. He is still waiting for the paint work to be done; he noted that the \$3000 cost was more than he paid for the car! So far, the expense has piled up to around \$7500 and the job is about a quarter done. Jim Lindsay rebuilt the short block on the engine.

Jan Phillips invited us all to Guy Fawkes Day on November 4th, the first Saturday in November. Remember we bring food and beer to go with her shepherd's pie.

For the President's report, Rolf Blom explained that his effort to gather names of possible members in the Tulsa area through the TRA and VTR national organizations was not productive for reasons of privacy. Adele Blom thinks we should just keep sending the newsletter to old members who failed to pay dues in case they think of coming back. FaceTime would be great but not something the Bloms can do.

For old business Rolf remarked that he had e-mailed a world-wide-web link to show information on the total solar eclipse of April 8th, 2023, to all club's members. The name of the site he likes is "eclipse wise."

With no new business mentioned the club unanimously agreed to adjourn.

Al Garbart has new brakes and a master cylinder for his TR 7. Now it will stop, which Janice noted was a great improvement.

Upcoming activities discussed were a barbecue and fixings at Steven Anagnost's house. We got around 16 commitments to attend and gave the list to Steven. Please bring your car and folding chairs! Another activity mentioned was Brits in the Ozarks at Fayetteville on October 5,6,7. Thursday the drive starts at 9:30 and goes for a hundred miles through the mountains with a lunch stop. There will be a fast group and a slow group. Friday

also starts at 9:30 and is shorter. Jim Murray plans to go Saturday for the car show and then drive back. Art Graves usually goes Friday through Sunday. Oklahoma City is planning a fall foliage drive.

GERMAN SWEET CHOCOLATE CAKE

Prepare three round cake pans with parchment paper and butter.

4 ounces Baker's German Sweet Chocolate
½ cup boiling water to melt the Chocolate
2 bars of butter at room temperature
2 cups sugar
4 eggs separated
1 teaspoon vanilla
2¼ cups flour
1 level teaspoon baking soda
½ teaspoon salt
1 cup buttermilk (Reasor's)

Preheat the oven to 350°F. Melt chocolate in boiling water and allow it to cool. Cream the butter and sugar until fluffy. Add yolks, one at a time, beating well after each addition. Blend in vanilla and chocolate. Mix the flour with the soda and salt, then gradually add buttermilk and the mixed flour to the chocolate mixture, beating after each addition until smooth. Fold in the beaten egg whites. Pour into the three prepared pans. Bake for 30-35 minutes until pulling away. Cool in the pans for 5 minutes, run knife around and turn out. Frost the tops with the frosting shown below.

COCONUT-PECAN FROSTING

2 cups evaporated milk
2 cups sugar
4 egg yolks, beaten with a fork
2 bars butter
2 teaspoon vanilla
3 cups sweetened Coconut flakes
2 cups chopped pecans

Mix the evaporated milk, sugar, egg yolks, butter, and vanilla, and cook and stir over medium heat until thickened, about 12 minutes. Stir in the coconut, and pecans. Cool until thick enough to spread, beating occasionally. Then frost the three layers prepared earlier.

These recipes are adapted from the Fannie Farmer Cookbook 13th edition by Marion Cunningham

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As outgoing President Jim Murray is presiding over the meeting for the last time, you can see how disappointed he is. However, the other attendees seem to be ok with it. ☺

We all had a good time, had some good food and elected a new Vice President, Pat Kendall. Pat is going to be working in a somewhat limited capacity due to other responsibilities, but he is more than willing to find the facilities needed to hold our meetings. Welcome Pat.



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**THE CHECKERED FLAG
IS OUT !!**

**THE TRADITION OF A
CHAMPION HAS ENDED !**

ONLY FOUR LEFT

PRODUCTION OF THE BRITISH TR6
HAS COME TO AN END

\$5995* Excludes
prep-handling &
transportation,
and State tax



CHAMP

BRITISH

LEYLAND

THE 1975 SPORTS CAR CLUB OF AMERICA D PRODUCTION CHAMPION
FROM THE LAND OF BRITISH RACING GREEN. **TRIUMPH TR6**

TRANS-ATLANTIC MOTORS
747 Main St., Stamford 325-4313

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Steve and Lea Anagnost hosted the club at a BBQ Cookout at their home on 9/30/2023. The food was excellent, the Triumph Logo cookies were artfully done as well as delicious.

The hospitality was top notch, and the location was perfect. The weather was warm but not unbearable.

No one swam and no one drowned. We had 7 or 8 Triumphs show up for show and tell. John Gauldin was there, and other attendees were soaking up all of his Triumph information that they could, but he seemed to enjoy it.



Thanks to everyone that made to the cookout on Saturday. Sorry to those who could not make it. Hope you enjoyed the food. If it tasted bad, it's all my fault. Here are a few pictures I took. I did not get a chance to take very many as I was cooking. If anyone has photos they want to share, please do so. Hope to get together again soon.
Steve and Lea Anagnost

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The picture was added to show the pretty hardtop which I assume is available for purchase.



Days 7 & 8: Honeybourne Mouldings, Moto-Lita, and visiting with Brian and Inga Ridley-Jones

Odd and Jim headed down to Honeybourne Mouldings to have Odd's new Lenham hardtop fitted—thanks Simon Eaton for arranging that! The place was truly amazing. Jim was impressed with the hardtop, both the way it looks and the fit. We then stopped at Moto-Lita,

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Scheduled Club Activities

WHEN	WHAT	WHO
Feb 10	Drive your Triumph Day w/COVTR-Cushing	Art
	St. Patrick's Day Dinner	Jan
21 July	Auburn Cord Duesenberg Co. Facility Tour	Jim Lindsey
30 September	Club BBQ Cookout	Steven & Lea
4 November?	Guy Fawkes at Phillips Home	Jan
December	Christmas Party	

WHY SHOULD I JOIN VTR?

