



Triumphant Times

Monthly Newsletter for August 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 Jan Phillips, 5865 E 480 RD., Claremore, OK 74019

Next Club Meeting
Tuesday August 18th
Dinner at 6:00PM
Meeting at 7:00 PM
Location: Uncle
Julio's
10333 E 71st St, Tulsa,
OK 74133
(169 & 71st near Best Buy)
(918) 999-0054

Officers and Committees

Michael Burns— President

Vice President –

Art Graves – Car Shows, VTR
Liaison, Club Contact

Jim Murray - Member at Large

Rolf Blom – Secretary

Jon Wood – Web Master

John Phillips – Newsletter Editor,
Treasurer, Parts, Repairs,
Appraisals, Membership
topaztr6@gmail.com

President's Article by Michael Burns

**The Best Drives
Don't Always Have a
Destination.**

First, I'd like to thank everyone for the opportunity to serve as President of the Green Country Triumphs

Club. It's an honor, and I'm looking forward to another year of good drives, good conversations, and keeping these wonderful little British cars on the road.

Speaking of drives, my TR8 has been getting a lot more exercise lately. One of the first changes I made was waking up the exhaust with a pair of glass packs. It may have something to do with recently selling my Mustang GT, or maybe I just missed hearing a proper V8 announce itself now and then. Either way, the TR8 now clears its throat a little more confidently every time I turn the key.

There was also a practical side to the decision. Twice recently I was nearly introduced to the front bumpers of unsuspecting SUVs. Modern vehicles are larger than ever, while our Triumphs certainly aren't. The wedge sits low enough that it occasionally feels like it disappears into traffic. If a slightly healthier exhaust note encourages someone to notice the little British sports car beside them, I won't complain.

The biggest change, however, hasn't been to the car. It's been to how I've been using it. Lately I've found myself taking the TR8 out nearly every Saturday morning. No errands. No destination. No schedule. Just a drive.

No destination means there's no schedule to keep and no reason to hurry. One of my favorite routes starts in Prattville and winds toward Lake Sahoma. It's not particularly popular, and that's exactly why I enjoy it. The roads are quiet, the scenery changes with the seasons, and before long you're surrounded by trees instead of traffic.



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

Sometimes I'll continue toward Pretty Water Lake. Sometimes I'll simply stop for a while and enjoy the peace before heading home.

It's actually a pretty short drive, but that doesn't matter.

Some drives are measured in miles. Some are measured by the destination. The best ones are measured by how much better you feel when you get home.

I guess that's my version of therapy. There's no destination to reach, no project to finish, and no expectation beyond simply enjoying the drive.

Owning a Triumph has always been about more than simply getting from one place to another. I've mentioned this before, but these cars ask you to participate. They smell different. They sound different. They require a little more attention, and in return they somehow make even an ordinary drive feel like an event.

Of course, the work never completely stops. The next big project waiting for me is the interior. Forty-six years have not been especially kind to vinyl and foam, and I've reached the point where patching things isn't enough. That means I may well be learning another new skill: upholstery repair. Like most Triumph projects, I'm sure it'll involve a little trial and error, a few new tools, and probably a vocabulary that shouldn't appear in the newsletter.

Fortunately, one of the best parts of belonging to this club is that someone has usually tackled the job before and is willing to share what they've learned. That's one of the things I appreciate most about this group.

Every repair teaches you something. Every drive reminds you why you bothered. If you're looking for an excuse to take your Triumph out before our next club event, I'd encourage you to find a road you've never driven before. It doesn't have to be a cross-country tour. It might simply be minutes, an hour, whatever time you can carve out, on a quiet two-lane highway, a stop by a lake, or a scenic route you've driven past a hundred times but never actually taken.

Around Tulsa, we're fortunate to have several of those roads. Whether it's like on my side of town heading toward Lake Sahoma, taking the back roads around Pretty Water Lake, or

crossing Keystone Dam and following Highway 51 toward Sand Springs, there are plenty of places where the journey is the whole point.

I'm always looking for another good Saturday morning drive. If you have a favorite route, we'd all love to hear about it at our next meeting.

