



Triumphant Times

Monthly Newsletter for August 2025

Recipient VTR Newsletter Award 2016, 2018, 2021

ENTER Summer VACATION

<https://greencountrytriumphs.com/>

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

**Next Club Meeting
Officer Election
Tuesday August 19th
Dinner at 6:00PM
Meeting at 7:00 PM
Location: Big Whiskey
4532 E 51st St
Tulsa, OK 74135**

Officers and Committees

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

President's Address by Art Graves

Despite missing the July meeting, I have been elected as club president. However, it's no surprise to me since Rolf Blom and I discussed the elections at the June meeting. I agreed to the position if there were no other interested members. So, here I am!



I missed the July meeting since I was attending the Vintage Triumph Register National Convention in La Crosse, Wisconsin. Despite the rain all the planned activities were held, and I participated in most of them. The conventions are held around the country as different clubs agree to host them. The San Antonio club will host the convention in Kerrville, Texas in 2026. Start planning now. I am!

In Rolf's first term as club president, he wrote about his first TR3 and the adventures he had driving it. In future newsletters I will tell about my TR6, and the adventures Karen & I have had with the car. This coming January will mark fifty years of ownership – with the car in running condition for all of those years.

Being able to maintain and repair the car myself has been a huge factor in keeping the car in running condition. I'm not the best mechanic and I do many repairs over and over because I don't always know what I'm doing. But I have a

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

repair manual and parts catalogs which usually point me in the right direction.

Tools are also important. My collection of hand tools continues to grow as well as test equipment and specialty tools. But there are a few tools that I now wonder how I did without for so long. These tools make so many jobs so much easier. They are:

Bench Vise – Holds things really good. Also reduces the need for an assistant, a.k.a. spouse. Most spouses are not interested in holding a part while you whack it with a hammer.

Cheater Bar – This thing has been indispensable when loosening some bolts or separating one piece from another.

Rubber Mallet – Some things just need a good whack to set them straight. A rubber mallet lets you do that without breaking what you're trying to fix. A regular hammer will dent or break what you're trying to fix. Remember, to a hammer, everything is a nail.

Bench Grinder/Wire Wheel – Great for cleaning parts

Dremel Tool – Also great for cleaning parts, as well as other grinding and cutting.

Cheers, and see you at the August meeting!



Vice President's Article by Michael Burns

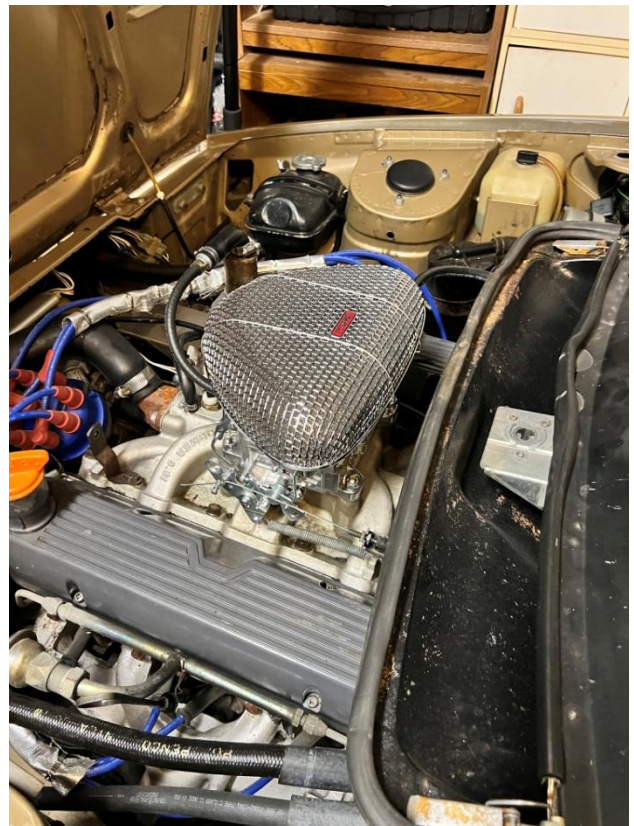
I finally bit the bullet and swapped the leaky Holley 0-8007 (390 cfm) carburetor the previous owner had shoved on my TR8 for an Edelbrock 1403 (500 cfm). I know a lot of people worry about changing carbs, but if you go slow and document everything it isn't magical—just fiddly.