VTR works to maximize the enjoyment all of us have when driving a Triumph and emphasizes camaraderie and social interaction among Triumph owners. As the only North American organization which recognizes each and every Triumph model, we hope you'll want to join us as we strive to achieve these goals.

We also hope you'll attend either the National or regional gatherings of VTR members. These conventions are always fun for attendees, and joining a VTR chapter will introduce you to others in your area who share your passion for Triumphs. Car shows, rallies, autocrosses, tours, vintage racing, and social gatherings are a regular part of the VTR scene.

Won't you join us? ? <https://vintagetriumphregister.org/>

Your dues provide the following:

- our award winning, bi-monthly, color-cover magazine, *The Vintage Triumph*
- free classified advertising in the magazine
- technical assistance from our [vehicle consultants](#)
- VTR membership card and windshield decal



2023 CAR SHOW LIST

by Art Graves

New Orleans All British Car Day

Location: Metairie, Louisiana

Date: March 25, 2023

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

VTR South Central Regional Convention

Location: Sugar Land, Texas

Date: April 19 – 23, 2023

Web:

http://www.texastriumphregister.org/regionals_2023

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas

Date: May 7, 2023

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

The Wedge Shop Gathering

Location: Stowe, Vermont

Date: September 14 – 17, 2023

<https://www.thewedgeshop.com/event-registration.html>

Euro-Expo Car Show

Location: Sand Springs, Oklahoma

Date: June 9 – 10, 2023

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

TRA National Meet

Location: Oxford, Ohio

Date: June 19 – June 23, 2023

Web: <https://www.miamivalleytriumphs.org/tra-2023>

Greater Ozarks British Motoring Club Car Show

Location: Springfield, Missouri

Date: June 23 – June 24, 2023

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

Kansas City All British Car Day

Location: Merriam, Kansas

Date: September 2 – 4, 2023

Web:

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

Triumphest

Location: San Diego, California

Date: September 7 – September 10, 2023

Web:

<http://www.triumphest.org/Triumphest2023/tfest2023ad.php>

Britts on the Bluff

Location: Natchez, Mississippi

Date: September 15 - 16, 2023

Web: <https://www.msenc.org/events/>

6-Pack Trials

Location: Indiana, Pennsylvania

Date: September 21 – 23, 2023

Web: <https://forums.6-pack.org/>

VTR National Convention

Location: Dillard, Georgia

Date: September 27 – October 1, 2023

Web: <https://www.vtr2023.org/>

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: October 6 – 7, 2023

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

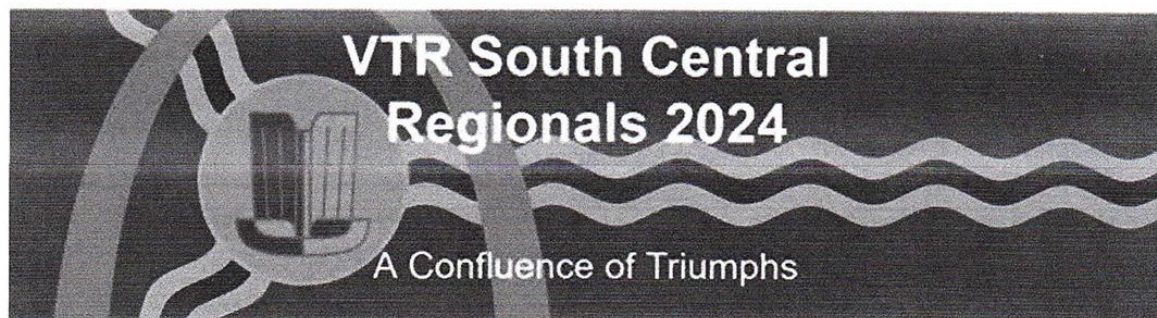
Texas All British Car Day

Location: Austin, Texas

Date: October 13 – October 15, 2023

Web: [Texas All British Car Day - Car Show Pro](#)

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VTR 2024 Regionals - South Central Region

30 May - 1 June 2024 in Saint Louis, MO

"A Confluence of Triumphs"

Planning is currently underway for the 2024 South Central region VTR convention. More information will be added to this page over time. If you wish to register early, a mail-in registration form is currently available below. Online registration will also open shortly. We hope to see you and your Triumphs in Saint Louis next year!

Registration Forms

- Mail-in Registration: Click the link below to download a printable form. Follow instructions and mail the form to the provided address with payment enclosed in order to complete registration.

www.sltoa.org/vtr24info.htm

- Online Registration: Click the link below, and you will be directed to a secure online form hosted through RegFox where you can complete your registration virtually. Please note that online registrations are subject to a small additional processing fee over mail-in pricing.

<https://sltoa.regfox.com/south-central-vtr-2024-regionals>

(T-Shirt Design Previews: Coming soon.)

Events

We are currently planning a number of driving and enthusiast events to take place during the VTR Convention. Details are subject to change.

- Self-Guided Drives: "Confluence Tour"
- "Gearhead Drive" to Local Destinations
- Winery Tour / Poker Run
- Daily Tech Sessions
- Breakfast and Dinner Runs
- Time, Speed, Distance Rally (Self-Guided, using Richta Rally)
- Driving Events: Autocross, Le Mans Start, Funkhana





Hotel Information

Arrangements have been made with the Sheraton Westport Chalet Hotel in Saint Louis to secure a block of rooms for the duration of the VTR event. The following is some basic information about the hotel.

