



Triumphant Times

Monthly Newsletter for September 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 September 15th
Dinner at 6:00PM
Meeting at 7:00 PM
Location: Big
Whisky's
4532 E.51st**

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

Home Is Where the
Projects Are

For the past few weeks, the TR8 hasn't been the project. The new garage has. When I started on the space, it was bare-bones and disorganized. Part welding shop, part wood shop, and part storage for things waiting on the next yard sale.

Somewhere in the middle of all that was just enough room for the '54 Chevy 3100 that had been living there. It wasn't exactly set up as a home for a TR8 and a Fiero.

So I started changing things. It's taken months. The car move itself was straightforward, once the TR8 was ready. It had been sitting in the old garage in what I'd call repair mode. Battery on the charger, oil overdue, and a short list of things to sort before it rolled anywhere.

Now it has a new home and a new companion. Parked next to the '84 Fiero, the garage has become something of an 80s wedge-car explosion. I may have to lean into that.

Some vintage posters seem inevitable. Adding a Lamborghini Countach might be a thematic choice. I'm still deciding how far down that rabbit hole to go. If anyone has a spare Countach, please let me know. I will make room for it. Otherwise, I'll have to settle for a poster of one I suppose.

Before the cars moved in, though, there was the matter of making the garage a place I'd actually want to spend time in.

This summer sure didn't cooperate. With temperatures pushing 110 degrees for weeks,



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



Figure 1 : The 80s garage before adding the décor.

I sprung for a pair of 30-inch wall fans. At 21,200 CFM combined, they sound like a couple of angry drones hovering nearby, but they move a serious amount of air. They've probably been the best money I've spent on the garage.

Moving hot air around isn't the same as cooling it, though, so next came a 2-ton LG window unit. That turned into its own project: the existing windows were too small and had to come out, and the opening had to be reframed to fit it. Then there was the power.

The garage still had a 220-volt, 50-amp circuit left over from its welding-shop days, which had to be converted down to the 20-amp circuit the A/C needed.

A few days later, the garage had air conditioning. Calling it air conditioning may be generous. The garage still needs more insulation for sure. A 2-ton window unit can only do so much against 110 degrees, but it consistently knocks about ten degrees off, and combined with the fans, it's still made a real difference. The cars, and the mechanic, are much happier.

Pegboard and shelving went up next, along with a few reproduction signs, some pictures, a handful of random parts, and a few 1940s Chevy truck hubcaps. Some Mustang items are still hanging around too. That feels a little strange now that the Mustang's gone, but after six years, I figure it earned a spot on the wall.

I've also been trying to establish one important rule: the new garage is for automotive projects. So far, the home-improvement supplies have been confined to one rack of shelves. I'm calling that a victory, although I suspect they'll eventually begin reproducing when I'm not looking.

Regardless, the garage is starting to look less like a blank space now, and more like a workspace, and a history of the cars that have passed through my life.

Mostly, though, there are just tools on the walls. And plans for more.

The first \$1,900 I can scrape together is probably going toward a lift. I'm getting too achy to crawl around on a creeper all day, and that part of the equation isn't improving.

At some point, getting a car off the ground stops being a luxury and starts being basic preventative maintenance for the mechanic.

There's still plenty to do: more cleaning, more organizing, and, again, better insulation eventually. There is no shortage of projects waiting on both the TR8 and the Fiero. But I've found myself putting more thought into this garage than into almost any other room in the house, including my own office and bedroom, which are both still half-unpacked.

Maybe that's because, when you're moving and getting settled, everything else seems to come first. The house needs attention. The kids and pets need to get settled. There are repairs to finish at both places and, eventually, the old house still has to be ready to sell.

The garage, somehow, got my attention first. I spend most days on the job in IT, in front of screens, solving problems that live somewhere between a monitor and a server rack. By the time I get home, sitting in front of another computer is about the last thing I want to do.

In the garage, at least most of the problems are right in front of you. Something leaks, squeaks, doesn't fit, or has somehow become disconnected from something else. You can usually see the problem, touch it, take it apart, and occasionally even put it back together correctly.

That's a nice change of pace. Even when nothing gets fixed, it's still a good place to spend an evening.

My office is still half-unpacked. The bedroom isn't finished. But the garage now has air conditioning, two industrial-sized fans, organized tools, and plans for a vehicle lift.

Apparently, I've got my priorities straight. Home is where the projects are.

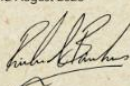
Our Fourth Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends

Born on the 4th of July
Got this today in my email, pretty cool:

 **BRITISH MOTOR INDUSTRY HERITAGE TRUST**
CERTIFIED COPY OF A FACTORY RECORD

BMIHT certifies that the details given below are a true copy of an entry in the original factory records for the vehicle with the chassis number quoted.
This Certificate does not constitute verification of the present condition of a specific vehicle. These are the details of car as it left the assembly line. Cars were sometimes modified by the manufacturer after production and prior to ship



Certificate Number	2026/3036	Issued to	Michael G.R. Burns
Make & Model	TRIUMPH TR8 CONVERTIBLE	Date of Issue	12 August 2026
VIN		Signed on behalf of BMIHT	
Engine Number	12E01733		
Body Number	215339		
Specification	LHD, North American Export		
Exterior Colour	Midas Gold		
Trim Colour	Tan (check)		
Hood Colour	Not Recorded		
Date(s) built	4 July 1980		
Date despatched	9 July 1980		
Destination (dealer)	Detroit, USA		
Other numbers	Key numbers NH.2858, FT.215		
Details of Equipment	Sundym laminated windscreen, Inertia reel seatbelts, Power assisted steering, Five speed manual gearbox, Catalyst exhaust, Air conditioning		



Hope to see you out on the road.