For a brief moment I considered going back to the original dual Zenith-Stromberg setup that the TR8 came with. But that would've meant

sourcing the correct dual-carb TR8 intake manifold, two Zenith-Stromberg 175CD carbs, air filter housings and snorkels, carb studs and base gaskets, proper dual throttle linkages, choke cables and brackets, plus all the matching vacuum/emissions plumbing and heat shields. In other words—a full restoration-level project. I wanted the car running quickly, inexpensively, and reliably, not sitting for months while I chased rare parts.

I got places to go, man!

The Holley had been leaking and was well past its prime and replacing it with a new one would have cost \$800+ because it's a popular model used on vintage Chevys, Mustangs, and countless other classics. The Edelbrock was about half that price, and even less if you look at knockoff versions. Since the Holley was already mounted to the correct Edelbrock manifold, the swap made sense mechanically and financially. The internet was helpful—the 1403 came up repeatedly as a solid match—and YouTube provided plenty of visual references. For someone new to the hobby, that



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kind of reassurance is worth its weight in wrenches.

Ultimately, I paired the new carb with an Edelbrock 1002 Pro-Flo triangular air-filter assembly to replace the old oval housing. We'll see how that goes. I think it looks nice. Nicer than the rest of the engine area right now!

Before I started, I laid out a simple plan: photograph the old setup (for a rollback plan if nothing else), shut off fuel and take my time with the linkages, clean everything thoroughly, swap, then tune gently. The area around the carb gets grimy fast, so the first real job was a good scrub with carb cleaner—I wanted a clean mating surface and nothing falling into the intake. That made the bolt holes, throttle linkage, and fuel line connections much easier to see and troubleshoot.

Removing the Holley was straightforward but reminded me why pictures matter. I noted the linkage and choke connections, capped the fuel line to avoid a mess, and unbolted the carb. Old gaskets came off, mating surfaces were cleaned, and I inspected the studs for any wear. With the Edelbrock ready, I used a new gasket set it came with and hand-started the studs to make sure the carb seated evenly.

The air filter assembly swap is a whole mini-story. The oval housing from the Holley setup sat too high on the Edelbrock because of the two locating nubs on the carb's top plate—hood clearance was off by 1/4" and the choke housing was partially obscured. On paper it should have been fine. Real life always trumps theory. The 1002 Pro-Flo's rounded-triangle design sits lower and has an angled filter element, which not only cleared the hood easily but also left more working space around the choke and linkages. I briefly considered a 1/4" spacer ring for extra clearance or a different drop-base housing, but the Pro-Flo fit perfectly without extra parts. (pictured)

The trickiest moment during reassembly wasn't the hardware—it was the idle. On first start the rpm shot up to 4000 rpm, which scared me to death. Luckily it turned out to be mainly due to a loose throttle-return spring rather than the carb's adjustment. That was a good reminder that troubleshooting should start with

the simplest explanation (and not panic). I shortened the spring to make it tighter, then the idle settled after a quick turn of the idle screw. Once I ordered one, a day or so later, I swapped to a properly rated, stronger spring. That's one nice thing about the Edelbrock—the factory settings are already very close for most applications, so tuning is minimal unless you're chasing fine performance tweaks.

All said and done, the results surprised me in a good way: crisper throttle response, noticeably stronger acceleration off the line, and—despite moving up to a 500-cfm carb—better fuel economy on my first few test runs. Even the AC behaved better after the tune, which was a nice bonus. I suspect the Holley's leaks and worn settings were costing efficiency more than the increase in carb size. (before/after pictured)

Safety & tips if you try this yourself:

work in a well-ventilated area (I had the fan running and the garage door open), avoid sparks and open flames, keep plenty of rags handy, take photos of every connection, and label linkages. If you aren't comfortable with final tuning, get a consultation from a carb-savvy friend or a local shop—a bad tune can be rough on drivability and the engine.

I kept the Holley and the parts I removed in a box (labeled), so I have a quick fallback if needed—but so far so good.