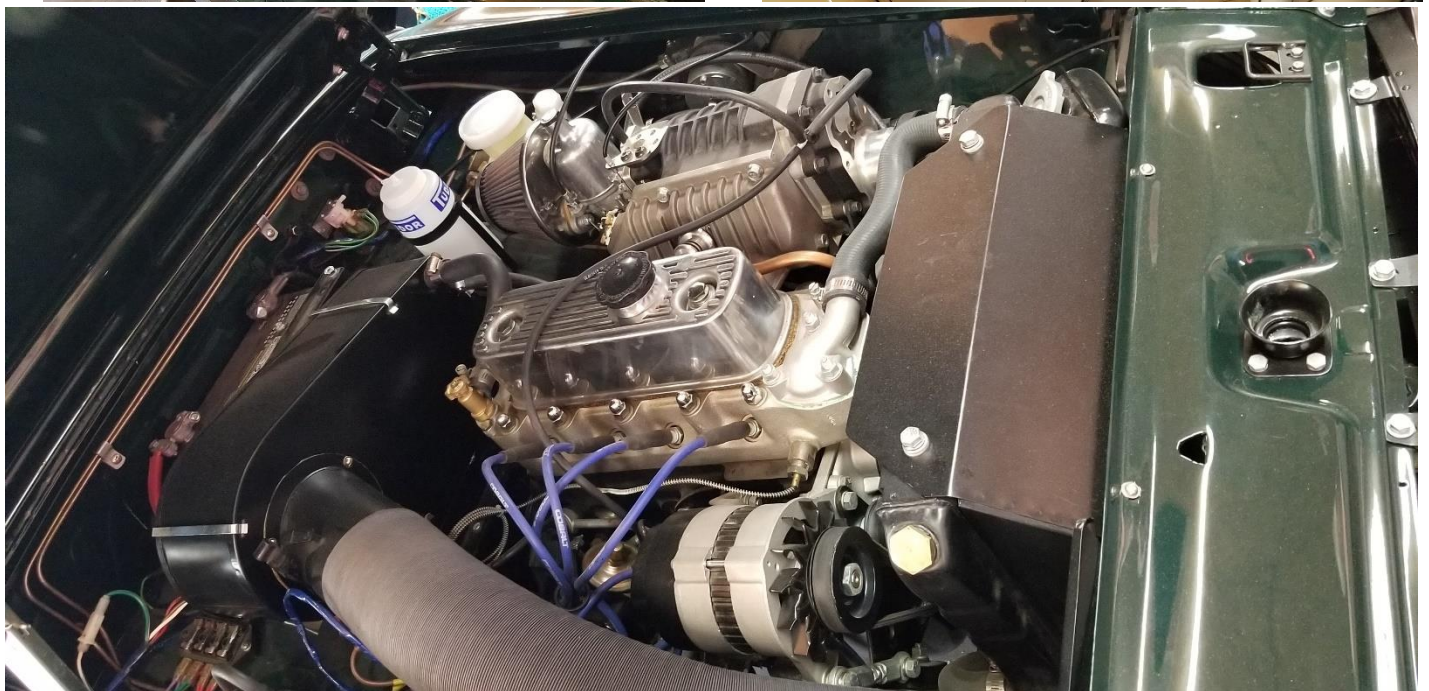
- Website: <https://www.marriott.com/en-us/hotels/stls-sheraton-westport-chalet-hotel-st-louis/overview>
- Phone: (314)-678-1500
- Address: 191 Westport Plaza Drive, Saint Louis, Missouri 63146
- Map: <https://goo.gl/maps/4hF7K9m81SxGTXQ61>