Vice President's Article by John O'Hara

The continuing saga of the Spitfire parts car.

As Andy and I have written in past newsletters about the parts car we bought. This past weekend, with the help of my 2 sons, we were able to finally move the car from the trailer and get it in the garage.

This was no easy task, but it did come off easier than getting in on the trailer. But, before we could unload it, there was the prework. This involved a bit of reorganizing my garage, which is a 30 x 30 pole barn, you'd think that was big, but it fills up fast. I had to clear one side of various

things, move 2 four wheelers and a lawn mower out. Measure the width of the spitfire and the remaining 4-wheeler that was to be used to be sure to get the 4-wheeler out of the garage.

Prior to that, we needed the wheel dollies that were under my Spitfire to place under the remaining rubber on the parts car, so we had to put mine up on jackstands, as the tires on mine, only one holds air. We retrieved the dollies, hooked a chain around the back of the frame and over the hitch ball on the 4-wheeler. My son Sean drove that to pull it off, at first it didn't move, if you recall the rear passenger wheel won't turn, and all the tires are flat and rotted.

Fortunately, the 4-wheeler is 4-wheel drive, so he tried that and it moved about 3-4 inches, on the next attempt, he backed it up to put some slack in the chain and gave it a good jerk, that was enough to get it over the small hump of the trailer ramp. Once the back wheels cleared the ramp, we jacked it up and put the dollies under the back tires. Since the front tires somewhat roll, the rest came off easier, then the front tires went onto dollies.

Chain disconnected, 4-wheeler pulled out of the way, we pushed the Spitfire to one side of the garage, and had enough clearance to drive the 4-wheeler out of the garage, and then place it in its temporary spot to be disassembled, once the temps get somewhat reasonable, hopefully soon.

So now the side of the garage that was clear is not full again once everything was moved back in, and hopefully I won't need to pull a car in for anything more than an oil change or some other maintenance type work.



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Minutes of the Last Meeting By Jim Murray, Secretary Minutes of the Meeting Aug 15, 2026



Jim Murray, GCT Member at Large

GCT President Mike Burns called the meeting to order at approximately 7:05pm at Uncle Julio's Restaurant located northwest of the intersection of 71st Street and Hwy 169, Tulsa, OK. There were 12 members present. No members drove their cars to the meeting due to the beastly heat. There were no guests.

A motion was made to forgo the reading of the July 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 our annual VTR insurance payment is due. Part of the amount of that payment is based on the number of "active" club members, and not the number of dues-paying members. The VTR definition of an "active member" is a dues-paying member who attended three or more club meetings or events in a calendar year. Conforming to the VTR definition it was determined that GCT will base this year's insurance payment on 24 "active members".

The treasurer's report was made, seconded, and approved by the attending members.

Membership – John Phillips: John reported there are two previous 2025 members who have yet to renew. They will be dropped from the club roster at the end of the month if dues remain unpaid. (Dues for 2026-27 were to be received by June 30.)

Parts Committee – John Phillips: John reported that he has no update on his TR-8 tachometer problem. The problem with the cooling fan system seems to have been resolved by replacing all the associated electrical relays.

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Phil Hoey reported that the second club work session to install a new wiring harness in his TR-6 included the steering column switches and dash light switches. He reported that John convinced him that now is the time to update the dash to LED lights. For now, work on his TR-6 is on-hold for the time being. He has parts, but no time.

Art Graves reported that he is having problems installing the rally bar on Sam's TR-3. When he attached the rally bar to the underside of the dash cap, the current configuration does not allow enough clearance for the cubby box door to open and clear the lower mounting edges of the rally bar. Unless anyone has other ideas, he will investigate if there is a way to lower the mounting position of the dash to gain clearance.

Gary Moss reported he is looking for a gas cap for his '71 TR-6. Jim Lindsey responded that he has one available that should be the correct for that year.

Car Show Committee – Art Graves: Art briefly listed the names and dates of the remaining regional shows in the year, as well as the nation-wide annual events. See details below in this newsletter.

Art reported that he voided the refund check sent by The Route 66 Capital Cruise that was sent to all registrants in apology for delays that prevented all who registered to actually participate in the cruise. He mailed it back with a "Thank You" note stating that while there may have been some difficulties with the execution, that he was still happy to have attended, drive the route, had a good time, and appreciated all the effort. Art shared a nice "Thank You" note he received from the organization in recognition.

John Phillips reported that he applied for and received his official Certificate of Participation from The Guinness Book of World Records for The Route 66 Capital Cruise event.