TL;DR:

- Photograph the old setup and label linkages
- Clean the carb area with carb cleaner
- Cap fuel line, remove throttle/choke linkages, unbolt carb
- Clean mating surfaces; fit new gasket and mount carb
- Swap to correct throttle-return spring; set idle screw gently
- Warm engine, fine-tune idle and mixture, road-test, recheck clamps and fittings

Minutes of the last meeting by Secretary Rolf Blom

GCT Minutes for July 17, 2025

The July meeting of Green Country Triumphs was held at The Brook Restaurant and Bar, 3401 South Peoria Avenue, Tulsa, OK. There were 14 members present. Two members had driven their Triumphs to the meeting: Mike Burns and George Tabor. There were no guests in attendance.

Rolf Blom called the meeting to order at exactly 7:00pm.

The June minutes were unanimously approved as published in the July newsletter, after a motion by Mike Burns was seconded by Pat Kendall.

The Treasurer's Report was given by John Phillips who reported 15 members had paid since June for an increase in the checking account of \$300. No other transactions occurred during the month.

Rolf inquired about the number of club members who are also members of the VTR national organization. The question pertained to whether we have enough members of VTR to meet their requirements for providing the clubs insurance coverage of events. We had 14 members, which was sufficient. John Ohara has joined the VTR as well which brings us to 15. John O'Hara made a motion to accept the Treasurer's report; the motion was seconded by George Tabor and unanimously voted to accept the report.

Parts discussion this month consisted of several members discussing their work during the month. George Tabor obtained new tires for his TR3 from Discount Tires; however, it turned out that the TR3 was too small for their alignment equipment to deal with. Therefore, he had the alignment done at Urban Auto Lawn Repair 5903 S 107th E Ave, Tulsa, OK 74146. It cost about \$140, and he was satisfied with the work. George obtained a new tonneau cover and some Dzus fasteners for the bonnet from Engel Imports. He reports that it would be best to order these DZus fasteners all at once. Although the firm looks to be in England the fasteners came from Germany.

Mike Burns is scheduling installation of new shock absorber gaiters (boots) for his TR8. Jim Murray stated that Art Graves intends to get a front-end alignment on his TR6.

Finally Pat Kendal inquired where we thought he could get his wire wheels balanced. It requires special items to attach the wheel to the balancing machine. Surprisingly none of the members at the meeting knew of a shop for this. Our go to shop has closed its operation. We will look around for next month.



In Art Graves's absence no summary of upcoming shows was given. As usual his summary is available in our monthly newsletter.

Upcoming activities, such as the possible cookout at Steve Anagnost's place, and the Guy Fawkes Day party were mentioned but no details are available yet.

No old business was discussed.

The new business had several items of discussion. The new President and Vice-president nominated or volunteered in the June meeting were Art Graves and Mike Burns respectively. Jim Murray also said he would be willing to serve for a year if needed. With little discussion the members present voted to elect Art President and Mike Burns Vice President. Rolf Blom will perform Secretary duties when present.

Another item was mentioned in new business by Pat Kendall. Route 66 was opened in November of 1926 so next year is the centennial anniversary of the "mother road." He suggested that we should watch for more information as each state will have an event during the year, and it should present a driving opportunity.

John Phillips discussed our slow to rejoin members, and again the way to set up automatic payments was discussed. It is believed that most banks offer this service for no charge. We worried about former member Rob Thompson who has not been heard from in a long while. Frank and Louise Wood are also having health issues for us to worry about.

Donna Long had an embroidered GCT denim shirt which never fit her which she gave to Bob Haan.

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With no further business Jim Murray made the motion to adjourn and was seconded by John O'Hara. This was quickly approved and the meeting ended at 7:27pm.



Editor's Corner by John Phillips

6 More Members' dues are still unpaid so please bring or send us yours. I have recommended the use of bill pay for several years now. It takes the work and costs out of the process, and you won't put it off or forget like me.



In spite of having a few regulars being out of town or attending other commitments, attendance at the July meeting was about normal. I counted 14 attendees. Membership dues are up but collections continue for 6 more not yet received.

On August 5, 2018, Sam sold his 72 TR6 that was a club legend. History matters.