<https://sltoa.regfox.com/south-central-vtr-2024-regionals>

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		VTR South Central Regionals 2024 "A Confluence of Triumphs" 30 May – 1 June 2024 in Saint Louis, MO Event Registration Form		
Personal Information (for Badges)				
Name of Driver #1 (First & Last Name as they will appear on badge)		Name of Driver #2 (First & Last Name as they will appear on badge)		
Address		Home Phone		Cell Phone
City	State	ZIP	Country	E-mail address
Club Affiliation:				
List additional attendees below (Family members, First & Last Name)		Number of welcome party attendees:		Number attending banquet:
1.				
2.				
3.				
4.				
<input type="checkbox"/> Check if you want to be a Concours judge (Training on Thursday)		<input type="checkbox"/> Check if you will require parking for a trailer		
Car 1 - Vehicle Information		Car 2 - Vehicle Information		
Year	Model	Color	VIN	
Car Show		Car Show		
Event (select only one) <input type="checkbox"/> Concours <input type="checkbox"/> Concours Senior <input type="checkbox"/> Concours Preservation <input type="checkbox"/> Participants Choice		Class (select only one) <input type="checkbox"/> Showroom Stock <input type="checkbox"/> Modified Touring <input type="checkbox"/> Modified Prepared <input type="checkbox"/> Survivor		
Driving Events (check the event(s) Driver 1 will participate in): <input type="checkbox"/> Autocross <input type="checkbox"/> TSD Rally (Self-Guided) <input type="checkbox"/> Funkhana <input type="checkbox"/> Le Mans Start If running Autocross, select class if known: <input type="checkbox"/> Stock <input type="checkbox"/> Modified <input type="checkbox"/> Prepared		Driving Events (check the event(s) Driver 2 will participate in): <input type="checkbox"/> Autocross <input type="checkbox"/> TSD Rally (Self-Guided) <input type="checkbox"/> Funkhana <input type="checkbox"/> Le Mans Start If running Autocross, select class if known: <input type="checkbox"/> Stock <input type="checkbox"/> Modified <input type="checkbox"/> Prepared		
Other Driving Events Check the events you'll participate in: # of Attendees <input type="checkbox"/> Breakfast Run Drive – Thursday, 30 May _____ <input type="checkbox"/> Gearhead Tour – Thursday, 30 May (+\$10 for Lunch) _____ <input type="checkbox"/> Winery Tour / Poker Run – Thursday, 30 May _____ <input type="checkbox"/> Breakfast Run Drive – Friday, 31 May _____ <input type="checkbox"/> Dinner Drive – Friday, 31 May _____		*Refer to https://vintagetrumphregister.org/competition-rules/ for concours judging criteria and autocross guidelines. Terms & Conditions Proof of car insurance is required to participate in moving events. Under VTR rules, all Triumphs entering Concours and Participants' Choice car shows are required to participate in at least one moving event. Tech and safety inspections are required in order to participate in the autocross. Any vehicle can be disqualified at the technical inspector's discretion for safety reasons. I am aware of the hazards inherent with motor vehicle events and specifically release and do indemnify the organizers, supporting sponsors, the Saint Louis Triumph Owner's Association and Vintage Triumph Register, collectively and separately from any and all liability from personal injury or property damage by me or my guest while participating in this convention. I understand that the Saint Louis Triumph Owner's Association reserves the right to revoke my registration and retain my registration fee. Cancellation policy: A full refund of the registration fee if you cancel on or before April 30, 2024. No Refund will be granted after April 30, 2024. However, special circumstances may be considered. Hotel/Lodging: You are responsible for making your own room reservations. The Saint Louis Triumph Owner's Association has reserved a block of rooms at the Sheraton Westport Plaza. Please call 314 - 378 - 1500 to make a reservation, mention discount code 8CVTR. Signature and date: Driver A _____ Driver B _____		
Registration Fees and Regalia				
Item and Quantity				Subtotal
Registration: Early \$130, fee \$155 after 30 April 2024				\$
Additional Car: \$25				\$
Gearhead Tour (Lunch): \$10				\$
Banquet: \$65 per person <input type="checkbox"/> Special Dietary Needs (Detail below if applicable)				\$
T-Shirts S/M/L/XL: \$22 XXL/XXXL: \$27 Design 1: Triumph Sports Car Lineup S _____ M _____ L _____ XL _____ XXL _____ XXXL _____				\$
www.sltoa.org				Total
				\$
Send signed form and check to: Saint Louis Triumph Owner's Association 4200 Weatherton Place St. Charles, Missouri 63304				

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



The tour of the Duesenberg, Cord, Auburn shop in Broken Arrow was very interesting. Maybe the best part was the dissemination of history related to the cars, where they came from, a little about ownership and of course the value of some.

There was even an MGB with some interesting enhancements shown above. They are a restoration shop for about anything that is destined to be shown at car shows. It is reported that they are cost effective for all kinds of cars.

One feature on the Cord shown above that I have never seen before is the instrument cluster set up for the back seat passengers. It is obviously a feature that did not catch on for cars that followed this example.

The tour group was of about 10 people, and everyone seemed interested and involved. Questions were asked and answered by our friendly tour guide.

All good except for traffic on 169.

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

John,

I don't know if members are interested, but my involvement with Triumphs goes back to the late 50's and early 60's. The black one is a 57 TR3 that had the TR2 grill. My father and I did the majority of the refurbishment in our one car garage, much to my mother's discomfort because her car had to sit on the driveway from then on. That is me in the photo all decked out for some event. I took my driver's license test in this car and drove it and my date to the Senior Prom. I also drove it in the 1963 Homecoming parade with one of the Senior Attendants, (Photo to follow).

The white one is a 62 TR3, I do not remember if it was a A or B. Dad and I did the same with it as the 57, body and paint, new interior, and minor Mechanical to make sure we could get to somewhere and home again. A few years later, I bought the car from my parents and drove it every day until I went into the military. It was Marje's and mine when we were married in 1967.

Dad and I competed with both cars in many auto crosses, rallies, economy runs and shows. We were part of the founding members of the Bartlesville Auto Club that flourished back in the 60's.

The blue car that some of you have seen is our latest acquisition. It is a 1959 TR3A. We were lucky to buy it at well below the going price and although it needs a little tweaking in places, a great little car. Came with a new soft top, a new hard top, a ton of books about Triumphs, a few spare parts and the invoices and mechanic's notes on everything that has been done to the car. Most of the work was performed by Triumph Rescue in Pennsylvania. I have spoken to them, they remember the car and have offered to help with any questions or problems we may encounter.

So, that's our story and we're sticking to it. If

you think this may be of interest to the club members, please feel free to publish and edit as needed.

Geo. & Marje Tabor



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



SENIOR ATTENDANT Betty Conger



SENIOR ATTENDANT Patsy Johnson

Homecoming



HOMECOMING QUEEN Sherry Martin

Parade



Figure 1 John, Here is the other photo from my yearbook. The other cars in the parade were supplied by members of the Bartlesville Auto Club and were very brave to allow high school students to operate them in the parade. That's me in the upper right. George

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

The New York Fire Department recently reported that so far this year there have been 108 lithium-ion battery fires in New York City, which have injured 66 people and killed 13.

According to FDNY Commissioner Laura Kavanagh, "There is not a small amount of fire, it (the vehicle) literally explodes." The resulting fire is "very difficult to extinguish and so it is particularly dangerous."



MG/Triumph Picnic Pics



Thanks to the MG folks for hosting the picnic and for inviting us to join in the gathering.

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



Greasy Hands Garage North Update by John Phillips

7/19/2023 – I am having a thankful day. I found the September newsletter that I was convinced was lost forever. That was a good amount of work that could not be re-written later.

