



Triumphant Times

Monthly Newsletter for October 2026

<https://greencountrytriumphs.com/>

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Club Dues Are Due June 30th or before of each year to the club Treasurer. Send \$20 to: Green Country Triumphs, C/O John Phillips, 5865 E 480 RD., Claremore, OK 74019

Next Club Meeting
Tuesday October 20th
Dinner at 6:00PM
Meeting at 7:00 PM
Location: Uncle
Julio's
10333 E 71st St, Tulsa,
OK 74133
(169 & 71st near Best Buy)
(918) 999-0054

Officers and Committees

Michael Burns— President
John O'Hara - Vice President
Art Graves — Car Shows, VTR
Liaison, Club Contact
Sharon Parker - Member at Large
Jim Murray — Secretary
Jon Wood — Web Master
John Phillips — Newsletter Editor,
Treasurer, Parts, Repairs,
Appraisals, Membership
topaztr6@gmail.com

President's Article by Michael Burns

The Garage, the Vampire, and the Wire. The new garage is finally functional.

The pegboards are up, the tools are organized, and I'm still trying to figure out the economics of putting a lift in there. That one may take a little more cogitating. But even without the lift, the garage has already proven its worth. I found that out when the TR8 decided it had another electrical problem. This one was actually pretty simple, but it could have turned into a time-consuming mess. Fortunately, everything I needed was right there on the wall. Instead of digging through boxes looking for tools, I could actually find the tools and materials. A job that could have eaten up a good chunk of an afternoon went considerably faster.

As lucky as I have been with it, my TR8 spends too much time sitting. That's probably true of a lot of our cars. A battery is going to slowly discharge when a car sits, even with just a little clock or other small electrical draw. That's why cars that spend most of their lives sitting in museums or collections usually get a battery maintainer.

Like most things, it's use it or lose it. That was part of the thinking behind the ANCEL BS200 Smart Jump Starter System I installed. The idea is pretty



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clever. The capacitor stores energy and can give the starter a big shot when you need it. It also connects to your phone through Bluetooth and gives you battery and charging information through the app. If the capacitor is charged, it can



even provide a jump-start assist. It's super fancy.

I also had the brilliant idea that maybe it would somehow help with the little bit of battery drain from the clock when the car was sitting.

That part was not so brilliant, really, and assumed too much.

When the TR8 wouldn't start, I figured maybe the ANCEL had finally gone full vampire. After all, it was the last change to the car, and in a way, the thing is a vampire until it's charged. It takes power from the electrical system to charge itself, and then it can give that stored power back when you need it.

But before I blamed the new gadget, I checked the voltage.

I'd installed one of those little USB voltmeters in the car after the last series of



alternator and battery problems. It's one of those cheap little modern gadgets that plugs into the cigarette lighter and tells you what the electrical system is doing. Really Spiffy. And it told me something wasn't right. The battery wasn't charging. So maybe the vampire wasn't the vampire. I had another charging problem. Hadn't noticed it because it had been sitting a few weeks. That heatwave we had just made for miserable driving, so it hadn't been out enough.

After I finally got the A/C working, I discovered that the alternator didn't have enough output to handle the additional load. So I upgraded the alternator. It failed, so I had to do it again, with bracket modifications, etc. in the process.

There was a reason the car had ended up with a weaker alternator in the first place. The previous owner was in California and apparently didn't use the A/C. The car had also sat for years. If you're not running the A/C, you don't have quite the same electrical demands.

I figured now that problem was licked. But...I just hadn't changed everything. The upgraded alternator could put more power into the system, but one bit of the old charging wire I had missed was too small for the current it was now being asked to carry. At some point it had gotten

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hot enough that the insulation had actually melted.

So, I had more alternator. So...I had more electrical load.

And I still had a wire that belonged to the old setup. Naturally.

I replaced the charging wire, and suddenly the charging system could actually do what it was supposed to do.

The battery could charge.



The BS200 could now assist in prolonging the battery life (in theory).

The nice thing about having the garage put together now is that I could actually find everything I needed quickly. The

pegboards are up and organized, baby. So I grabbed the tools, found the wire that I should have originally installed, and fixed the connection lickity-split, and got the TR8 back in business.

I'm also very glad this problem showed up in the garage instead of while I was on a trip. A charging problem at home is an afternoon project. A charging problem 100 miles from home is a completely different kind of project.

Sitting in a garage is probably one of the reasons cars like the TR8 survive for 40 or 50 years in the first place. They weren't driven into the ground like some old Chevy or Ford that spent its entire life going to

work and back. Somebody cared enough to put them away.

But sitting has its own way of breaking things.

Batteries go dead. Seals dry out. Electrical connections get unhappy. Fuel systems don't particularly appreciate it. Tires age whether you've put miles on them or not. Drive it too much and you wear things out. Let it sit too long and other things go bad. So maybe the trick is somewhere in the middle.

Keep fixing it. Keep driving it. Fix the next thing when it breaks.

Lately, everything I've fixed on the TR8 seems to be working at the same time.

The new exhaust sounds great. The carburetor is working great. The charging system is working. The car is running better than it has in a while.

And now that Oklahoma has finally remembered that October is supposed to feel like October, it's just plain fun to drive. It's just loud enough now, too, and I'm beginning to suspect I may need tires sooner than expected, because spinning the tires has become suspiciously easy. I'm not complaining.

We spend a lot of time fixing these cars so we can drive them.

Use it or lose it.

I would have gained some wisdom perhaps if I had just read the ad copy for that capacitor:

"Every Start Counts...BS200 permanent jump starter is built for every day. The more you drive, the more value it delivers."

Hope to see you out on the road!
rns



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Vice President's Article by John O'Hara

October-Football, leaves turning, cooler weather.