Scheduled Club Activities

WHEN	WHAT	WHO
February 10th	Guthrie tour of the Scottish Rite Temple	Art/John
March 15th 2025	St Patrick's Day Party at Phillips Home	Jan
November 5th	Guy Fawkes at Phillips Home	Jan
December 6th	Christmas Party at Phillips Home	Jan

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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2025 CAR SHOW LIST **by Art Graves**

New Orleans British Motoring Festival

Location: Covington, Louisiana

Date: March 29, 2025

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

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas

Date: ??, 2025

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

VTR South Central Regional Convention

Location: Bellmead, Texas

Date: April 23 – April 26, 2025

Web: ??

The Wedge Shop Gathering

Location: ??

Date: ??, 2025

<https://www.thewedgeshop.com>

Euro-Expo Car Show

Location: Sand Springs, Oklahoma

Date: June 7, 2025

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

TRA National Meet

Location: Kalamazoo, Michigan

Date: June 16 – June 20, 2025

Web:

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



Greater Ozarks British Motoring Club Car Show

Location: Springfield, Missouri

Date: June 27 – June 28, 2025

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

VTR National Convention

Location: La Crosse, Wisconsin

Date: July 15 – July 18, 2025

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

Kansas City All British Car Day

Location: Merriam, Kansas

Date: September 7 – September 8, 2025

Web:

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

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: September 18-20, 2025

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

6-Pack Trials

Location: Fontana Dam, North Carolina

Date: October 2 – October 5, 2025

Web: <https://jimholewka.wixsite.com/trials2025>

Triumphest

Location: Buellton, California

Date: October 5 – October 8, 2025

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

Brits on the Bluff

Location: Natchez, Mississippi

Date: September 19 – 20, 2025

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

Texas All British Car Day

Location: Austin, Texas

Date: October 10 – October 12, 2025

Web:

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

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**Charlie,
Paula and
his dad
Floyd are at
it again.**





LOCAL CAR SHOW OPPORTUNITY

Broken Arrow Elks car show

Inbox x Norton: Safe x



→ r sutorus <tlawnscape@outlook.c... Thu, May 29, 2:47PM (7 days ago) ☆ 😊 ↶ ⋮
to clubinfo@greencountrytriumphs.com ▾

My name is Randy Sutorus and I am a member of the Broken Arrow Elks Lodge.

We are holding our 34th. annual Festival of Wheels car show on August 16 th. at our lodge in BA at 101st. and Oneta rd. We are reaching out to area car clubs to join the fun. I think the Triumph club would be a cool addition.

Registration is from 8 to 12 and we will start judging @ 9:30 and the show runs till @ 2:00

Feel free to call with any questions and we hope to see you there..

Check our Facebook page at:

BAelksfestivalofwheels

Randy Sutorus
Broken Arrow Elks lodge 2673
918 671-1057

LOUD EXHAUST?
Each traffic camera has super-sensitive microphones paired with a camera. If your car's exhaust note tips over the legal decibel limit (often in the low 80s), the mic triggers the camera. It snaps your license plate faster than you can say "downshift," and a ticket is on its way. No police officer, no flashing lights, only stealthy surveillance keeping score 24/7. In, Rhode Island, where two of these were placed along scenic Ocean Avenue.
Within days, a Mustang GT got nailed for hitting 85 decibels, only two over the limit, and was slapped with a \$250 fine. New York City's had them since 2021. Get caught repeatedly, and you could be out nearly \$2,500.

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LOCAL CAR SHOW OPPORTUNITY

OWASSO
REAL People • REAL Character • REAL Opportunity

REDBUD RUMBLE

CAR SHOW - MARBLE RUN - LIVE MUSIC - BATTLE OF THE BEARDS



SATURDAY, SEPTEMBER 13 FROM 5:15-8:00 PM
REDBUD FESTIVAL PARK - 109 N MAIN STREET, OWASSO, OK 74055

BEGGARS WHISKY 5:15-6:15 BATTLE OF THE BEARDS 6:15-6:30
JAKE TANKERSLEY 6:30-8:00 AWARDS & ANNOUNCEMENTS 8:00 PM

PARTNERED WITH



FOR MARBLE RUN

COMMUNITY SPONSORS



**THIS & THAT
CANDLES AND MORE**



FREE REGISTRATION!