I opened the box from British Parts Northwest that was delivered to our front porch, after we left for last night's meeting, this morning. I was pleased to see it was not stolen before we got home.

The box has the new timing gears, harmonic balancer, front and rear seals and a replacement lifter. The car came with a new set of lifters, but one was missing so it was replaced. Now another list of parts must be addressed.

At lunchtime I visited with old classmates about an upcoming 60th reunion. After that I decided to check out a business that paints cars, classic cars and is not a repair shop but a custom shop.

The name of the place is Doug's Auto Body, LLC. They are located a little east of the southeast corner of Oologah lake. We visited for a while, getting to know each other a little bit and before I left, we had an agreement that he would

paint my TR6. Before I take the car to him, I have to finish taking all the stuff off the car. All lights, bumpers, handles, mirrors, and windshield have to be removed.

7/20/2023 - The bonnet is damaged, so the plan is to exchange it for one from Jim Lindsey's parts car. I pulled the grill and bonnet off the white car in anticipation for the exchange.

Disassembly continued until I broke a couple of hinge bolts. Then I got distracted while the penetrating oil was doing its thing and started pitching out the trash.

The old carpet had to go as well as the dead mouse nestled therein. There were some new parts purchased years ago that were no longer serviceable, so they went in the bin.

I got tired about 1 p.m. and came in for some lunch and rest and newsletter update. Nap time.

7/21/2023 – Today I was able to remove the two bolts that I broke off while taking the hood hinges off. It took a long time, and I ended up only breaking one drill bit. I used about a third of the tools in the shop, but the darned things are out, and I did not mess up any threads. Good result.

Now it is time to head to Broken Arrow and the Duesenberg, Cord, Auburn plant. Should be a fun activity.

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

7/22/2023 – Yesterday we enjoyed the tour of the Cord facility but today it is back to work. Jim and I visited one of his parts cars today to get the bonnet (hood) off and put the one from the white car on to cover the engine. The blue one came home with me to go on the white car because it had no metal damage except for some surface rust.

It was hot even though the temperature was less than 90 degrees. The bolts not cooperating with reinstallation due to rust on the threads was a little irritating.

With the replacement bonnet in the shop attention was turned to light removal. One headlight was out so the other one was next.

The bottom screw was not cooperating, so it was drilled off and the light removed. I was disappointed because I thought there was no rot on the car. Behind the light assembly the portion of the right fender that held the light was in bad shape. That will cost me some money at the paint shop.



Hopefully that is all of the rot and no more will be found while disassembly progresses.

7/23/2023 – Late start today, fixed some stuff related to email, mowed the yard, ran some errands and finally went to the shop around 1:30. Focused on getting the lights off the front of the car. The two running lights/turn signal lights would

not come off easily with the bumper on, so it came off a little before planned but that was fine. With the lights off the front, that leaves horns, fuse block, wiper stuff, pipes and hoses.

After that a switch to the rear of the car to remove all lights and bumper. I think then it will be ready to take to the painter.

7/24/2023 – The rubber parts from the front were removed,

The lights on the back went fairly quickly this morning. Removal of 6 nuts/washers freed up the assemblies with a little help from a plastic prying tool.

The wires for the tag light on the bumper were accessible from the boot by removing a plug and fishing out the two red wires and disconnecting them from the harness.

When it was time to remove the bumper, I thought of a way to do it by myself. The side bolts were manageable in that they came loose because rust on the threads was minimal. That was the easy part.

The rear bolt on the right came loose partially using an impact wrench. Before removing the bolt totally, the bolt on the left side was removed using the impact wrench.

With one end loose a way to secure it was needed so a couple of bungy cords were used to hold it up until the bolt on the other side was removed.

On this one the threads gave up, so a Sawzall was used to cut the bolt. While sawing, another bungy cord secured the end in work so when it came loose it settled in nicely and safely.

With both ends loose, the bungees were removed, and the bumper stored until needed.

I then started figuring out what else needed to be removed. There was a lot of stuff, buffers, seals, and the most difficult thing, the windshield.

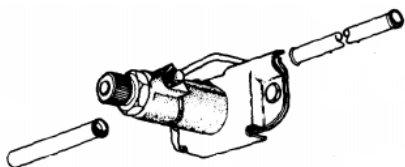
Tomorrow the windshield wiper mechanicals under the dash will be removed then the water connection to the heater on the firewall. I think then it will be ready to take to the painter.

Nap time.

7/25/2023 – The work proceeded as planned. The old rotten heater hoses were broken out, since they were so crisp. On either side of the heater are access doors for the working parts of the wiper system.

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

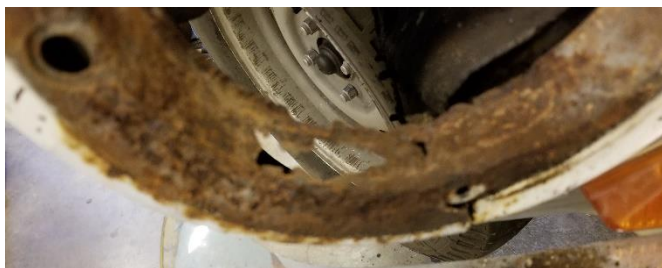
The covers were removed then the two nuts on each mechanical component that twists the wiper blades were removed. This frees up the two "twisters" and the tube the drive cable moves in. They came out fairly easy, not so sure about reinstallation.



After removing another bracket, it was time to call the painter and discuss taking the car to his shop for the paint work. I left a message but so far, no response.

While out on an errand I stopped at O'Reilly's to discuss ways to address the rust problem under the right headlight. I left there with a fiberglass kit thinking that since the area is not seen that the goal is to stop the rust and strengthen the damaged area.