Activities: None on the near horizon. Too darned hot!

Old Business:

President Mike Burns stated that we still had open positions of Vice-President, Secretary, and Activities Chairperson that were not filled during the election last month. After some discussion, John O'Hara agreed to accept a

nomination to the position of Vice-President and was elected by the attending members.

Jim Murray stated that since he was already often taking the meeting minutes, he would be willing to resign his position as Member at Large and accept a nomination for the position of Secretary. Doing so would allow the position of Member at Large to be filled by another member resulting in a more complete Board of Directors.

After discussion President Mike Burns accepted Jim's resignation, Jim accepted a nomination for the position of Secretary and was elected by the attending members.

President Mike Burns opened nominations for the Member at Large. Sharon Parker accepted a nomination and was elected by the attending members.

New Business:

Questionnaire for Visitors: President Mike Burns remarked we could be a little more proactive in encouraging membership by following up with visitors and calling/texting/emailing in advance of the next 2-3 meetings after their visit. He suggested we come up with a short questionnaire with basic contact and areas of interest information to hand to visitors to complete and return.

Mike, Sharon Parker, and Jim Murray agreed to collaborate on a form for Jim to print and have ready to present at the next meeting.

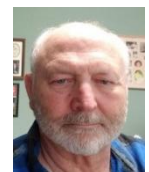
Adjourn: The meeting was adjourned by a vote of the attending members at approximately 7:45pm (give or take...).

<END>

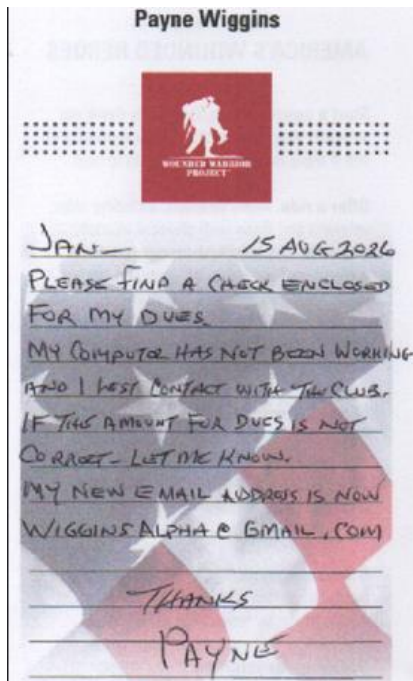


Membership, etc.: by Editor John Phillips

I am happy to correct a previously reported status related to the death of Payne Wiggins. I received a check for dues with the following note:



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He is alive and a paid-up member. Time to party!!

eMail News

Dear TRF Customer-

I hope you are well!

I was recently trying to place an order with the company in England from which we've sourced brake hoses for

several decades. I usually email the order, they send a confirmation, and the hoses are at our shipping consolidators a couple weeks later. This time I had no reply to my emails, and I eventually learned from some friends in the industry that the company has gone out of business. Apparently, another company has bought their stock of fittings and plan on supplying hoses in the near future.

I had a similar situation earlier this year with our longtime supplier of speedo and tach cables. They supplied good quality cables with original style silver sheathing at a reasonable price. It took me a bit longer to figure out they had gone out of business because it generally took them months to fill my orders and it wasn't unusual for them to not respond to my emails. I don't think it will be easy to find another supplier with same combination of quality and price.

On a brighter note, our fuzzy seal supplier has resurfaced and agreed to do another run of the black moquette seal we cut for various applications. It will take a couple of months, but eventually we'll have approximately 1.5 miles of the seal, which should last us for a while.

best,
Albert
TRF

Jeff Drouin

2:42 PM (2 hours ago)



to me ▾

Hi John,

Hope all is well by you. This weekend I bled the brakes on my TR6. The rear ones seemed to go OK. Nothing came out of the front right brake, and the front left never stopped pouring out fluid. The results were mixed: when I spun the wheels and told my kid to press the brake pedal, the back left worked great, nothing happened on the back right, and the front two wheels are locked by the brakes.

Not fixed, but now I have more information. I'm guessing the balance mechanism probably needs adjusting. Maybe there's a blockage in the front right, and possible mechanical rusting/freezing in some of them.

I'm going to look into it some more, but might want to ask the club if it's willing to come over and work on it one weekend soon. Is there a particular procedure for requesting that?