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[Home](#) [Upcoming Events](#) [Brits in the Ozarks](#) [Newsletters](#) [Membership](#) [Photo Gallery: Brits in the Ozarks 2024](#)



Twenty-Third (mostly) Annual All-British Car and Cycle Show

Hosted by the British Iron Touring Club of Northwest Arkansas in **Fayetteville, AR, Agri Park**

South of Exit 67-A off I-49 September 18th, 19th and 20th, 2025, Rain or Shine

ALL PROCEEDS BENEFITTING THE ALS ASSOCIATION

>>Registration will be available as soon as the Guest Speaker is confirmed<<

The hotel room block is available: [Click here for reservations](#)

Brits in the Ozarks

Sept. 18th:

Driving tours through Arkansas Ozarks, for both leisurely drivers and faster cars. Routes to be announced.

Sept. 19th:

Driving tours through the Ozarks for both leisurely and faster drivers. Routes to be announced.

Show Registration (4:00 – 6:00 P.M.) walks-ups welcome. Also available on site the day of the show starting at 8:30 a.m.

Cook out and parking lot party 6:00 PM at the **Holiday Inn Convention Center of Northwest Arkansas**, until we get tired or the beer runs out!

Sept. 20th:

Car and cycle display and popular choice judging at Agri Park, North Garland Street, Fayetteville, Arkansas, 10 AM - 2 PM.

Lunch and concessions available on site. Silent Auction (donations welcomed).

Awards Dinner **at the hotel** 6 PM.

SPECIAL GUEST: To Be Announced.

Limited tickets will be available when registration goes live.

No vendors per U of A Agri Park regulations.

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Welcome to TX ABCD

The 2025 edition marks the 34th year for of the Texas All British Car Days. We're excited to tell you about the upcoming event running from October 10th to October 12th in beautiful Marble Falls, Texas.

Registration

Register before Sept 1st for a discount:

<https://hillcountrytriumphclub.regfox.com/texas-all-british-car-days>

- Early Registration: until Aug 31st - \$30
- Registration: on September 1st - \$40

Show Schedule

Texas ABCD kicks off with a Social Hour on Friday, October, 10th and ends with a breakfast and a fun drive on Sunday, October 12th. Full schedule of events is here: [TX ABCD schedule](#)

Lodging

This year's host hotel is [The Hidden Falls Inn](#) in Marble Falls, located on Lake Marble Falls. Texas ABCD attendees will receive a discounted price, but there are a limited number of rooms available, so please register before they're all taken. To register for the hotel, [please click here](#)

Social Hour

The Social Hour will be Friday from 3:30 pm to 7:30 pm at [Bear King Brewing Company](#)

Come join your fellow British car owners for a frosty adult beverage and a burger. Bear King is a brew pub nestled in downtown Marble Falls, located a gentle walk away from the hotel. Pub food is matched with multiple featured brews including numerous Ales, IPAs, Hefeweizens, and Porters.

Bear King Brewing Company

207 Avenue G, Marble Falls, TX, 78654

<https://bearkingbrewing.com/>

Danquet

We're excited to announce that this year there will be a banquet on the evening of the show. We will be recognizing the winners in the respective classes as well as Best In Show, Furthest Driven, and Best Survivor. Tickets will be required for the banquet so please get yours today. For more information as well as reserving your tickets, [please click here](#)

Regalia

We are pleased to announce that our regalia will be handled exclusively by Bits of Triumph (www.bitsoftriumph.com). Bits of Triumph will be taking orders online and will be displaying regalia at the show. To order your regalia, please follow this link: [please click here](#)

About Texas ABCD

The 2025 edition will be the 34th annual event since it was first founded in 1991. Everything you wanted to know about the show, show start time, venue, judging, Silent Auction, Vendors, and history can be found by [clicking here](#).

Volunteer

you can sign up to volunteer when you [register](#)



FAST FACTS

September 19 – 20, 2025 – EMC Brits on the Bluff / Natchez MS – We have the promise of a perfect weekend for the 28th Show Annual BOTB. Hang out on the bluffs overlooking the Mississippi River starting with our Friday night party and spend Saturday with us overlooking the Mississippi River. Click [HERE](#) for additional information and details. Details: John Turbeville (601) 940 – 5288, Gene Johnston (601) 941 – 4892.

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Greasy Hands Garage North Update by John Phillips

6/23/2025 – Steve has supported work sessions to pass on tribal knowledge about repairing and maintaining our Triumphs. Yesterday we made a move toward that objective to support membership needs related to keeping cars on the road as the current knowledge base slips away.