Sometimes the best thing you can do for your Triumph is drive it. Sometimes the best thing you can do for yourself is exactly the same.

Hope to see you out on the road.



Vice President's Article by?

Minutes of the Last Meeting Minutes of the Meeting July 21, 2026

Jim Murray, GCT Member at Large



GCT President Art Graves called the meeting to order at approximately 7:01pm at Uncle Julio's Restaurant located northwest of the intersection of 71st Street and Hwy 169, Tulsa, OK. There were 16 members present. Undaunted by the 105 deg F heat, our fearless leader was the lone member to drive their Triumph to the meeting. There were no guests.

A motion was made to forgo the reading of the June 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 – Jan Phillips: Jan was not present at the meeting. John Phillips presented the report in her absence. John provided information on the balance in the checking account. A motion to accept the treasurers report was made, seconded, and approved by the attending members.

Membership – John Phillips: John reported the club now has 48 paid members. (Dues for 2026-27 were to be received by June 30.)

Parts Committee – John Phillips: John reported that he replaced all of the relays on the cooling fans on his TR-8 with positive results and

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has returned his focus to getting the tachometer working properly.

Phil Hoey reported that the work session the previous weekend to start installing a new wiring harness in his TR-6 went well. Next session this coming weekend they should be able to start making connections on the extremities and accessories. They plan to hold off on the under-dash work until the dash comes back from being refurbished.

Art Graves and John Phillips went to see Jeff Drouin's 74½ TR-6 last week. The car has not run for many years. They reported that the clutch seemed to be OK. It has been refitted with Weber carburetors. The old gas in the fuel tank needs to be drained and replenished. It needs a new battery. The distributor appears to be clean.

Pat Kendal reported that he installed a USB port on his MGB. He abandoned the cigarette lighter and used the circuit to supply power. On his test drive there was an unprotected wire that accidentally touched ground. Smoke, heat, and fumes followed quickly. Luckily, he was able to shut the electrical system down quickly. The damage was minimal and quickly repaired.

Pat also related that he received one inquiry regarding his "TR-3 In a Kit".

Andy Morsman reported that he reached out to Chad Jester to assist with the replacement of the springs and shocks on Andy's Spitfire project. Andy reported that Chad did a fine job.

Car Show Committee – Art Graves: Art reported the Greater Ozarks British Motoring Club (GOBMC) event in Springfield, MO last month was lightly attended. He speculated that the early morning rain that day may have been a factor. The Triumph marque was

represented by only three cars.

Art continued to summarize the future shows and events detailed below in this newsletter.

Activities:

Bowling in Chandler with the COVTR – Aug 15

The Oklahoma City club invited us to join them for a bowling outing on Aug 15 at the Route 66 Bowl in Chandler, OK.

Old Business:

There was no Old Business.

New Business:

Installation of Officers: Sitting President

Art Graves passed the gavel to our new President, Mike Burns who continued to chair the meeting. There were no nominations accepted for Vice-President or Secretary. Jim Murray accepted the nomination for Member-at-Large and was elected to the position by a vote of the attending members.

Club Workshop Liability Waivers: Art Graves reported that the Red River Triumph Club has a liability waiver that they use when working on other club member's cars. The advantages and disadvantages of the topic were discussed but no motion made.

Adjourn: The meeting was adjourned by a vote of the attending members at 7:52pm.

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Membership, etc.: by Editor John Phillips



7/18/2026 –

Today we said so long to Louise Wood. The service was attended by several club members including Art Graves, Al and Janis Garbart, Glenn and Carol Larson, Jim and Trish Lindsey, Jan and John Phillips.

Frank and Stepdaughter Michelle were the Eulogists. The sound system did not perform well, and a transformer blew up at the end of the service killing the sound, the air conditioner, screen presentation and the lights. I guess she went out with a bang.



Glenn suggested lunch before we went our separate ways and Jim suggested a place called Mad Eats. It lived up to its name. Here is a picture of a Bloody Mary that Glenn ordered. Look closely.

And also, a picture

of the other side is shown next.