October in some respects is probably one of my favorite months, mainly because of the three items listed above. It's nice to work in the garage and have a football game on while doing stuff in there, whether it be working on a car, hopefully someday my Spitfire!!, but usually one of our other cars that is needed on a regular basis. Of course, the cooler weather makes it so much nicer to be working in the garage.

But October also brings the time to start winterizing things for the winter. Having 2 watercrafts, this moves up on my priority list as water needed to be drained and RV antifreeze added, oil changed, fuel topped off, fuel stabilizer added and cylinders fogged with fogging oil. Cleaning the interior vinyl and treating it for the winter. Getting the cover on and supported to try to shed rain and snow and ice.

Now that that is done (I wish), what sounds the nicest would be taking a drive in a British sportscar, top down and just leisurely drive through some of the many areas of Oklahoma to enjoy the crisp air, and the changing of the leaves before they turn brown and blow down which usually seems to happen just at their peak!

One day that will become a reality for me, but for now, the next few weekends will be spent getting the boat and jet ski winterized, then I'll turn some attention to the Spitfire again. Unless one of the other vehicles demands attention. So for now, the plan this year is to try to take our Mini and drive the Talihina route which I have heard is very nice. Time will tell, enjoy the weather while you can!



The club has been to Talihina three times over the years and it is nice. I expect you will enjoy the drive. I learned something new from this article, there is something called fogging oil. I am one to keep my feet dry except in the shower, so boat related supplies are foreign to me. October is my favorite month also. Editor



Minutes of the Last Meeting By Jim Murray, Secretary

Minutes of the Meeting Sept 15, 2026

GCT President Mike Burns called the meeting to order at approximately 7:04pm at Big Whiskey's American Restaurant & Bar located near 51st and Urbana Ave., Tulsa, OK. There were 9 members present. No members drove their cars to the meeting due to the unrelenting heat. There were no guests.

A motion was made to forgo the reading of the August meeting minutes and approve them as published in the newsletter. The motion was seconded and passed with a unanimous vote of the attending members.

Treasurer's Report – John Phillips: John Phillips presented information on the balance in the checking account.

John reported that two more membership dues were received and that the annual VTR insurance payment was paid.

A motion to accept the Treasurer's Report was made, seconded, and approved by the attending members.

Membership – John Phillips: John reported he received dues from the two previous 2025 members who were unpaid as of the previous month's meeting date.

Parts Committee – John Phillips: John reported that the tachometer on his TR-8 is finally working. He reported that the cooling fans are not yet confirmed as working since the installation of the new cooling fan relays.

John reported that Jeff Druin is working on his brakes. More information further on in the newsletter.

Phil Hoey reported that the under the dash wiring harness is installed in his TR-6 project car, but not yet connected to the gauges and switches. He is still collecting parts – LED kit for the dash, windshield seals, new seats, new metal radiator shroud, and more. He has a new transmission tunnel and is working on installing the seals. He is cleaning the rust on the floorboards and filling the pinholes with JB Weld. He has located another potential parts car.



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John O'Hara reported he has been stripping parts off the Spitfire parts car that he and Andy purchased. He has been cleaning the wheels and preparing them for paint. He hosed down the engine compartment to remove debris. Though his car is an early model, he is contemplating replacing the rear chrome trim as factory delivered or converting to the black that was used on the later models. He reported he is able to start the engine. He is still looking for some interior parts. He also brought a sample of 5mm R17 foil insulation he used on the back side of his garage door. He reported that it made a significant difference on the inside temperature of his garage door.

Car Show Committee – Art Graves: Art was absent from the meeting. Mike Burns referred the membership to the newsletter listings for the Car Show report. He reported there is an all-models car show in Mounds, OK on Oct 3 that has been very well attended in the past with entries in the low/mid hundreds.

Activities: Phil Hoey stated that he would set up another work session for club members to assist with his TR-6 project car.

There are no other activities on the near horizon. The summer heat persists!

Old Business:

Questionnaire for Visitors: Jim Murray reported that he needed to finish editing the document and have it ready for review for the next meeting.

New Business:

By-Laws Review: Jim Murray stated that he, John Phillips, and Mike Burns had started a review of the club By-Laws a few months ago. Comments have been submitted. John reported that he would send it out to the membership for additional review.

Adjourn: The meeting was adjourned by a vote of the attending members at 7:45pm.

<END>



Membership, etc.: by Editor John Phillips

Tough week at GHGN. Water Heater with a lifetime guarantee died but was replaced at no charge.

Installed the new one in the garage instead of the laundry room, significant move (\$1800). The shower faucet is old and periodically results in a very cold shower. The air conditioner decided not to come back on when the compressor disengaged. The problem turned out to be low water in the circulating system of the ground source heat pump.

The old water heater enclosure is now under repair, you know sheetrock, tape/mud, sanding, painting, rehang the door on the opening, add trim, install tile, unclog drain. That is all.

Under membership, Frank Wood came from Picher, OK where he was employed in the Mining industry. We had two other members from the mining industry, Dennis Robinson and Tom Chronister, both of whom have passed on. Frank has not paid his dues for this year and a such will be dropped from club communications; the newsletter and e-mails as will John Malloy.

Review and approval of the proposed changes to the club Constitution and Bylaws has been in the works for several years. I



Figure 1 Jim and John did not make it into the picture. Lousy photographer. Only 8 members this month. This is what happens when I forget to remind everyone. Maybe more will show up in October to vote on the revised Constitution & Bylaws.

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hope we can end that cycle at the Oct. meeting.

On 9/14/2026 Paula had the TR6 at the Mounds Car Show.

Phil Hoey sent pictures of his most recent job completions of transmission tunnel installment and cleaning up the glass removed on Saturday.



Figure 2 Well, Paula got another best in class at the Mounds car show. She does that a lot.

Like most people, Phil had difficulty installing the bolts that connect the tunnel to the firewall and floor. I know I had difficulty every time that I installed as well. Except for one and in that instance the engine was out of the car so everything was very accessible. Good job.