Today I plan to give it a try. Of course, the



rust will be sprayed with a coating to convert the rust to something that will no longer rust but be a stable product for the life of the car.

7/26/2023 – While the rust conversion coating was drying, I called Midwestern Engine and Machine on 4th street in Tulsa about doing the work that Jim recommended. They said sure bring it on in.

The scope of work authorized was vatting the engine and crosshatching the cylinders. That assumes that the block is in good enough condition that it can be reassembled with standard bearings, rings and pistons. If the cylinders are found to be too worn to use standard parts, then I will go with a .030" over bore and order the larger pistons, rings and bearings. The crank will most likely be taken in and ground to accommodate new bearings. We shall see.

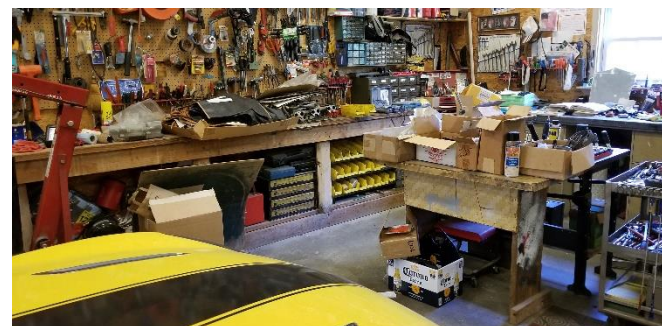
7/27/2023 – To complete the process of preparing the car to go to paint, the hood (bonnet) purchased from Jim Lindsey was attached to the car. I was pleased with the fit. It was absolutely the thing to do to replace the old bonnet.



I hope to hear from the painter soon. So far communication is an issue.

I want the car gone so I can start organizing the shop and start cleaning and painting parts to go back on the car. The new interior also needs to be prepared by updating the seat covers and foams.

All of this stuff will still require the same amount of space but maybe I can stack it higher.



This evening I got a text from Doug Campbell, the painter. He said I can bring the car to him next week. It will be good to get it out of the shop to make room for inventorying, reconditioning and/or replacement of parts to be reinstalled.

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

7/28/2023 – Well, some days you have chicken, some days you have feathers. Today I got a call from Midwestern Engine and Machine.

They knew enough about the bores on the block that there were two cylinders with rust pits. Since I was close to actually doing what John Gauldin proposed anyway, I reacted and made a decision. I told them to bore the cylinders to .030" oversize.

They said OK but don't order pistons until we are finished to make sure all is well after enlarging the bores.

About a minute later he called and said to bring the mains in to support the boring process. My hearing and brain were not in top condition for this conversation, I had a couple of other things concurrently in work. **"Mistake"**.

I finished a long conversation with a classmate about setting up a class reunion, then went to lunch with my daughter then took the bearings to Midwestern, except that was the wrong parts.

I immediately returned to the shop to get the correct parts, the caps for the crank bearings. Another trip to Midwestern only to learn that they also wanted the bolts.

They had sympathy for me and said they would find some bolts to use. If we can't, we will call. I went back to the house and locked myself in to prevent any more mistakes.

Chad and Arianne dropped by to pick up his borrowed cylinder hone and pay club dues. Of course, we had to check out the TR6. He agreed it was a good deal.

7/29/2023 – I had a light day in the shop today. Just double checking to see if I had everything out of the car. The big thing was the heater. With everything out of the way, it came out easily. Three bolts holding the heater to the top of the dash metal and one nut/washer lower down on the left side.

The door switches were removed as was the dimmer switch on the floor. The body is on the frame. Everything else is out. The bottom of the body will not be painted so not a frame off restoration.

I hope to use what is here for the most part. Paint and engine are the goals to get done

by spending money. Having most of the rest will keep the cost down.

7/30/2023 – I picked up the trailer keys from Karl about noon and hooked up to the trailer. I backed it up to the shop door in preparation for loading the TR6 for a trip to the painter.

I turned the air con off and opened the door. The ramps went from the trailer to the shop floor. The car was moved to the ramps and aligned with them for loading.

I got a run at it and got the front wheels on the bed of the trailer. With the wheels chocked, one come along was hooked to the sway bar and the other hooked to the first come along. The second was then hooked to the trailer and the car was soon "winched" the rest of the way up on the trailer.

Tie downs were added and the come along removed and stored. Ready to travel.

After a shower and some rest, I checked out the heater. It was disassembled and the core



removed. It was a good thing I did because there is definitely evidence of leakage. I hope Mr. Smith in Vinita is still working so he can repair it for me.

I plan to check out the fan to make sure it



still works. Some wire will have to be soldered on to replace what some dummy cut off as a minimum.

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

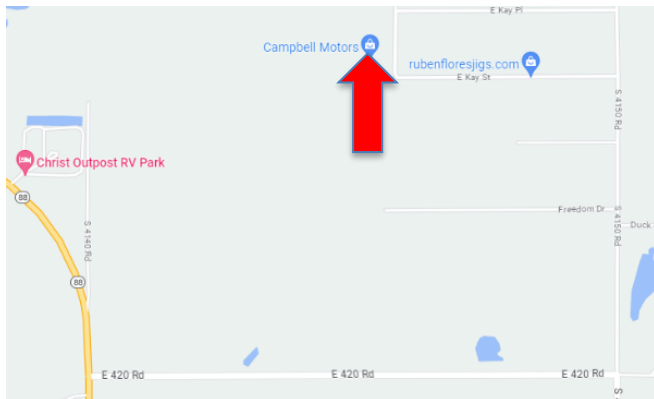
Later in the day, Doug Campbell confirmed that 2 P.M. tomorrow is drop off time. I hope that I am as impressed with Doug on pick up day as I am now.