I did a search for one member so I could determine whether he would remain in the club. I found evidence that **Alpha Payne Wiggins** is now deceased, so I have eliminated his name from our lists. He owned a TR3 and resided in Arkansas. I have no memory of ever having met him, but he was an frequent reader of the newsletter and commented occasionally.



918 625-4184 TR6
mkashley1025@gmail.com

Michael & Cheryl Ashley

Hi John, I'm looking for a nice hood. No rust or damage if you hear of one for sale. Mike

Scheduled Club Activities

WHEN	WHAT	WHO
February 10th 2026	DRIVE YOUR TRIUMPH DAY	Art/John
Friday 13, March 2026	St. Patrick's Day	Jan's Last One
Saturday May 30, 2026	Tulsa's Capital Cruise Parade down Tulsa's Route 66	?
April 20-23	<u>VTR South Central Regional Convention</u> <u>Location: Marble Falls, Texas</u>	Art

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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026 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: ??, 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

Web: <https://www.vtr.org/vtr-nat-cong-2026/>

CANCELLED

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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35TH ANNUAL FESTIVAL OF WHEELS
CAR, TRUCK & BIKE SHOW
BROKEN ARROW ELKS



O'Reilly AUTO PARTS

SAT AUG 15

**FOOD & DRINK
DOOR PRIZES
FAMILY FUN**

**8AM - 2PM
\$20 ENTRY**

**PRIZES AWARDED
TO TOP VEHICLE
CATEGORIES**

TRIUMPH 2026

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 'Funcoars', Autocross, Funkhana, tech sessions, and an awards banquet. Plus, an opportunity to meet with our Triumph friends, what a great time!

WHERE ARE WE STAYING?

LITTLE AMERICA

2515 E. BUTLER AVE.
FLAGSTAFF, ARIZONA 86001

Special rates are available.
928-799-7800 mention
Triumphfest 2026.
www.flagstaff.littleamerica.com

TRIUMPH 2026 EVENTS

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

FLAGSTAFF, ARIZONA
 Elevation: 6915 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

INDIANA TRIUMPH CARS

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



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
ALS ASSOCIATION

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 Torch's Taco Rogers Restaurant Fundraiser (4950 W Pauline Whitaker Pkwy, Rogers, AR)

Friday, Oct. 23rd

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

Saturday, Oct. 24th

- 10 AM - 2PM Car and cycle display and popular choice judging at UoFA Agri Park, North Garland Street, Fayetteville, Arkansas
- *Day of registration starting at 8:30AM
- Lunch and concessions available on site
- Silent Auction (donations welcomed)
- 6 PM | Awards Dinner **Holiday Inn Convention Center of Northwest Arkansas**

SPECIAL GUEST: Tim Suddard - FOUNDER AND EDITOR EMERITUS OF CLASSIC MOTORSPORTS AND GRASSROOTS MOTORSPORTS MAGAZINES

TICKETS required for Awards Dinner event. Only 200 Dinner Tickets will be SOLD for this exclusive event! Order your tickets TODAY!

Register online here:



or complete and return the attached form

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

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**Greetings from:
Deep in the Heart of Texas**

The South Texas Triumph Association is excited to be your host for the 2026 Vintage Triumph Registry National Conference.

Event Dates: October 14-18, 2026

Location: Y.O. Ranch Hotel and Conference Center, Kerrville, Texas

This year's event is located DEEP IN THE HEART OF TEXAS, near the center of paradise, also known as the Texas Hill Country! This easy to access region is well known for its scenic beauty, winding roads, art galleries, shopping, dining, antiques, award winning wineries and excellent back roads filled with friendly small towns to visit.

Please visit our website at STTA.club/VTR2026 for more information about this not to be missed event!

Best Regards,
David Cochran, President STTA



For More Information
or
to Register Today
www.stta.club/VTR2026

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Greasy Hands Garage North Update

by John Phillips

7/16/2026 – Yesterday Art and I visited Jeff Drouin to see if we could help him revive his newly purchased TR6 to go down the road.

When I arrived a little later than Art, they were discussing the distributor which has an aftermarket electronic upgrade and discussing whether or not it needed anything. I think the result was to wait and see what happens when there is a new battery installed so the dizzy can be checked out better.