We had a lot of cooks in the kitchen which led to some steps getting done before they should

have been so there were some undo and redo activities but all in all the response for the session was positive.

The job was to replace the front wheel bearings on Michael Burns TR8. We pretty much



followed the manual instruction with a couple of small changes because of my own preferences.

The turnout was good and almost everyone managed to get a little greasy. Some learned how to pack grease in a bearing, cleaning the hubs,

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pressing in the races, cleaning the grease out of the hubs and off the discs before replacement and setting the end float my way to finish up the installation.

I will try to remember everyone that was here and hope no one is forgotten.

- Art Graves who helped a lot on multiple processes
- Michael Burns brought the car and put up with my attempts at humor at his expense.
- Steve Anagnost who is responsible for getting the session scheduled.
- Gary Moss who was involved in most of the processes.
- George Tabor who pitched in and did his part.
- Michael Ashley made a first time visit to the shop
- Al Garbart who had an unfortunate collision on the trip to the shop. A driver came onto 169 and crossed multiple lanes directly into the

passenger side of his TR7. It looked like to me that repair would be difficult. Good luck Al.

- And if you count me, I was there also. I helped with installing the bearing races in the hubs but delegated most everything else.

When we quit, the new bearings were installed and after checking to make sure Michael made it home ok, I kicked back for a restful evening.

Email from Gary: I just want to thank everyone who came out to Greasy Hands Garage north to work on the TR8 and its stubborn wheel bearings ! Grease and Fun was shared by all - I made it home with brakes that stop and wheels that spin- so all good! Thanks again ! Always plenty of work to do on the wedge! I'll be sure to write something up for the newsletter.

6/24/2025 – This morning an email was distributed to see if this type of activity is something that members would like to do on an ongoing basis. It differs from the concept proposed by Steve but may work until something closer to his concept can materialize. I will add information about the responses to see if we go forward.

6/29/2025 – Another tech sharing session happened today. It was held at Gary Moss's shop which new and very nice. The air conditioning was quite welcome on this hot day.

I arrived a little early to make sure that we had a plan about what needed to happen first then next, etc.

First up we emptied the boot and removed the hook used to secure the spare tire to the floor of the boot.

People started showing up to participate and learn what tools to use and when to use them.

Attendees were:

- Gary
- Steve Anagnost
- Bob Haan
- George Tabor
- Clark Frazer
-

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I know there were more, but my memory has failed.

After clearing the boot, we removed the two bolts at the back of the frame. Holding everything solid were two bolts on each side holding the bumper brackets to the frame. These were loosened to allow some movement when the floor was raised to allow insertion of more spacers between the frame and body.



When the gaps at the back of the doors were acceptable to Gary, the bolts were tightened and replaced at the back of the frame.



When we were finished with Gary's car, George brought his in the shop and raised it on the



lift. We were looking for the cause of a squeal and

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ended up tightening the fan belt, but this did not stop the squeal. George thinks there may be something dragging on one of the disc brakes, which make sense. We shall see.



This session was well attended so as long as we have a project, we can continue to support Steve's idea of sharing tribal knowledge about Triumph maintenance and repair. It was a good day but my back hurts.



7/6/2025 – One of the things that George wanted checked out was a squeal which continued after the fan belt was tightened. A few days later he figured it out. One of the front wheels nearly fell off after two of the lug bolts broke.

The first thing he wanted to do was to get all four of the bolts on the right front out of the hub. I thought I had just the tool to press them out.

The advice I received on how to extract them was just to hit them with a 3-pound hammer,

but I couldn't see how that would be good for the wheel bearings. Today I went down to his house to see if my tie rod end remover would be any good on the lug bolts.

I tried it first on one of the broken bolts and it worked like a charm, ditto on the other broken bolt. Then I tried it on the unbroken bolts, and they were pressed out just as easily, but they hit the hub before falling out, so the hub had to come apart to give the bolts some room to clear the interference.



Since my task, getting the bolts pressed out of the hub, was finished and George needed parts to continue, I headed for home and some cool air. The tool worked better than I thought it would, so it was good that I considered it.

George called a little later to let me know he was having difficulty separating the hub from the disc needed to get the old bolts out and the new ones in. I offered to help with that if he wanted to use my shop with air conditioning to do the work, but that decision is pending. More on-site work is available if needed.