7/31/2023 – Today went as expected. My dentist's bill was \$2100. I went home to recover from sticker shock and rest a little before taking the TR6 to the paint shop.

The truck was attached to the trailer, and it was off to Oologah lake, or there abouts.



The car was unloaded into Doug's workshop. We went to his air-conditioned office, and I signed a document saying I would pay him \$4000 plus \$75 and hour for stuff like the rust in the right front fender to paint the car the original color.

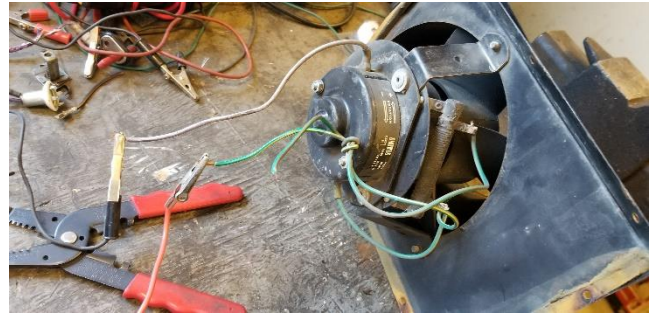


No up-front money, he was about to contact the sand blaster to get the old paint off. I asked to be notified so I could see the car after it was blasted to bare metal.

The trailer was dropped off at Karl's on the way home, but I forgot to chain the wheels, so I have to go back.

8/2/2023 – While waiting for receipt of the new heater core matrix, it seemed like a good idea to test the fan motor to make sure it would work after installation. I connected the wires from the

motor to the power source (12V DC) on the work bench. Both speeds worked beautifully. I was surprised that it was as quiet and powerful as it



was.

Some cleaning was done to remove dust mostly but not much painting. The original stickers were retained.

Since the wires were cut off shorter than desired, wire will be added and soldered on when the needed length can be determined by how far it is to the heater switch on the dash.

8/3/2023 – The housekeepers were here this morning, so I got out of the house. First stop was to deposit dues checks at IBC. This could be the last of it which leaves us with 6 unpaid members. I will send out a couple more reminders.

The next stop was Ace Hardware to shop for some seals for the heater door. They actually had some Auto/Marine seals that should do the trick.

Back at the house I was listening to Ennio Morricone on a YouTube video while playing Solitaire when Jan told me there was a package at the door. When I opened it I found the new heater core/matrix which was readily available so it was chosen over a repair, water pump gaskets and two of the wrong coolant hoses. I can probably use them, but they won't fit the new core.

The sealing material is a little thick, but I think it will work. I attached it to the core and the door of the heater. This makes sure the incoming air goes through the core, not around it. The door seal keeps the hot air out in summer.

Putting the core in the housing was pretty easy with silicone spray on the seals. The housing screws were installed, and the heater is almost ready to reinstall. That is one thing off the checklist. Only about a million more to go.

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

8/4/2023 – The start today was to pick something up and see if all the parts are there and serviceable. I chose the rockers, shaft, pedestals, springs, and washers. The rocker areas that operate the push rods show some wear. Whether or not it is enough to affect the valve adjustment is yet to be seen. Jim and I think they are serviceable, if not they are easily accessed to replace them as needed.

The new shaft and other components are assembled and ready for installation at the proper time.



The timing chain cover was next. The sound deadening material had been removed as it sometimes is. It looks bad and people may not grasp the intent of this ugly stuff, so they remove it.

I removed the old front oil seal, cleaned the cover up a little and sprayed some pickup bed coating on the cover to try to replicate the original sound deadening material.



When that has dried the cover will get painted. After that a new chain tensioner and oil seal will be installed and it also will be ready for service.

8/5/2023 – With the coating and paint now dry on the cover, the new seal was installed, and the new chain tensioner installed. The tiny cotter pins or split pins were shot. I had no pin replacements, but I had plenty of bailing wire. I have used this before and



it works great as a replacement for small cotter pins. The one on the bottom is difficult to put in place but needle nose pliers and a screwdriver were enough to bend the ends around to hold them in place.

Next is a visit to the attic to look for an old dash fascia that I think is there. I remember



robbing some vent components off it long ago. Wish I had them back now.

8/6/2023 – I found it. This little treasure



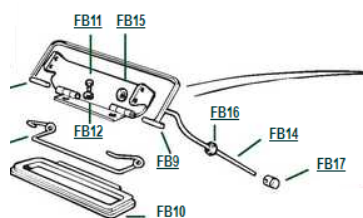
was indeed in the attic just waiting to be discovered. Jim had previously given me one that he had in his attic. That one was for a TR4 however and had differently configured vent duct holes on each end. The one in my attic was for an early TR6 with round holes and just what I needed.

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Jim's did have a scuttle vent lever that I did not have so I moved that to my part and will return his part to him for his attic.

Naturally I started to wonder about the availability of scuttle vent parts. That vent was current for earlier models but for TR6 models 69 through 72 only.

I checked the availability on the TRF web site, and they had a scuttle vent kit available which included everything but the lever that Jim provided.



An order was placed for that and a gear reduction starter to upgrade from the ratty starter that came with the car. Also ordered was a screw to orient the rocker shaft that cost \$7.95. For one screw. Wow.

I am starting to work on parts other than engine parts. The engine part needs have been filled as far as I know.

8/8/2023 – The pistons from TS Imported Automotive arrived today. I called Jim Lindsey to see if he wanted to ride along to Midwestern Engine & Machine to deliver the pistons and main bearing bolts for use in finishing the machining on the TR6 block.

I picked him up a while later and we headed south to 1117 East 4th Street in Tulsa. We dropped off the stuff and talked a while. They asked what the skirt diameter should be. Ignorant as I am, I said that I would find the specs and email them within 2 hours.