The dash top pad was put in place and the windshield assembly reinstalled on top of the front edge of the pad. Next we can put the wood fascia and gauges back in.



Scheduled Club Activities

WHEN	WHAT	WHO
1st Tuesday	Newsletter Input Request	John Phillips
2 nd Tuesday	Newsletter Distribution Monthly Club Meetings Location	John Phillips John O'Hara
3 rd Tuesday	Club Meeting	Michael Burns
February 10th 2027	DRIVE YOUR TRIUMPH DAY	Art/John

Become a VTR Member

The Vintage Triumph Register has its benefits. A national club of Triumph enthusiasts spanning the globe needs you as a member. Affiliate club membership is not automatic membership with VTR.

Some of the benefits: *The Vintage Triumph* magazine, our award-winning, bi-monthly color publication.

VTR National convention

Access to a large number of local clubs

Website with reference material and members-only sections

Record Trace Certificates TR2/TR3/TR3A/TR3B

Factory trace documents on other Triumph models no longer available

Clothing, regalia, exclusive items

Specific vehicle consultants and experts

Sign up at <https://vintagetriumphregister.org>



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2026 CAR SHOW LIST **by Art Graves**

New Orleans British Motoring Festival

Location: Covington, Louisiana

Date: March 27 – March 28, 2026

Web: <https://www.bmcno.org/2025-british-motoring-festival/>

VTR South Central Regional Convention

Location: Marble Falls, Texas

Date: April 20 – April 23, 2026

Web: <https://hillcountrytriumphclub.regfox.com/-2026-south-central-vtr-regionals>

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas

Date: May 2, 2026

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

The Wedge Shop Gathering

Location: ??

Date: ??, 2026

<https://www.thewedgeshop.com>

Euro-Expo Car Show

Location: Sand Springs, Oklahoma

Date: ??, 2026

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

TRA National Meet

Location: Madras, Oregon

Date: June 15 – June 19, 2026

Web:

<https://www.triumphregister.com/national-meet>

Greater Ozarks British Motoring Club Car Show

Location: Springfield, Missouri

Date: June 26 – June 27, 2026

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

Kansas City All British Car Day

Location: Merriam, Kansas

Date: September 5 – September 6, 2026

Web:

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

Brits on the Bluff

Location: Natchez, Mississippi

Date: September 18 – 19, 2026

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

6-Pack Trials

Location: Nashville, Indiana

Date: September 17 – September 19, 2026

Web:

<https://www.facebook.com/groups/795712742964794/posts/818655254003876/>

Triumphest

Location: Flagstaff, Arizona

Date: September 17 – September 19, 2026

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

Texas All British Car Day

Location: Austin, Texas

Date: October 9 – October 11, 2026

Web:

<https://www.hillcountrytriumphclub.org/txabcd/>

VTR National Convention

Location: Kerrville, Texas

Date: October 18, 2026, 2026

Web: <https://www.mntriumphs.org/vtr2025/>

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: October 22 – October 24, 2026

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

CANCELLED



GREASY HANDS GARAGE NORTH – SOME BACKGROUND



I neither asked for nor received much help with the construction of the shop. Except for the concrete floor and a little help standing up the framed walls, I did it myself. Jan's dad and a friend from work helped with the walls. Paul did carry a few bundles of shingles to the roof.

Figure 3 Greasy Hands Garage North during construction dated February 2001, Age 56. Sheetrock is going up over the back wall. Should have been a foot higher. Well, that is not the only mistake I made in this shop. ☺ 1993 to 2000 work was done at our previous home in Owasso or Sam's house in BA then we moved to Claremore.

After our move, I turned 80 in 2025 and slowed way down after restoring the white car. Messing up the freshly rebuilt engine took away a lot of my self-confidence. I got some of it back but not enough for another restoration. But I can still help others.

7 RESTORATIONS FROM THIS SHOP OVER THE YEARS.

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Figure 5 Jan says this car saved my life. This was my hobby after a heart attack in '92. I worked on it for 28 years then sold it to Jack.



Figure 4 Ol Red was a tweener. It was purchased from a guy in Sand Springs who was moving to Texas. He did not have to move it, and I got to finish his restoration. Everything was eventually done except an engine rebuild that the next owner willingly took on. After a short ownership, I sold it in August of 2014.

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Figure 7 I think I bought this project car in October 2022 along with a long list of new and used parts. I gave it away with a messed-up engine in April 2025. Bad experience with a beautiful car. Stepson Aaron still drives it and has fun but must clean two spark plugs every 100 Miles.



Figure 6 This is the only TR8 I have owned but it is the only one I will ever need. I love this car despite the ineffective air conditioner. I think I bought this car around June of 2011. I then proceeded to spend a fortune changing everything but the paint. And the beat goes on.

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Figure 8 This is why Paula wins a lot of trophies.



Figure 9 Chad called his wife and had her bring another shaft from home in BA. She brought it, he installed it then beat me home. Don't know how.

Back in 2008, Chad lost a wheel on the way home from the KC show. The first thing I check on a new car in the shop is how much play there is in the rear wheel bearing. If there is play, what happened to Chad can happen to you.

If they are loose, replace the rear hub assembly. Good Parts have the best options.

The picture is of Steve's ½ shaft. He is waiting for his new Good Parts shipment.