Text: Just an update, on advise from you and a mechanic, "Just whack it" works. The rotor is separated from the hub and studs/nuts ordered as well as two front tires. All to arrive Wednesday or Thursday. Tires to be delivered to Discount tires who will inform me upon arrival at which time I will take the wheels and worn-out tires to them to be



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replaced. When the studs and nuts arrive, they will be installed and everything put back together. Then if all is correctly reassembled, I will drive to Urban Auto/Lawn (small engine repair) for them to look at. I have spoken to them on the phone and have been assured they can align the front end. To be determined. Hopefully they can and that will be another asset for the club.

More to follow as it occurs. Thanks John, thanks for all your help and advice up to now!!

7/10/2025 - Another funny thing concerning Blue car. Bought two new front tires, I believe the right front wheel has two small cracks in the vicinity of two of the lug holes, so I brought the spare tire to use that wheel. The tire shop is not allowed to service tires older than ten years, so now I have to replace spare tire as it was manufactured in 1952 equating to 73 years old. Thought it might be the original spare that came with the car, but on closer inspection, it is a Sears Sport Classic. Still going up on the wall as garage art.

The cracks are so small, I have a buddy with a son who is a welder and could do a couple of spot welds on both sides and both places and it can become the spare. I looked on line, not a long look, and did not find any. Would be interested though, would probably be safer to have a well wheel as opposed to a repaired one.

7/11/2025 - Just a quick note, car is back together, took a quick drive around the block. Not only does everything seem ok, the steering wobble is gone and it steers smooth as silk. It was sitting lower on the right than the left before and now appears to be level.

Drove over to [Urban Auto](#) and it was a pleasure to drive, other than the hot sun, no problems. They might get to it today, but if it has to spend the weekend, that's ok too.

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

More to follow.

7/24/2025 – Last Sunday the 20th, our home air conditioner took a dive. We called for service on Monday early and the technician arrived about 3 P.M. on Tuesday the 22nd.

He went right to the problem, which was a freon leak in a large radiator-looking component which was deemed junk. A new one was to be ordered and replaced for about \$2,000 and it would take from one to two weeks to get the part.

The tech talked to his boss and found out our unit is covered by extended warranty, so the component and labor are covered at no charge.

The boss put a rush on our part and receipt expected in about a week. That is better news but what about environmental control in the meantime.

Our next-door neighbor has a friend with a backup window unit air conditioner, and it is available. He brought it out and did most of the installation and got it working. It is small and does not lower the temperature below about 78° but does pull the moisture out of the air. This small unit has made it pretty comfortable while we wait for repair of our ground source heat pump component. Appreciation extended to Vickrey Heat and Air in Claremore.

8/7/2025 – It ended up being 18 days using a small borrowed 120-volt widow unit to cool our house while waiting for the part needed to repair our ground source heat pump. The unit is repaired and putting cool air into the house.

The inside temperature during those 18 days ranged from 76° to 80° but with small fans blowing on us we were quite comfortable.

The small unit is boxed up and ready to go home the next time the lender visits our next-door neighbor. We are most grateful.

This is also the day that Glenn underwent surgery for throat cancer. We are awaiting the results and holding our best wishes for his recovery.

NEWS FROM GHGN

By John Phillips – 7/14/2025

The scenery around the shop is changing. On May 25th the big elm tree by the street and top of the driveway blew down in a small tornado. A tree service was handy and



had the driveway cleared on day one. They returned in a few days to finish cutting the tree up and hauling it away, except for the stump.

There was a delay to repair their truck and repair their stump grinder but yesterday Busy



Beaver contracted with another company to take down the remaining trees in that cluster.

Today they returned to remove the stump from the storm damaged tree. They dug dirt and rocks away from the roots and finally cut the roots and the stump

was out. The stump is so big that they are now planning on how to cut it smaller to be able to haul it off.

After that the stumps from the other trees will have to be cut and/or ground down.