Thanks,

Jeff

Andrew Morsman

11:36 AM (44 minutes ago)



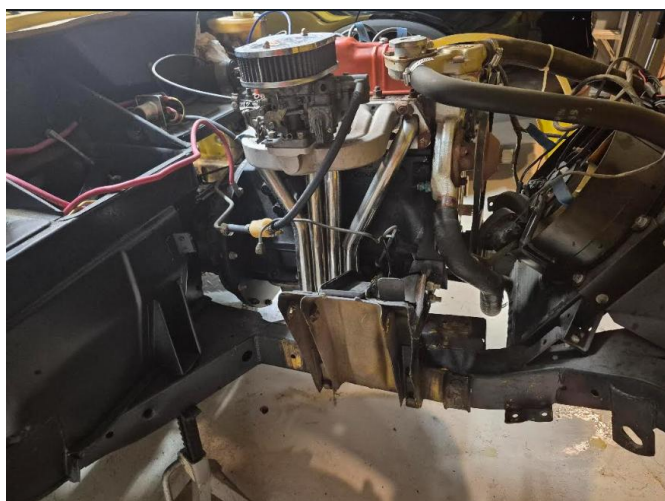
to me ▾

John:

Progress continues with Daisy, the 1980 Spitfire, but at a snail's pace. The front suspension has been removed for cleaning, repainting and restoration as needed. Steering components have also been removed and worked over. While working on the flexible coupling in the steering column, I discovered that there are two kinds - one that can be disassembled and one that cannot. I discovered that mine was of the latter variety, but only after disassembling it, thus destroying it in the process. I purchased a rusty one from eBay. After putting it through a couple of cycles in the ultrasonic cleaner, and then over to the wire wheel, it has come out pretty nicely. New upper and lower bushings were installed in the steering column, and the column has been reassembled. Next on the list will be reassembling the rack and pinion workings and tie rod ends, followed by removal of the brake and clutch master cylinders and eventual cleaning and detailing under the bonnet.

John O'Hara has pulled our jointly-owned 74 Spit into his garage, and disassembly/scavenging will commence in the near future.

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Scheduled Club Activities

WHEN	WHAT	WHO
2 nd Tuesday	Monthly Club Meetings Location	John O'Hara
2 nd Tuesday	Newsletter Distribution	John Phillips
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>



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

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 14 – 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/>



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



SEPT 17-19, 2026

Triumphfest provides the thrill of driving our 'TR's to a destination just like the 'old days'.

At the Triumphfest we will enjoy 'Funcours', Autocross, Funkhana, tech sessions, and an awards banquet. Plus, an opportunity to meet with our Triumph friends, what a great time!



HOSTED BY THE DESERT CENTRE TRIUMPH
REGISTER OF AMERICA
WWW.DCTRA.ORG

TRIUMPHFEST 2026 EVENTS

AUTOCROSS
FUNKHANA
TECH SESSION
HOSPITALITY PARTY
BANQUET
AWARDS
RAFFLE PRIZES
VENDORS
RALLIES
REGALIA

MODEL/PHOTO CONTEST
WALKING TOURS
SCENIC DRIVES
DINNER CRUISES IN YOUR TR
FUNCOUR



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TRIUMPHFEST 2026



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REGISTER OF AMERICA
WWW.DCTR.A.ORG

Celebrate the Route-66 Centennial during Triumphfest - Get your kicks on Route-66 in your Triumph!



TRIUMPHFEST 2026

WHERE ARE WE STAYING?




LITTLE AMERICA

2515 E. BUTLER AVE.
FLAGSTAFF, ARIZONA 86001

Special rates are available.
928-799-7900 mention
Triumphfest 2026.
www.flagstaff.littleamerica.com



TRIUMPHFEST 2026 EVENTS

- AUTOCROSS
- FUNKHANA
- TECH SESSION
- HOSPITALITY PARTY
- BANQUET
- AWARDS
- RAFFLE PRIZES
- VENDORS
- RALLIES
- REGALIA
- MODEL PHOTO CONTEST
- WALKING TOURS
- SCENIC DRIVES
- DINNER CRUISES IN YOUR TR



FLAGSTAFF, ARIZONA.
Elevation: 6910 ft. cool and green all year. A great place to have a Triumphfest and a great jump-off place to visit the sites of Northern Arizona.

Find more sites and activities at www.discoverflagstaff.com

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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*



6-PACK TRials 2026

**Nashville, IN
September 17 – 19, 2026**

The 2026 6-PACK TRials will be in Nashville, IN! The event will be based at the Abe Martin Lodge in Brown County State Park. Entry to the Park is included in your registration. The Park and the surrounding area have excellent driving roads, vineyards, and other sites. Located between Columbus and Bloomington, IN, Nashville is an artist's colony with restaurants, distilleries, breweries, and shopping.

Event and Lodge Registration opens October 10, 2026

Abe Martin Lodge Reservations: Call **877-563-4371**

- Select Option 1 for Hotel and Cabin Reservations
- Select Option 1 for Abe Martin Lodge
- Provide Event Code **0917TR** to Reserve Rooms at Abe Martin Lodge



Event Registration Form on Facebook:
6-Pack TRials – 2026



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Greasy Hands Garage North Update

by John Phillips

8/22/2026 – Today I finally tried to get something done on the TR8. As I am sure you remember, I have had some electrical issues with the cooling fans and the tachometer.

I suspected the four relays as failing so naturally I bought some replacements and installed them. I needed four but they only sent three. Today I decided to test the old ones to see if they worked.

I know, I should have done this before getting knew ones, but I stuck to my normal process of ready, fire, aim.