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BRITS in the OZARKS

24th ALL BRITISH CAR & CYCLE SHOW

Hosted by British Iron Touring Club of NW Arkansas

Show held in Fayetteville, AR (UofA Agri Park)

South of Exit 67-A off I-49

Thursday, October 22nd – Saturday, October 25th (rain or shine)

ALL PROCEEDS BENEFITTING



SCHEDULE OF ACTIVITIES

Thursday, Oct. 22nd

- 9AM Departure from Holiday Inn Convention Center of Northwest Arkansas (Hotel)
**Quick and leisure drives available both days*
- 10AM-9PM Torchy's Taco Rogers Restaurant Fundraiser (4950 W Pauline Whitaker Pkwy, Rogers, AR)

Friday, Oct. 23rd

- 9AM Departure from Holiday Inn Convention Center of Northwest Arkansas (Hotel)
**Quick and leisure drives available both days*
- 4 – 6PM Show Registration walks-ups welcome
**Also available on site the day of the show (Oct. 24th) starting at 8:30AM*
- Cook out and parking lot party 6:00 PM at the **Holiday Inn Convention Center of Northwest Arkansas** (we will be here until the beer runs out or we are tired)

Saturday, Oct. 24th

- 10 AM – 2PM Car and cycle display and popular choice judging at UofA Agri Park, North Garland Street, Fayetteville, Arkansas
**Day of registration starting at 8:30AM*
- Lunch and concessions available on site
- Silent Auction (donations welcomed)
- 6 PM | Awards Dinner **Holiday Inn Convention Center of Northwest Arkansas**
SPECIAL GUEST: Tim Suddard – FOUNDER AND EDITOR EMERITUS
OF CLASSIC MOTORSPORTS AND GRASSROOTS MOTORSPORTS MAGAZINES
TICKETS required for Awards Dinner event. Only 200 Dinner Tickets will be SOLD for this exclusive event! Order your tickets TODAY!

Register online here:



or complete and return the attached form

*Please note: *No vendors per U of A Agri park regulations*

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The poster features a central image of a green vintage Triumph TR3 driving on a road towards the Valley Forge stone archway. The sky is blue with some clouds. The overall design is clean and professional, with a mix of serif and sans-serif fonts.

VTR
EST. 1974

CARS
FRIENDS
ROADS
HISTORY

★ VINTAGE TRIUMPH REGISTER ★
NATIONAL CONVENTION
VALLEY FORGE
★ 2027 ★

HISTORY NEVER
LOOKED THIS FAST.

 **REGISTRATION OPENS**
★ **OCTOBER 19th!** ★

 **AUGUST**
10 – 14, 2027

 **SHERATON**
VALLEY FORGE
Valley Forge, Pennsylvania

 **SCAN FOR DETAILS**

dvtr.org

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IF QR CODE ISN'T WORKING FOR YOU, PLEASE VISIT [DVTR.ORG](https://www.dvtr.org)

Mailing address:
PO Box 4085, Burbank, CA 91503

VTR is a 501(c)(7) non-profit registered in Michigan, our legal address is:
2222 W Grand River, Suite A
Okemos, MI 48864, United States

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Greasy Hands Garage North Update by John Phillips

9/11/2026 – Project update – Yesterday I drove the 8 about 8 miles to get some take out Mexican food. It had just rained for the first time in several weeks and it was about 80 degrees out. It looked like the rain had ended so I put the top down to enjoy the ride, top down.

About a mile into the drive a few random rain drops hit the windshield and I thought maybe I had messed up. There were more drops, but shower status never happened. I made it to the restaurant but put the top up before going inside just to be sure. There was no more rain on that trip, but I did leave the top up to be sure.

The previously corrected tachometer failed to engage on the trip to pick up dinner but worked flawlessly on the way home. Considering my history with it over the last year I would call that normal.

Twenty-five years ago, on this date Jan and I were in the living room putting together the event packages for those participating in our first 6-PACK convention which occurred on the following weekend. The TV was on and they were showing smoke from the first tower and then the

hit by the second plane on tower 2. I told Jan that we were watching thousands of people die, and we were. Then the Pentagon, then the crash. A terrible day.

9/19/2026 – Today I decided to try to get smarter on cooling fans. I got a little spooked the other day when I checked the temperature after a drive and it showed 200° after the engine was turned off. I wondered why the fan(s) did not engage.

I checked to see if the low temp switch had power and it does as it should. What magic happens on the Green/White wire past the switch is as yet still a mystery.

So, then I wondered do I have a bad switch in the radiator or does it engage at a higher temperature. Next was a search on the TR8 repair manual for some specifications related to the

RADIATOR TEMPERATURE SWITCH	temperature
DATA	at which the
Manufacturer	fan should
Type	engage.
Triumph part No.	The

Cut-in temperature – maximum	93°C (199°F)	information
Cut-out temperature – minimum	82°C (180°F)	is there but it is ~~damned~~ -darned hard to find, in my
Minimum differential	4.0°C (7.2°F)	opinion. The cut-in temperature is listed as 199°F.

Since my \$2 temperature gun had read 200° even, it seems safe to assume I could have waited a little

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longer to see if it would eventually engage since it was on the borderline. Maybe the darned thing works. I will test it again.

ENGINE TEMPERATURE SWITCH DATA

Manufacturer	Otter
Type	V52
Triumph part No.	ERC 2864
Cut-in temperature	102 to 108°C
	216 to 226°F
Rating on 12 volt d.c.	3 amp

Something else that caught my attention was the switch for the second fan and the temperature at which it switched on. Can you believe 216 to 226°F? Won't that just peg your temp gauge?

9/24/2026 – Today I started installing the power antenna in the 8. I bought it about 2 years ago but have just been putting off getting it installed.



I pulled it from the box and it looked like this.

After reading the instructions, I was pleased to see the antenna was in fact designed for the TR8. There is a reusable connection to an antenna plug in, and a bracket in the boot for the shaft & motor.

There is even a drain tube that connects to the bottom of the unit. Don't ask why an antenna needs a drain, I have no idea.



Next was placing the unit in the rear quarter panel using the hole of the existing antenna. The short flexible on that looks good but does not do much for reception.

I used the fittings that positioned the mast in a vertical plum position. The hole was the right

size already, which was very convenient but the hardware does not cover the marks in the paint left by the old unit.



Two boot panels were removed to get some work room. Note the looped drive cable that moves the mast up and down. The shelf that the unit is resting on is original TR8 stuff. They were originally designed to accommodate the power antenna. It had two holes, one to fasten the unit to and one to attach the vent tube. Very slick.