Jim had to get home for a meeting, so we headed back. As soon as I got home the specs were found, copied and sent. I think my next trip there will be to pick up the block, pistons and bolts and bring them back to the shop for reassembly.

There has been no communication from the painter, so I assume everything is ok. Reconditioning of assorted components continues. One component of the scuttle vent assembly is on back order, the sheet metal vent.

8/11/2023 – After cleaning the shop and organizing the engine parts needed to reassemble

the engine, I let Jim know what I was doing. Then Midwestern Engine called to say the block was ready for pickup, so Jim and I jumped in the truck, drove to Midwestern Engine, paid them \$340 for cleaning the engine and boring to .030" oversize. It was loaded on the truck with the pistons, and we headed home. After dropping Jim off I off-loaded it onto the engine stand using the lift and quit for the day

DATA

Piston grades and dimensions

Bore size:	Grade A									2.9405 – 2.9410 in (74.689 – 74.701 mm)
	Grade B									2.9411 – 2.9416 in (74.704 – 74.717 mm)
Piston top dia.	Grade A									2.9363 – 2.9368 in (74.582 – 74.595 mm)
	Grade B									2.9369 – 2.9374 in (74.597 – 74.610 mm)
Piston bottom dia.	Grade A									2.9380 – 2.9385 in (74.625 – 74.638 mm)
	Grade B									2.9386 – 2.9391 in (74.640 – 74.653 mm)
Pistons available – oversize										+0.020 in (+0.508 mm)

Groove width:	top compression									0.064 – 0.065 in (1.625 – 1.650 mm)
	2nd compression									0.064 – 0.065 in (1.625 – 1.650 mm)
	Oil control									0.157 – 0.158 in (4 – 4 mm)

Piston rings

Top compression										
– width										0.130 – 0.123 in (3.302 – 3.124 mm)
– thickness										0.0615 – 0.0625 in (1.562 – 1.588 mm)
– diameter										2.9405 in (74.689 mm)
– gap when fitted to above dia. bore										
– free gap										0.012 – 0.017 in (0.304 – 0.431 mm)
										0.390 – 0.516 in (9.9 – 13.1 mm)

2nd compression										
– width										0.123 – 0.130 in (3.124 – 3.302 mm)
– thickness										0.0615 – 0.0625 in (1.562 – 1.588 mm)
– diameter										2.9405 in (74.7 mm)
– gap when fitted to above dia. bore										
– free gap										0.008 – 0.013 in (0.203 – 0.254 mm)
										0.460 in (11.68 mm)

Oil control – chrome rail										
– width										0.135 – 0.141 in (3.43 – 3.58 mm)
– thickness										0.0230 – 0.0250 in (0.584 – 0.635 mm)
– diameter										2.9405 in (74.7 mm)
– gap when fitted to above dia. bore										
										0.015 – 0.055 in (0.381 – 1.397 mm)

Oil control – expander **rail**										
– width										

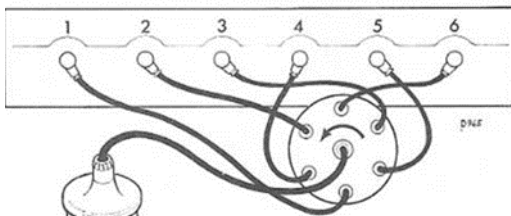


Our Fourth Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends

JOHN'S QUICK TIPS

Plug Lead Positions (Fig. 55)

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



TR6 Soft Top Folding

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



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



2. Fold top forward without folding back window



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

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

Products Appropriate for Your Car

Not the only option but good ones.

Standard TR6 Tire Size: 215 X 65 X 15

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

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

Classic Car Motor Oil

PennGrade 1, 20W-50



<http://www.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

Steven Anagnost has a windscreen, a hardtop, and a transmission for TR-6 and hopes to help others.

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

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

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

What is your car worth? Hagerty Valuation Tool

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

GCT Merchandise

SEE NEXT TO LAST PAGE

LESSONS LEARNED

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

When diff seals leak, clean the vent.

Cleaning the vent releases pressure in the diff and many times stops leaks.

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

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

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

Find paint codes at 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.

Gasket Sealant Aviation Grade

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



Classified Section

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

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

DENNY'S PARTS FOR SALE

Triumph TR3A Parts for Sale

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

(918) 346-0900
deugenerobinson@icloud.com

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



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

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

Assorted TR3 & TR4 parts
Contact:
Larry*
[cartravel@po box.com](mailto:cartravel@po.box.com)



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

Land's End Merchandise & Club Logo

Inbox



Art Graves

to me, Rob, Dennis

Hi John, Rob & Denny,

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

Thanks,
Art

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

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

To do this, log in to Land's End using this link: <https://business.landsend.com/>. In the top right corner click on the "MY ACCOUNT" icon to create or sign in 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,

*TWO CHOICES
- VISIT BOTH*

GCT Merchandise

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

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



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

GREEN COUNTRY TRIUMPH CLUB MEMBERSHIP APPLICATION & RENEWAL

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

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

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

CAR MODEL	YEAR	COMMISSION#

SEND YOUR DUES TO THE CLUB TREASURER: \$20

Make Checks Payable To GREEN COUNTRY TRIUMPHS
Check # _____ Check Date _____

GCT C/O JAN PHILLIPS
5885 E. 480 RD
CLAREMORE, OK 74019
(918) 283-7017 (leave message)
maudjpp@gmail.com

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

Andy Wilmes

Admiral Alignment

+1 (918) 232-3273 Mobile
andy@admiralalignment.com

13503 N 155th East Ave.
Collinsville, OK 74021



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Specializing in restoration, repair and
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