Well, I didn't know how to test a relay, so I asked AI and it said this: "To test a standard 12V automotive or electronic relay with a multimeter, you need to **measure the resistance of the control coil** and **verify the continuity of the switch contacts** in both unpowered and powered states." [\[1, 2\]](#)

1. Identify the Relay Pins

Look at the bottom or side of the relay for the schematic diagram and pin numbers. Standard 4-pin or 5-pin relays follow a standard numbering system: [\[1, 2, 3, 4, 5\]](#)

- **85 & 86:** The control coil terminals (activates the internal magnet).
- **30:** The common terminal (COM) where input power enters.
- **87:** The Normally Open (NO) terminal (connects to 30 when powered).
- **87a:** The Normally Closed (NC) terminal (only on 5-pin relays; connects to 30 when unpowered). [\[1, 2\]](#)

2. Test the Relay Coil (Unpowered)

This test checks if the internal electromagnet wiring is intact. [\[1, 2\]](#)

1. Set your multimeter to **Ohms (Ω)** on a low range (like 200 Ω). [\[1, 2\]](#)
 2. Place one probe on **pin 85** and the other on **pin 86** (polarity does not matter). [\[1, 2\]](#)
 3. **Read the display:**
 - **Healthy:** A good coil reads between 50 Ω and 120 Ω .
 - **Bad (Open Loop):** An "OL" or infinite reading means the internal coil wire is broken.
 - **Bad (Shorted):** A reading close to 0 Ω means the coil is short-circuited. [\[1, 2, 3\]](#)
-

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3. Test the Switch Contacts

(Unpowered)

This verifies that the internal switch blades are sitting in the correct resting position. [1, 2]

1. Switch your multimeter to **Continuity mode** (the sound/beep icon).
2. **Test the Normally Open path:** Touch your probes to **pin 30 and pin 87**. The multimeter should **not beep** (OL/Open circuit).
3. **Test the Normally Closed path (if 5-pin):** Touch your probes to **pin 30 and pin 87a**. The multimeter **should beep** (Continuity/0.5 Ω or less). [1, 2, 3]

4. Test the Contacts Under Power

(Bench Test)

Hearing a relay "click" does not always mean it works; the internal metal contacts can burn out and fail to carry electricity. [1, 2, 3, 4]

Watching a visual demonstration of the bench test can clarify exactly how to align the wires and probes safely:



31s

How To Test a Relay (and How Relays Work) - in 14 minutes

9.9K views · 4 months ago



YouTube · AutoFix Problem

1. Keep your multimeter set to **Continuity** (or low **Ohms**). [1, 2]
2. Connect a 12V battery source (or a 9V battery for quick bench testing) to the coil terminals:
 - Connect the battery positive terminal to **pin 86**.
 - Connect the battery negative terminal to **pin 85**. [1, 2, 3, 4, 5]
3. You should hear an audible "**click**" indicating the switch moved. [1, 2]
4. While keeping the battery power connected, place your multimeter probes on **pins 30 and 87**:

- **Healthy:** The meter **should beep** and show a resistance of **0.5 Ω or less**.
- **Bad:** If there is no beep, or the resistance reads high (e.g., above 1–2 Ω), the contacts are corroded, and the relay must be replaced. [1, 2, 3]

If you are currently diagnosing a specific issue, tell me **what component the relay controls** (like a fuel pump, horn, or starter) or **what symptoms you are experiencing** so we can trace the problem further.

AI can make mistakes, so double-check responses"

Again, back to my normal process. I used the 9V battery and heard it click. Ok that is enough for me. Throw that sucker in the car and call it good after ½ of one test. That will probably be good enough for a Triumph, right.

8/23/2026 – I decided to do all of the tests. It took me a while to figure out how to make the numbers work for identifying the pins. Here it is simplified so even I can understand it.

1. = 85
2. = 86
3. = 30
4. = 87
5. = 87a



So, the tests in number two were done using a cheap meter that I was not sure how to use. I set that one aside and got out my good one. The first part of the test showed all three of the old relays good with readings in the high 70 Ω range.

When I did the test in paragraph three all of the old relays tested bad. I still did not trust the gauge or the results.

I decided to test one of the new relays and the results were just as the instructions say they should be. Results; old ones bad. Fourth new relay now on order to complete the set.

Now I have to test the Air Con switch on the dash to see if the air con works and the fan comes on when the last new relay arrives.

8/27/2026 – The last relay has arrived and is installed. Time to finally work on the tachometer. The issue with this work is that all the

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wires kind of run into the voltage stabilizer which attaches at the center of the engine bay over the radiator. That is not a bad thing, but it does get confusing.

A wire W/B (White with Black tracer) from the distributor runs through the stabilizer to the tach except that with the "123" ignition it does not go through the stabilizer but around it straight to the tach adapt.

The tach adapt sends a W/S (aka Tach Adapt port Y) wire to the tachometer, a B to ground, a R to power. Power is supplied by two W wires that normally attach to the stabilizer but now attach around the stabilizer with the W/B from the distributor and the R from the tach adapt. Now see how simple that is?

Now for a test drive. The temperature is 94° so maybe I can find out something about the cooling fans as well.

I left my driveway and by the time I was in front of my neighbor's house the tach jumped to life. It is working like it always has, slow to jump but then works fine.