Ok, that is the easy part. Now comes the running of the power and ground wires. Maybe tomorrow.

9/26/2026 – Today work resumed on Phil's 74 TR6. Tasks done or started today included connecting all of the wires under the dash. What



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remains is connecting all of the wires to the gauges, but other things must be completed first.



The wood fascia is available for installation, but the ruined dash pads need to be replaced before it is installed.

Access to the dash pads required removal of the windshield assembly so Gary Moss worked with Phil to get it out.

Before the assembly was removed the glass was cut out and removed so the rubber



seals around the glass and under the assembly can be replaced.

By the time all of this was done we quit for the day.



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10/3/2026 – Today Phil had another club workday. Attending members were of course Phil, Sharon, Gary and I.

We asked Phil what he wanted us to do and he selected put the car up on jackstands, install the windshield frame on the car, then the glass in the frame, and fuel tank installation. If you have ever installed glass into a windshield frame and then installed the full assembly into the car you know this is not task for the faint of heart.

Sharon helped Phil and me with installing the seal around the glass followed by installing the glass into the frame. First, we had to install the frame in the car to provide a stable platform for all of the upcoming pulling and pushing to get the glass in the frame.

A common mistake that I make is to select the wrong rubber flange in the seal to pull around the metal frame flange. We started over using a length of electrical wire from the old harness to pull the rubber out and set it in place on the frame.

All the while, Gary was busy installing the fuel tank. The only problem here was a clogged fuel line that connects the bottom of the tank to the

rubber fuel line. A drill and bit were used to clear the blockage, so Gary cleaned it and the fuel cap from some white stuff and got everything buttoned up. We finished up the day by jacking the car up and setting it down on a new set of jackstands so Phil can work on the wheels, tires and maybe brakes. At the end of the morning, we had accomplished the requested tasks and had worked long enough to call it a day.

I look forward to our next session when the goal as of now is to complete the wiring harness installation gauges, the wood fascia and connecting all of the wires.

Thanks to Gary for jumping in and doing a great job on the tank. Sharon gets Kudos for helping defeat the seals installation of the windshield. Many thanks to both for showing up for this activity that was requested by the members but does not draw much real participation from requesters. Not a new situation. This has been typical over the years.

Let's see, do I want to work on Tinkerbell or mow the yard? I think I will take a nap and think about it. (I mowed the yard.)

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The following work was done in 2014 during a more productive period at GHGN. Now we mostly remember some of the more significant projects. Enjoy.

6/21/2014 – Wayne called today and said he had more parts to bring out so he motivated me to get to the shop and try to do some work without messing everything up.

I went back to the distributor to see if I could figure out what was wrong. I made sure the engine was at top dead center then checked the position of the rotor which was off one wire. I pulled the distributor and tried to seat the gear back into the top of the oil pump and finally got it there. When the distributor was put in to make sure everything was ok the darn thing was 180 degrees out again which is where we started to begin with.

The pedestal was moved and the gear repositioned and the wrestling with the oil pump position and gear seating began. It took a while, but it finally went down. The pedestal then seated as it should and was fastened in place. The distributor was dropped in and the rotor now pointed at the proper location.

The timing was set using the static method and car started up just fine. The timing light was used to set the timing at the final position, and this part of the job is done.

While waiting for Wayne to arrive the tunnel was positioned into place and the wiring passed through the hole and grommet. By the time the bolts were in the tunnel the wires had been pulled almost out of the grommet, so the bolts were removed and the tunnel left until tomorrow.

6/22/2014 – After taking a few days to get away from Wayne's car I decided it was time to get going again.

The high note horn was installed to replace the used horn tried but rejected.

With the tunnel sitting in place, I took the car for a test drive. Yuk! Pushing the gas pedal made it backfire and buck pretty bad. I turned around and headed for the barn. I did double check that the overdrive was working and it is.

A new distributor cap and rotor was installed. One of the things that can contribute to problems during acceleration is no oil in the carbs. Since I had topped them off a few days earlier it was no surprise that the dashpots were now empty.

There were three new O rings left (I ordered more) of which two were used to replace the old hard parts in the carbs. Naturally I dropped one of the small screws that the O ring goes on so another was obtained from an old carb in the attic.

The carbs were reassembled and left for



tuning later. The carpet needed to go in the car so that is what I focused on. Simply put, the carpet and center dash support are in. I just have to get some longer screws for the feet on the support.

Wayne is ordering some new seat tracks as one of his has refused to move and they are in poor shape. As for trouble shooting the volt meter is not working properly so I need to check that out. There are a few more wires to connect under the dash. The side panels need to be installed and the stripes still need to go on.

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6/23/2014 – Pretty good day in the shop. The first thing done was to readjust the carbs after replacing the O rings to keep the oil in then a test drive. Air/fuel mixture was too lean so back to the shop for another adjustment. Power was down so the timing was also changed to 8° advance. There is no vacuum retard unit hooked up so it is common to add more advance. Probably will add more as testing progresses.

There were lots of small issues noted for correction after assembly is complete. The brakes squeal, the speedometer is way off probably due to the wrong gear in the overdrive unit, the volt meter only shows 11 volts, one mirror is loose, the fuel gauge is not working, etc. Just the normal punch list of items to readdress before delivery.

One of the things hanging in the fire for a while has been application of the striping kit. It was raining out and cool with the shop door open so what better day to work on them.

The first thing encountered was that each section was misidentified relative to which side they went on. This kind of stuff confuses an old guy like me.

The doors are the hardest because they are the longest and have more opportunity to contain laps and folds after applied. The first one scared the heck out of me but it turned out quite nice, at least compared to the right hand door. It actually turned out better than it had a right to as I was able to correct my errors for the most part.