We then took a look at the clutch hydraulics. The clutch master cylinder was full of fluid but when I looked at the pedal it was lying on the floor and it would not lift up. Art then gave it a try and when he moved some carpet the pedal came up and there was plenty of pressure needed to depress it.

The car was then put in gear and pushed slightly to see if it would roll with engine resistance holding it still. The car did not move until the clutch was depressed and the conclusion was that the clutch is indeed working at least with the engine not running. Got to get it running but the preliminary thought is the clutch is fine.

We then took a look at the brake master, and it was almost over filled. We did not check the wheel cylinders yet or the brake hoses, so the condition of the brakes is still unknown for now.

No rust was observed at any location; the paint does not have any questionable areas. If Jeff had not purchased this car I would have and I would have been quite pleased with the purchase.

Phil Hoey: Phil is in the process of procuring more parts (switches, etc.) to continue work on his wiring harness installation on his 74 TR6. I am looking forward to getting more done on his car.

7/19/2026 – At this point, Phil has postponed the second work session on his wiring harness while he continues to order more parts, he has removed a lot of things to make the wiring effort easier.

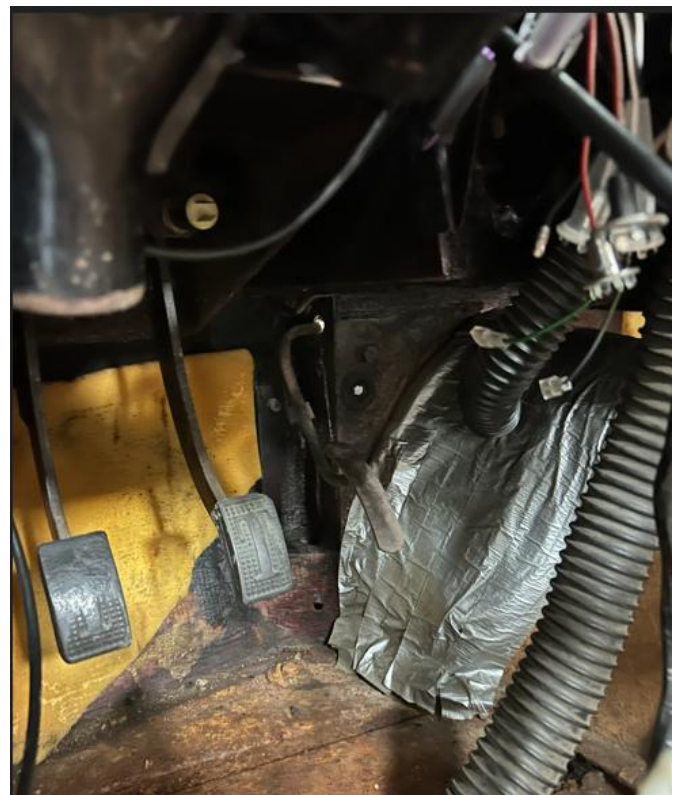
Be advised that prices are up especially for the late TR6 wiper switches. Original new switches are being quickly depleted but Moss/Rimmer Bros. have some Lucas made replacements with which I have no experience. They are pricey.

Here are some pictorial updates on work accomplished.



Switch Assembly -
Wiper/Washer -
155496LUCAS - Lucas
In stock
Price: \$92.75

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From Jeff Droun: *Hi John and Art,*

Thank you both for coming over the other day. I bought a battery and connected it in order to try the fuel pump. I disconnected the fuel hose from the carburetor input and placed the end in an aluminum pan. The starter motor turns strongly and you can hear the fuel pump clicking, but no fuel comes through even if I let it run for 30 seconds or so.



Perhaps there's a blockage in the fuel line or the tank? Or maybe it just needs to run longer?

I placed my finger on the end of the hose while the pump was running and couldn't tell if the air was being pushed out or sucked in.

The only cabin light that came on was a warning about wiper fluid. The tachometer would move a little bit, but the fuel gauge, ammeter, and other instruments had no life. I will check continuity along the positive bus from the battery to the ignition switch.

If use the turn signal switch, the rear lights will blink but not the front. So, I'll troubleshoot that too.