I tried the air conditioning, and it did not respond. More to do there, I guess.

My drive took me to Collinsville and back home. The temp gauge went up to $\frac{3}{4}$ and stayed there for the rest of the drive. Back at the shop the radar gun said the engine temp was 200° but the fans did not come on.

Technically the engine was not hot, so the Air Conditioning and cooling fans are still a question mark, but at least the tach is working again. I guess the next task is to finally install the new radio antenna. Some day.

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.

6/10/2014 – Yesterday went rather well with Wayne's car but today, not so much. Since the horns were started yesterday the first task was to finish that up today. It did not happen.

COLORS:

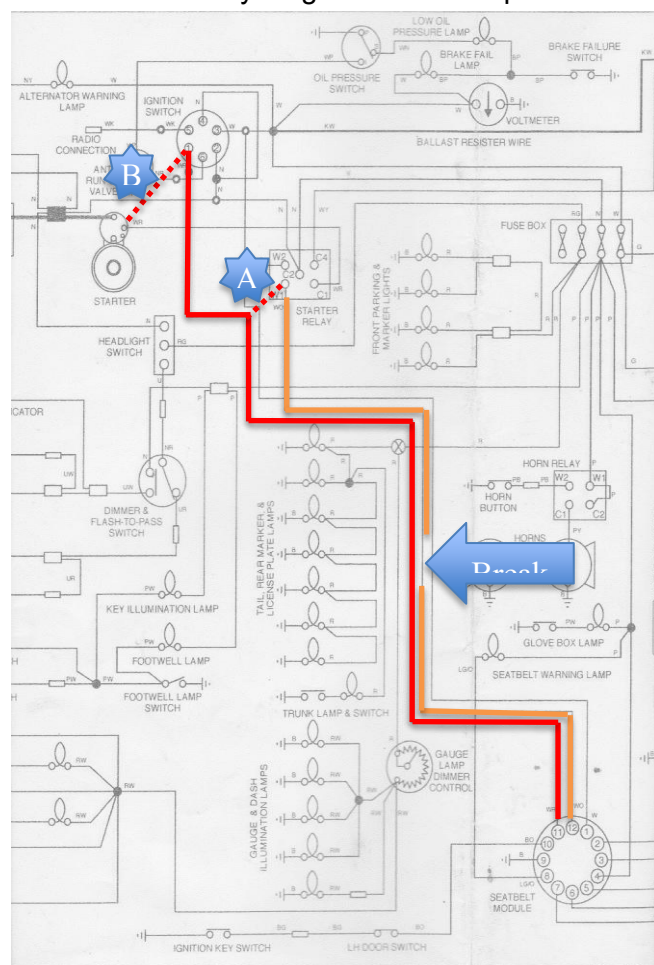
B = BLACK
G = GREEN
K = PINK
LG = LIGHT GREEN
N = BROWN
O = ORANGE
P = PURPLE
R = RED
S = SLATE (GRAY)
U = BLUE
W = WHITE
Y = YELLOW

Wayne was able to buy one horn which turned out to be the low note and it works great. I had four other horns but none of them would work in the car and not very well on the bench either. Wayne and I have to decide what direction to go but I am leaning toward an aftermarket horn.

The original style can be refurbished and I believe it was Art that worked on his but time is an issue as I want to get the car to Wayne. It has been here nine months.

The next issue is power to the starter. The 74 model is the most complex TR6 there is for supplying power to the starter. The power runs from the ignition switch, which works, via white/red wire to the seatbelt module where power has been verified.

It checks seat sensors and seatbelt switches and whether or not the transmission is in neutral and if everything is ok it sends power to the



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starter relay via a white/orange wire when the ignition switch is turned to start.

To bypass all this BS I cut the white/red and white/orange out of the module and spliced them together to supply power directly to the relay. This is what British Leyland did on the 75 model which had fewer government conditions.

The problem is that there appears to be a break in the white/orange wire as there is no power delivered to the relay.

The options are to fix the broken wire located somewhere inside the wiring harness or A run the white/red wire from the ignition switch to the relay like the 75 model as illustrated below or B run the white/red directly to the starter as the 76 models are configured.

I am inclined to use option A as it is the least invasive and has the least impact on the rest of the system.

6/11/204 – After visiting with Wayne the decision was made to go ahead with option A. This morning white/red wire was salvaged from an old wiring harness to run from the switch to the relay. After cutting off the burned portion there was just enough to reach between the two points.

My stash was depleted of insulated female connectors so the search was on. The white/red wire is 12 gauge but also used in quantity around here are 14 and 16 gauge. It was time to replenish my supplies so off to Ace Hardware. The 14/16 gauge connectors were available here but not the 12 which is what I needed for Wayne's car.

I tried Lowe's and Locke's with no success but was referred to Johnstone Supply which is a new store in Owasso that I had not known about. They had the 12 gauge so stock is now plentiful.

Larry's Chicken looked appetizing as it was lunchtime so I grabbed a chunk snack then headed home.

Back at the shop the white/red wire was installed and power restored to the relay. The duct work was replaced after removal for access to the wiring harness under the dash. That job is done.