One fear while doing this job is alignment so that the stripes look level after application. The



instructions say to tape the stripes in place at the

top then lift it up and peel the paper backing off then just lower it into place and smooth it out. Sounds easy but it is kind of tedious.

The driver's side ended up better than the passenger side. I have always really liked the stripe kit on a white car. They just look really nice.

A late test drive went badly as the new rotor failed. More will be ordered only these will come from Advanced Distributor. So far no failures from this source.

6/24/2014 – This morning started with a trip to Fastenal for some bolts long enough to attach the feet of the center dash support to the floor. They were very limited on what was available but two bolts were selected that looked like they might work.

A call had been made to Tom Needham who needed a couple of O rings for the bottom plugs on his 70 TR6. He met me at Fastenal to get the O rings. He asked if I had time to check out some of the parts that came with his car to see



if they were treasures or trash. I followed him to his house, which was on the way home anyway.

Tom has a nice place in Country Brier addition a couple of miles east of Owasso off 86th Street. We immediately moved to the shop behind his fenced yard area to a nice size shop where his TR6 is parked. The car looks very nice in what appears to be Matador Red with black interior. The exhaust is custom as is the wood dash. Unfortunately I had to pee so badly that I forgot to take a picture.



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We sorted some of his parts for a little while then it was home for me. A little lunch and into the shop for some more TLC for Wayne's car.

The bolts were installed on the dash support feet. I ordered the rotors this morning as well as a new distributor cap to correct the bad parts received from other suppliers.

The test drive was useful in identifying several things that needed to be addressed. I started working the list by attacking the easiest things first to end up with a smaller list at least visually.

The mirror on the passenger side was loose and an adjustment to the attachment bracket was needed. A pair of pliers was used to bend the bracket to a workable shape and the mirror reinstalled.

I had gotten a little aggressive while removing sealant used during the windscreen installation and had rubbed through the paint on the frame in a couple of places. The affected area was masked off and recoated with semi-flat paint.

Snap for the soft top cover had been omitted from the B pillars so those were added. The last task for today was brake squeal elimination.

When the pads were installed last one of the anti-squeal shims had been omitted and the backs of the pads had not been coated as shown above. A shim was pulled from the shop stash to complete the assembly. Time to clean up and rest.

Tomorrow it will be time to work on the electrical issues; fuel gauge, volt meter and wipers/high speed.

6/25/2014 – To get on with today's tasks, one easy thing to do was to just honk the horn to make sure the new high note horn was working with the new low note horn and it was, done.

The courtesy lights under the dash had not yet been connected to the switch in the dash support so they were connected and tested. They worked, done.

The boot (trunk) interior kit had to be removed to access the next two jobs. It appeared the fuel gauge was not working so power was checked at the sending unit. Power was indeed present and the gauge moved from below empty to empty so the low reading is attributed to not having much petrol in the tank. I hope the darn thing works when the tank is filled.

Next on the list was the gas tank filler lid. It was not seated at the proper level so the clamps were loosened and the lid removed. There was a metal trim piece that had been installed upside down so it was removed and flipped over. The assembly was then forced down into the rubber connection pipe to the proper level and the clamps tightened. Much better, the boot interior kit was reinstalled and done.

The volt meter was next. According to Dan Masters, expert on all things electric, checking the volt meter is a two-step process. The first thing was to check the voltage at the battery with the engine at 1500 RPM. The voltage should check between 14 and 14.6 volts with the engine running and headlights on. Check, so the alternator is ok.

The next thing is to use a piece of wire to run from the black wire terminal on the back of the meter to ground and see if the gauge is working to verify presence of an adequate ground. It is possible that the ground is indeed working but the gauge calibration is off and will need to be redone. I hope not as the beautiful gauge as returned by Nisonger is indeed something to behold.

So how do I touch a wire to the meter terminal behind the dash, touch the other end of the wire to ground and watch the gauge to see if it works.

I thought of a way but later so that will wait until tomorrow, as will the wiper issue since the duct work on the driver's side must be removed again after the seat is moved out of the way.

I also want to bleed the clutch system one more time as the clutch is still on the floor and tighten the back brakes a quarter turn to increase pedal height.

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6/26/2014 – After visiting with Wayne to refresh my memory about the direction to go on seat belts I started worrying about whether or not there were enough parts in the attic to put together a whole set. The results were marginal.

I found two reels/belts that worked so a rebuild is not necessary but the webbing is probably going to be a future project. Two of the three receptacle ends are working but are a short term arrangement. Wire ties are being used to hold the buttons in. I will be on the lookout for some better replacement parts. If you have some good ones available let me know, please.

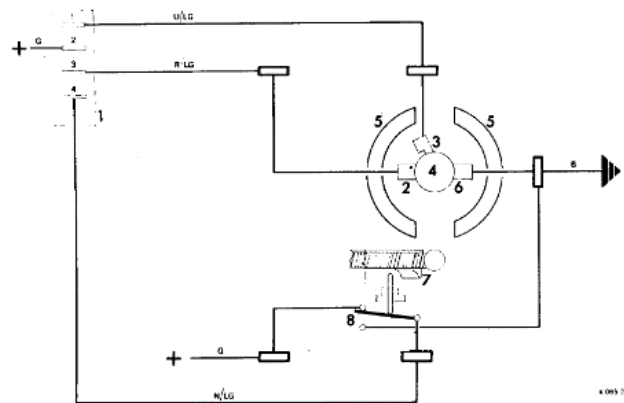
The job of finding, cleaning, lubricating and installing the belts took almost three hours. At that the end product is usable and legal but probably a short term solution.

The soft top cover is also usable but like when I got the Pumkin, the cover was originally blue and has been painted black. Some of the paint is coming off so it will need some attention at some point. The cover snaps that attach to the back panel were broken plastic so they were removed and a couple of metal snaps were installed. A little Armor All made it look a whole bunch better.