All fuses in the left engine bay have connectivity.

I think the ground connections are fine. If I touch the negative probe of a digital multimeter to the body, engine bay, or engine block and the positive probe to the battery's positive terminal clamp (not the terminal itself), it measures a strong 12.6VDC.

Still, it couldn't hurt to clean the battery terminal clamps and ground connections anyway, so I'll try that too.

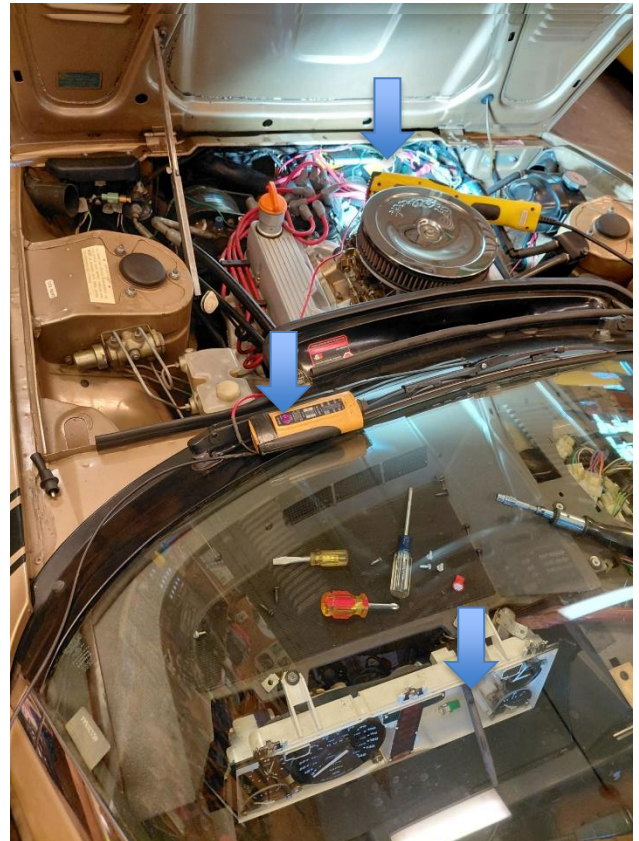
The carb air filters are filthy so I'm going out to get new ones and will come back to the electrics when I return.



Anyway, just wondering if you have any thoughts or advice at this stage.

Photos and video attached.

7/22/2026 – I have finally started the work to get the tachometer functional again. The first task was to make sure I knew which wire was the feed for the tach, so the conductivity meter was used to connect the two ends of the wire I thought was the right one.



You can see the probe stuck into one of the connect point for the needed wire. The other probe is connected to the wire I think is right. The meter is on the windshield and is lit up red so both ends of the same wire are connected. I found the right wire.

The tach was pushed back into place and the dash reassembled. Now to make sure the wire connections at the ballast resistor are where they are supposed to be.

I actually followed the instructions for connecting wires at the ballast resistor after which the car would not start. A result of the differences in the aftermarket 123 Distributor. I switched a couple of wires, and it started fine. Time for a test drive.

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I needed two things to happen, the tach needed to work, and the cooling fans needed to work. The result was no on both counts. More work to do.

Next, I plan to try a different tachometer that I have lying around. Well, I watched a YouTube video and learned how to test the tachometer. The old tach did not work so I ordered a replacement Tach Adapt device to send an improved signal to the tach in the car.



If that does not work, then it will be time to order another new tach but at least with the adapter in place I can install everything that is needed. More later.

As for the cooling fans, I still think everything is in place as it should be. When tested it is possible that the car did not get hot enough to turn the fans on. When the last relay is installed, I hope for good results.

7/25/2026 – Today, Phil, Sharon, Jeff and I continued the work on Phil's 74 TR6 wiring harness. Phil's stack of new stuff included a starter relay which was installed and harness wires connected per the diagrams in hand.

The small gauges were installed in the newly refinished wood dash in preparation for connecting to the harness and metal fascia. The gentleman who did the refinishing was present and rightly pleased with the result. The dash looks quite good.