The starter was powered up and sounds like it is working ok. Just need some gas and this puppy is ready to start, but I forgot to get gas. Maybe tomorrow.

The next chore was to install the seal between the windscreen and header bar of the soft top. One side of the channels was bent out to allow for insertion of the seal base then bent back into place to secure the seal. Since some of the paint was scratched there was some cleaning and painting to try to make it look better but the paint does not look very good. May have to be redone.



The car came to me without the webs that block water and road debris from being thrown all the way to the A pillar. Wayne procured some and that is the next task, to install those webs and rubber seals.

The first fitting made it obvious that some additional hardware was needed so in the morning I will get the hardware and some gas. Stay tuned.



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6/12/2014 –

Went many places to find the hardware needed to install the webs and finally found what was needed, then got 3 gallons of no ethanol 91 octane gas.

Back in the shop installation of the webs began and the right side went pretty well. The left side did not fit the contour of the wing. I found an old weather seal and cut it to length to fill the gap between the intended seal and the wing, over ½ inch in width.

As you will see later my concern over the gap was nullified by the addition of some aftermarket liners designed to protect the very area that had the gap. These things were a pain and very time consuming.

After the webs were installed and undercoated it was time for the special liners designed to keep water and debris away from the headlights, tail-lights and other rust prone areas.

I had tried unsuccessfully to install one previously and gave up. The problem turned out to be misidentification. The part was marked as front left and was rear left. When you try



to put them in the right place it is not so bad but they still took a long time to install.

I like the final result under the car but don't like the rivets poking up through the wheel wells. Could probably drill them out and reverse them, which would be better. We will see how they perform but they look like a good deal. Broke a whole package of 1/8" drill bits.



1 Aftermarket Liner Installed - Covers door sills to headlights

The tunnel seals were glued to the floor as on my car except for the forward most seal over the top of the tunnel. It was glued to the tunnel.

The clamp for the battery cable to the firewall needed a 1/4x28 fastener instead of the #10 screw I had in there. It was so full of paint it was easily mistaken but the paint was cleared and the correct fastener installed.

In the morning the driver's seat goes in, the gas goes in and hopefully the car starts so the timing can be set. Then a test drive to see if the overdrive is working. If so the interior goes in and last minute once over then it goes home. Tomorrow should be exciting.

6/13/2014 – This morning began with punching fastener holes in the left hand tunnel seal as that had not been completed previously. The carpet was replaced and prepared for seat installation.

The spacers for keeping the seat tracks off the carpet were needed and I am sure that Wayne ordered those parts but guess what, I can't find the darn things. Well, I guess more will be ordered and installed when they get here. In the meantime





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the seat track went in on top of the carpet so we can test drive the car.

The seat track was jammed in an unacceptable position for the driver. Since there are none in the attic, which surprises me, another will be obtained or I will have to figure out how to repair the one we have. It may be ok for the passenger side but the adjustment will have very little travel. For now the one that came off the passenger side is now on the driver's side.

While looking for the spacers I noticed the down stop for the cubby door had not been installed so now was as good a time as any. A small bit was used with the small battery operated screwdriver to drill pilot holes. A piece of tape was used to create a depth gauge on the bit so that the hole was not drilled too deep.

Two small screws were used to attach the stop to the door, two existing screws secured the stop to the side of the dash fascia.

Three gallons of E0 91 octane gas was put into the tank. No leaks were detected so the fuel pump lever was used to pull gas from the tank and push it to the carbs. The line had been separated in advance of the carbs so that the presence of gas in the line could be verified, which it was. This turned out to be unnecessary as the bowl on the forward carb leaked like a sieve.

The rubber O ring on the plug in the bottom of the bowl was crispy it was so old. The O ring was replaced from the stash and the plug from the rear carb was removed so the O ring could be replaced there as well.

Most of the rear plug was gone, how it ever worked in that condition I will never know. A replacement was obtained from one of the old carbs in the attic and a new O ring installed, then the plug was replaced in the bowl.

After addressing the seal holes, the seat tracks, looking for spacers and the missing brace, and working on the carbs, it was approaching noon before the first attempt to start the car occurred. It was disappointing to say the least.

The timing was suspect as static timing a car with a crane electric ignition was something I

have no experience with. My son was coming over so I waited for him to twist the key while I fiddled with the distributor. No help.

I decided to install a set of points and a condenser to try something I had a little experience with. Got them in and static timed the car. Still no luck. Trouble shooting will continue tomorrow.

Sam and I have done a lot of these together. I am better with Sam around. I miss his involvement.

6/14/2014 – Start time was about 8:30 am and stop was at 5 pm. Long day but the car runs. I started by rechecking the timing. It appeared to be correct, but it did not turn out that way.

It appeared that the front carb was not putting fuel into the engine, so it was taken off for checking. Two problems were identified, there was no oil in the damper, and the floats had not been adjusted the last time someone worked on them. Both issues were corrected on both carbs. The remainder of the broken plug was pulled out of the back carb.

Jack McGlumphly arrived to give support before the second carb was completed. We requested coffee from the kitchen and continued to look for problems.