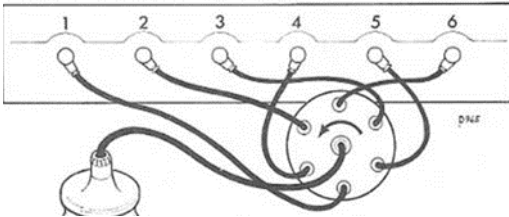
The result is a pile of stump chips covering more roots to be removed at some point by me or some future property owner. Thinking about just setting it on fire and seeing what happens. The pile of chips is settling some and may continue to lower the height of the pile.



JOHN'S QUICK TIPS

Plug Lead Positions (Fig. 55)

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



TR6 Soft Top Folding

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



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



2. Fold top forward without folding back window



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

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

Products Appropriate for Your Car

Not the only option but good ones.

Standard TR6 Tire Size: 215 X 65 X 15

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

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

Classic Car Motor Oil
PennGrade 1, 20W-50



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

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

*Coolant: Option 1; Evans Waterless High-Performance Coolant is specially formulated for gasoline engines in classic cars and high-performance vehicles. <http://www.evanscooling.com/>
Coolant: Option 2; Peak anti-freeze, no water.

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



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

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



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

<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!!!!

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

Classified Section



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

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

DENNY'S PARTS FOR SALE

Triumph TR3A Parts for Sale

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

(918) 346-0900

deugenerobinson@icloud.com

Mark 1 & 2 Spitfire Parts 1964 & 1966

Front and rear suspension both left and right side
3 heaters; 1 works good, other 2 motor bad, one motor good
Frame for Mark 1
2 Tappet Covers
Spitfire Hubcaps, 2 sets small, 3 large
2 Doors off 1966 Spit, complete with windows
2 Rear Ends
Electric Fan
Gas Tank, complete with fill cup, Chrome
4 Wheels with good tire, 1 extra wheel
Drive Shaft
2 Steering Wheels, 1 original, 1- 13"
1966 Steering Column
1966 Radiator with Horns and Water Bottle
Sway Bar
1200cc Engine Complete except exhaust & carburetor
1200cc Engine Block, Head and Oil Pan

1962 Triumph TR3 parts available:

Several drive shafts
2 frames, 1 with small hubcaps
Several fuel tanks
Several rear ends
Several small engine body parts

For more information contact Dennis Robinson @ 918-346-0900.

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



Wynnell Gorman
wynnell@bitsoftriumph.com



To explore website:
Scan here

*Embroidery Inspired by
Triumphs & their Drivers*

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



2008 Saturn Sky Redline (Turbo), \$10,000
Excellent condition. John Phillips

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We can see you now!

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

GCT Merchandise

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

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



Land's End Merchandise & Club Logo

Inbox



Art Graves

to me, Rob, Dennis

*TWO CHOICES
- VISIT BOTH*

Hi John, Rob & Denny,

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

Thanks,
Art

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



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

To do this, log in to Land's End using this link: <https://business.landsend.com/>. In the top right corner click on the "MY ACCOUNT" icon to create or sign in to your account. You must have an account to order merchandise. Once you have an account, click on your "name" icon, located in the same place as the "MY ACCOUNT" icon, and select 'My Logos'. Then click on "ASSOCIATE A LOGO TO MY ACCOUNT". Enter Logo Reference Number "1617508" and Customer Number "4853648" and click "ADD TO LIBRARY".

Now that you have an account and the club's logo associated to it, 'Commence to shopping', as Jed Clampett would say. The charge to add the logo to any garment is \$6.95, so a \$50.00 pajama bottom with our logo will cost you \$56.95.

The logo size is 3.5" X 3.22". The colors of the stitching may be changed at any time for any color fabric. For example, if the fabric were black, the Oklahoma outline could be made white. This example shows the logo on a light blue garment.

I believe Land's End products are of high quality and are priced accordingly. However they are forever having sales, promotions offering to add a logo at no charge and free shipping.

Cheers,



GREEN COUNTRY TRIUMPH CLUB MEMBERSHIP APPLICATION & RENEWAL

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

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

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

CAR MODEL	YEAR	COMMISSION#

SEND YOUR DUES TO THE CLUB TREASURER: \$20

Make Checks Payable To **GREEN COUNTRY TRIUMPHS**

Check #	Check Date
---------	------------

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

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

Andy Wilmes
 Admiral Alignment
 +1 (918) 232-3273 Mobile
andy@admiralalignment.com

NEW EMAIL ADDRESS awilmes@atlasok.com

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