Then there was some inspection work performed just to ensure the participants are learning the right stuff. They did well. I suggested

to Phil that a new set of battery cables might be in order, and he agreed so I think the only things left under the hood are the battery and finishing up the starter connections.

Phil was working on the transmission tunnel and installing the harness for the top of the transmission. He and Jeff then focused on removing the fuel tank for a good cleaning before use.

Sharon seemed to play gopher and finder. If I needed something she came up with it so she kept me working.

I knew installing the new turn signal and headlight switch was going to be difficult so I started working on that and with Phil's help we got them installed. That wore me out so I suggested that I had had enough so Phil let me gather all of the stuff up and head for home and a long nap. I just don't seem to be able to work as long as I used to.

The job is progressing but certainly not as quickly as expected. I guess progress is progress.

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.

5/28/2014 – Today was interesting but not very productive. The correction of the oversight related to not following instructions for installation of the speedometer kit from Quantum Mechanics is still in the planning stages.

Options include:

1. Taking the overdrive unit apart and installing the parts as instructed.
2. Purchasing an adapter to keep the Volvo system but change the gearing inline on the speedometer cable.
3. Purchase a new speedometer that communicates with GPS to establish and report the speed of the car.

As interesting as number 3 sounds, number 1 is the option selected, and the plan is to remove the overdrive unit and attempt to install the kit parts.

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As for Wayne's car, a little more progress was made on the top. Will not turn out quite as tight as I would have liked I'm afraid.



5/29/2014 – Today was spent tweaking adjustments on the top of Wayne's car. First up was removing the front seal channels so the front side flaps could be glued into place. The channels were then reinstalled and the seals added.

The strap connections that locate the bows were close but needed to be moved to get the best fit on the top. The front bow was first and I did this one by myself.

the top in about holding the vinyl space to work



The job is holding the $\frac{1}{2}$ up position, so that it allows but not damage

the plastic windows, drilling out the existing rivets and clamp holding the strap to the bow, clearing the hole with a punch and hammer, then repositioning and marking the strap for location on the bow, using an icepick to put a new hole through the strap in the correct location then inserting and pulling the rivets through the clamp/strap and into the bow.

Yes that was a run-on sentence but it illustrates everything that was going on at that point in time. The front ones were in but Frank showed up to help with the back.

The first thing Frank and I did was to go to American Upholstery for snaps that were long enough to fit through hole at the bottom of furnished snaps did the forward most the vinyl. The not protrude through the hole far enough to let the female snap component be captured by the deformed shaft.



We drove there only to find out that this component does not come with a longer shaft so we left with no real answer. Frank suggested using a clamp to mash the area to compact the four thicknesses of vinyl enough for the snap to work. It worked but I doubt there is enough grip for the snaps to last very long. We'll see.



Then we worked on the strap location for the rear bow. This time it was a lot easier because Frank was holding the top in the $\frac{1}{2}$ open position while I drilled positioned and riveted. The rear plastic is still a little loose but does not look too bad for an amateur job. Next time the Velcro goes on the bows and the top is done.

5/31/2014 – Starting the day with Wayne's car, the Velcro cushion was glued to the top of each of the 3 bows to provide a cushion for the vinyl of the new top. Then the front bow flap was riveted to the front bow in only two of four places as Larry arrived to help with the Pumpkin's transmission.

We removed the back section of the overdrive unit and drove out the rear drive spline which released the speedometer drive gear. The new gear and spacer were inserted back in the rear housing then we replaced the remaining pieces and bolted everything together.

We had the top off the tranny so before it was replaced we poured some of the GL4 gear oil in up to the fill plug. Thanks Jack for donating the oil to the shop.

Larry did not bring his test setup so we used my $\frac{1}{2}$ inch drill to turn the transmission to test for pressure. The pressure came right up so we declared it done.

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We celebrated with a beer then Larry took off for home. This job took a while to get completed but I could not have done it by myself. I owe Larry big time. I also learned enough that in an emergency I might even be able to try it on my own. Maybe not.

With a little bit of energy left it seemed appropriate to re-stab the transmission into the engine. The installation was about what is expected, difficult.