I just came in for lunch but it sure feels good in here. The wiper switch and volt meter may have to wait until Saturday as Friday I'm busy elsewhere.

6/27/2014 – Today was help my son day but at the end of it the new distributor cap and rotor from Advanced Distributor were installed. A test drive was in order so I drove over to Frank's to show it to him with the stripes on.

The car ran some better but the car is still running way to lean. The only way it would accelerate over 2500 rpm was with the choke all the way out. Have to think on this one a little.



The carb oil reservoir O rings also arrived so if the oil won't stay in your carbs the fix is here.

Since replacing the gasket on my son's 300m did not stop the leak tomorrow is replace the water pump day. Goody.

6/29/2014 – Finished my son's car today finally. Wayne brought more parts yesterday for his car and a couple of items for Frank. Tomorrow I get back to the real world.

6/30/2014 – Electrical issues can be difficult to resolve. The first chosen task for today was to figure out why the fast (chuckle) speed on the wipers did not work. I checked the switch, the connections to the switch, the motor, and power where it should be in all switch positions.

It took about 4 hours for me to find it but the problem turned out to be a bad connection in the gang connector of the power wire for that switch position.

Some time was spent with Simple Green and cotton swabs cleaning the terminals in the gang connector. Compressed air was used to dry everything out before reassembly. The connector on the blue wire was closed a little for better contact.

With ignition on, the wipers now work in the slow and not quite as slow position.

Although fatigue was setting in one of the new seat tracks just had to go in. Man they are pretty. Makes me wish for some. Maybe for Christmas.

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Tomorrow the only electrical issue is on the agenda. The voltmeter is only showing 11 volts instead of the normal 14 to 14.6. The goal is to figure out for sure if the rebuilt alternator is putting out enough voltage and if the meter is adequately grounded or perhaps has another problem.

7/1/2014 – This morning the first thing was to test drive Wayne's car as I wanted to read the spark plugs to see if the car was running as lean as it appeared. I made it about two miles and ran out of gas. Jan brought me what was in the shop which was enough to get me home.

The plugs did not appear to be to lean and in fact when the fuel was added the car ran quite well.

Next the checks for the volt meter were accomplished and it appears that the problem with the reading are related to calibration. I don't do calibration so Wayne can figure out what is to be done with it.



The next thing was to install the new sun visors. The other seat track and passenger seat were installed and about the time that was wrapping up Frank arrived to service his car. The oil was changed as was the filter and the front trunnions were lubricated.

The transmission and differential were also topped off. Frank wanted to check the tightness of the bolts attaching the rear shock absorbers so we removed the wheels and made sure they were tight. It was observed that there is minimal play in the left rear wheel bearing. Any play is bad.

When we finished with Frank's car we bled the clutch on Wayne's car and that solved all the

clutch issues. The idle is a little high so that will be resolved in the morning. There is also a bad light socket in the passenger footwell so that will be changed tomorrow as well. The side panels are ready to install also. That only leaves the new seat belts that Wayne has on order.

7/2/2014 – This morning a light socket was replaced in the passenger side footwell and a set of sunshade holders were installed. Some cleanup work was done to remove stains and glue. A check of the idle speed did not indicate a change was needed.

The side panels were put in place and Wayne came to pick up the car.

The end.

Post Script: The car arrived last October I think. The drive line was in place and a lot of the suspension was functional. The lights on the exterior were in place. Everything else had to be installed or changed, even the windscreen and frame.

Phil Augustine owned the car and sold it to Richard Doolittle, who disassembled the car for paint. Wayne Burris bought the car in boxes and farmed out the assembly to a shop in Tulsa. Progress was non-existent so Wayne asked if I would take on the job.

I said I would as I was bored at the time and the car was moved to GHGN. Newsletters beginning in October document the progress as it happened probably in more detail than was necessary.

This turned out to be a very nice car that carried about 70 pounds of oil pressure with a smooth clutch and transmission. I had a lot of enjoyable hours working on this car and had some good help when it was needed. Thanks to all that participated. Because of all of us Wayne has a beautiful car in which he should take a lot of pride.

Owner: Wayne Burris

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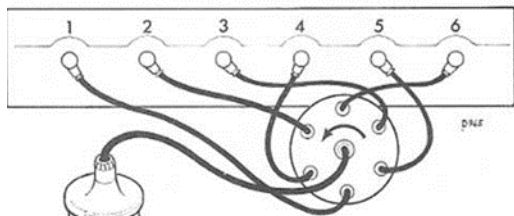


Figure 10 Paula, a teacher in Collinsville, is in the Homecoming Parade for 2026

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?tiress=215-65r15-205-70r15>

Classic Car Motor Oil

PennGrade 1, 20W-50



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

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

*Coolant: Option 1; Evans Waterless High-Performance Coolant is specially formulated for gasoline engines in classic cars and high-performance vehicles. <http://www.evanscooling.com/>

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

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



For TR8

Differential: Red Line Heavy Shockproof Gear Oil



Brake Fluid: Valvoline Synthetic DOT4/5

Spline Lubricant – CV Joint Grease

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



Lubrication for front trunnions on TR6

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

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

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

What is your car worth? Hagerty Valuation Tool

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

GCT Merchandise

SEE NEXT TO LAST PAGE

LESSONS LEARNED

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

When diff seals leak, clean the vent.

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

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

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

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

Find paint codes at : Paint Ref.com or <https://www.automotivetouchup.com/>

Early TR6 Seat Backs Won't Stay On
Cause: Straps in seat back are stretched.
Repair: Remove cover and shorten the straps to tight. Not too hard.

Gasket Sealant Aviation Grade

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



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

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Classified Section



Bits of Triumph

Embroidery Inspired by
Triumphs & their Drivers

Wynnell Gorman
wynnell@bitsoftriumph.com



To explore website:
Scan here

<https://bitsoftriumph.com>
Mobile: 469-383-2009
4610 Jakes Way, Midlothian, TX 76065

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We can see you now!