I was standing around griping about losing the brace for the grill fascia and Jack said there it is. He had seen it earlier so when I mentioned it he just said there it is. I couldn't believe it. It was lying on the scuttle vent below the windshield. I had been through the whole shop about 5 times looking for it and never saw it. Jack really helped me out by just being observant. The holes in the brace had to be elongated using a round file to make it reach both attach points.

Chad came up to lend a hand, and we fiddled with stuff for a while before we figured out the timing was 180 degrees out of time. This really bothered me because the instructions were followed as closely as they could be and it was still wrong. We moved the gear and replaced the pedestal and distributor. We were able to start the car by playing with the timing a little more.

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While running for the first time in maybe a decade two leaks were seen, one at the thermostat housing and one at the auxiliary oil feed kit connection. A wrench took care of the oil leak.

Being pleased with the progress it was time for a beer. Chad brought a couple that he wanted me to try so I had one and immediately got a buzz.



After Chad left, I removed the thermostat cover and found that only some silicone sealer had been used which is why it leaked. A gasket was fetched from the stash and a bolt the proper length came from Wayne's box of bolts. The housing is now properly installed.

Chad noted that the gear was still one tooth off so although very tired I started to move the gear one notch and even though we had already done it once today I fiddled with it trying to get the distributor to seat properly for quite a while.

When it was finally in, the car started and the timing was set. I was getting ready to test the overdrive, but the clutch needed another bleeding and I was pooped.

Tomorrow is Father's Day and I hope to drive the car tomorrow and see if the overdrive is going to function properly. Good day thanks to Jack and Chad. Thanks guys, I really appreciate the help.

There is still at least a day's work ahead on this project even if the overdrive does work. The interior has to go in and the stripes have to go on. Who knows what else will pop up that requires more attention?

6/15/2014 – It was a late start today due to Father's day. When work started the first thing was to bleed the clutch. It is bled enough to finish testing but the release is right on the floor. Either the clutch needs another bleeding or the fork pin is broken.

After bleeding the clutch I was anxious to see if the overdrive works. The car was started and went down the road far enough to verify the overdrive does indeed work. However it was a short trip as the engine lost oil pressure. One step forward two steps back.

6/16/2014 – The oil pressure problem was caused by a failure to properly engage the oil pump with the drive gear. The shaft that drives the oil pump was pushed down as the pedestal was installed which required removal of the sump and pump.

The shaft was then pressed out of the impeller enough to engage the gear and everything was reassembled. So far the car has not started after realignment of the pump parts.

While off the oil pan was cleaned and resealed. There was a buildup of sludge in the pan but not bad. I did have a pan gasket on hand in the shop plus the proper sealant so there was no wait for parts.

This was not a happy day in the shop.



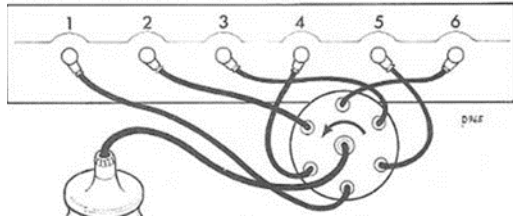
2Relocating the shaft using the press. The shaft fit through the 1/2 inch hole in the wood.

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JOHN'S QUICK TIPS

Plug Lead Positions (Fig. 55)

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



TR6 Soft Top Folding

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



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=ISzFnnwK0_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.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

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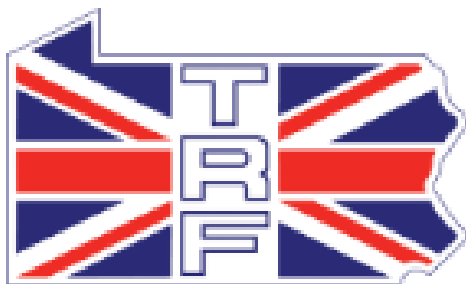
Visit the **Cafe Press** store to
shop for Green Country
Triumphs apparel and
merchandise

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

Assorted TR3 & TR4 parts

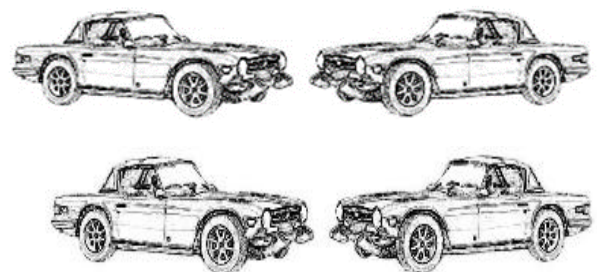
Contact: Larry*

cartravel@pobox.com



**The Roadster
Factory**

Figure 3 <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,



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For Work See Chad Jester at Classic Auto Repair and Service



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TR6 contact:**

**John Phillips at
[topaztr6@gmail.
com](mailto:topaztr6@gmail.com) or phone
(918 527-2629**

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Complete cars shown are also available for purchase.



1979 Spitfire



Contact Kay for information on the Spitfire.

robinson_kay@sbcglobal.net

or call (918) 346-0306

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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
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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

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 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.