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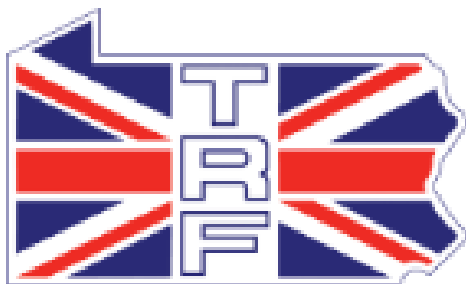
Visit the **Cafe Press** store to
shop for Green Country
Triumphs apparel and
merchandise

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

Assorted TR3 & TR4 parts

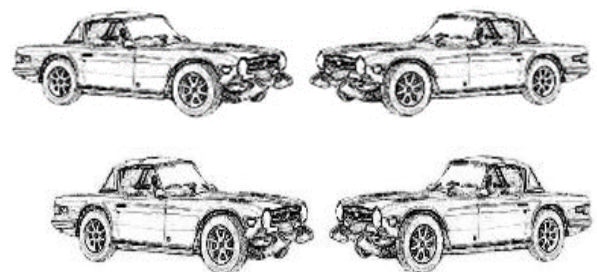
Contact: Larry*

cartravel@pobox.com



**The Roadster
Factory**

Figure 11 <https://www.trfbasic.com/>



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,



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

Service & Repairs

For Work See Chad Jester at Classic Auto Repair and Service



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steering
Transmissions and
a Differential
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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)

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Complete cars shown are also available for purchase.

For information on
these beautiful cars
contact Kay
Robinson at
robinson_kay@sbcg
lobal.net



1979 Spitfire



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1933 Chevy Roadster – Perfect restoration



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



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**The 2 Hot Rods are in Gateway
Classic Gateway Classic Cars
10010 E 71st
Tulsa, OK**

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FOR SALE

Triumph TR3B 1962 TCF 47 Located in Tulsa, Ok
Listing Price \$20,000 Currently tagged and titled.

This TR had engine trouble and was off the road in 1971. I was driving a 59 TR3 at the time and purchased this to rebuild. It has been stored in my garage. In the last few years I have hunted and purchased virtually all the parts to do a complete restoration. Due to my age and health I have decided to pass my "baby" on to someone that will bring it back "on the road again".

Overview of the condition of the body and components of the TR3B.

Body has been media blasted and epoxy gray primed by Auburn Cord Duesenberg in Broken Arrow, OK.

This TR has been in storage since 1971 and had surface rust on the main panels and parts. There is rust in the front of the floorboards and have complete new floorboards to install. (see pics).

The engine is rebuilt with a 2.2 Kit, 2200cc, with about 30 minutes of run time. The engine is balanced! I worked in an automotive machine shop during this time. The carbs are SU H6, (rebuild kits included)

The crank is machined .010-.010, the head is milled, new valve guides and springs, new cam and lifters, new oil pump. New parts not on engine include a new rear main seal conversion kit, (no machining required), 5 vane water pump, priming fuel pump with glass fuel bowl, spin on oil filter conversion, ribbed aluminum valve cover with TR logo retaining nuts, narrow belt conversion kit for pump, alternator, & crank, new electronic distributor, coil, wires, & plugs. New high torque starter and solenoid. One wire Denso alternator.

Has an original hard top and mounting hardware with the original plexiglass rear window

The transmission is 4 speed with overdrive.

New clutch master cyl, pressure plate, disc, & bearing.

The following is a list of the parts starting at the front bumper. The only way I could keep on track.

All components are NEW except when listed other.

Front Bumper, bumper to cowl brackets, cowl to frame brackets. Rear bumpers and bolt kits.



OEM clear glass turn signals Aluminum Grill and headlight buckets w/gaskets.

Fender welting, stainless steel, 6 pieces. Body mount kit. Front fender mirrors

Front brake calipers & pads, rear drums, shoes, & wheel cylinders. Brake master cylinder.

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All components in the steering system and suspension.

Tie rod ends, ball joints, polyurethane aframe bushings. (Steering box, & idler have about 40k miles.)

New aluminum radiator with electric fans & wiring kit.

Wiring harness – braid wrapped – complete - Battery box and battery retaining set.

Windshield wiper – two sets w/chrome retaining pieces.

Adjustable steering wheel,(orig), chrome cover ring, black leather New horn/turn sig button.

Wing windows – two sets – original

Dash - New Gauge center panel (see pic) – 4 new gauges, switches, ignition switch all wired for



**Contact Pat Kendall if interested at
918-640-2578**



application (see pic) Tach & speedo 40k miles
After market water flow heater.

Interior – NEW complete – by Tim Kruso in Ohio.
Leather Peanut Butter Pie color - New seat frames- all other pieces covered in matching leather. Door facings, rear seat bottom, rear seat back, cockpit surround pieces, 8 pieces (see pics)
Black complete carpeting kit.

Convertible top and matching tonneau cover by Robbins. (see pic)

Door latches mechanisms in doors, door handles, matching lock with trunk lock.

Gas tank latching lid. Gas Tank original.

Trunk locking handle, matching door locks.

Rear spring polypropylene bushings

OEM red glass signals & new turn/brake signal taul lights.

MWS Chrome 60 spoke wire wheels 5 Tires 155R15 82H (White or Black wall). (see pics)

Additional engine trans front frame and many additional parts to go with this.





2008 Saturn Sky Redline (Turbo) automatic transmission, \$10,000 Excellent condition, very well maintained. One very minor chip in windshield on passenger side. Has GM performance chips, custom exhaust and intake systems. Gauge lighting enhanced with an LED strip. Interior is in excellent condition as well. Tires were replaced with the appropriate replacements for the sports car that it is. Everything works as designed. Does not leak anything, anywhere. 67,000 miles, very reliable. I am 81 years old and do not need two sportscars.

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

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

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