I did get it stabbed and the top 3 studs have washers and nuts installed. The rear mounts have not lined up yet so that will occur tomorrow I hope. With a little luck it may be ready for Saturday's out and back to Pop's or Click's or where ever we end up going.

6/1/2014 – Today started with moving cars so the Pumpkin could go up for installation of the bolts around the bell housing. Moving two cars that don't run is a chore in its own but it got done.

With the car raised the rear motor mounts were pushed into place. With the car back on the ground lock nuts were used to secure the bracket from the transmission to the mounts.

The bolts for attaching the flange on the transmission to the driveshaft were installed using new locknuts and red locktite thread locker. Better safe than sorry.

All of the bolts along the bell housing bottom were installed along with the bottom bolt for the starter. The clutch slave cylinder was bolted on and pinned to the clutch lever. Also, the exhaust hanger was installed to secure the exhaust system.

With the car back on the ground the remaining upper bolts and top starter bolt were

installed. The bolt top right also holds the water hoses in place via a bracket so don't forget to capture the bracket on this one.

So how does one person install a bolt through the bell housing from inside the car and place a lock washer and nut on under the bonnet then tighten the nut? After the bolt is put in place, clamp a pair of vise grip pliers on the head of the bolt and just let them hang there.

As you tighten the nut the pliers prevent the bolt from turning. Works pretty well and you don't have to call your wife to come and help you.

The transmission tunnel was next and the process was altered a little this time. The rubber gasket material was cut to length for back and sides and glued to the floor of the car in lieu of to the tunnel. This seems easier to install this way, of course I may not like it if the seals have to come off at some point.



Some of the hardware at the firewall was damaged so it was replaced. The tunnel went in fairly easy since all the holes were in place

The next thing started but not yet finished is installation of the Dynamat that Jack McGlumphy donated to the shop. Thanks Jack. Tomorrow the Dynamat should be finished, carpet installed, center dash support in place, wiring all connected and seats back in.

Frequently I will reach for something, be it hand cleaner, oil, gloves, knee pads, big needle nose pliers, etc. or even the air conditioner and say a quiet thanks to the club and members who contribute these and other items to the shop. Here it is in writing. Thanks again.

6/2/2014 – Almost all of the things on the list were completed but I got a little sidetracked.



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The Dynamat is as Sharon observed very easy to work with. I started about 8:30 and was finished around 10.

While working with the Dynamat I saw that the throttle rod bushings were completely gone. The access to replace them with the kit purchased when Wayne's was purchased from Art Lipp would never be better (I hope) so I spent some time replacing the bushings. Since that process was discussed when Wayne's were installed there is no need to rehash that.

Also on the to do list was the installation of the improved emergency bonnet release also purchased previously but shelved in favor of working on Wayne's car, however access to underneath the dash was available so that task was also completed as discussed earlier while working on Jack Finch's car (I think).

Back to the carpet, it was cleaned and installed as was the center dash support and armrest which I finally fastened to the handbrake tunnel. The seat tracks were installed but not the seats yet. I did not have the energy to work on figuring out the speaker hook ups so the seats will go in after that is figured out. Four pm, long day, time to write some, have a beer, shower and relax.

6/3/2014 – You know, the more I look at Wayne's steering wheel the more I find wrong with mine. Wonder where that will lead?

The allure of driving the car again and testing the overdrive took precedence over getting the radio working. The seats were installed and a couple of other odds and ends buttoned up and it was time to drive.

The first impression backing out of the shop and going down the hill towards 20 was WOW, what a difference. Everything was so smooth and quiet. The new and better parts in the clutch system and transmission really made a big difference.

No more minor grinding the first time it went into second gear. The whole manner of the car is just better, quieter, and more solid feeling. I suspect the Dynamat has played a big role in improving the impression one gets while going

down the road. I am very surprised at the difference.

Ok, everything is going well. Time to try the overdrive. Nothing happened. I realized instantly why. The wire that feeds the solenoid was connected to one of the switches on top of the transmission and I forgot to move it. Well, it is a good thing I am retired.

While trying to avoid removing the interior again by reaching to the top of the transmission from under the car Wayne arrived with his grandson. He dropped off the brake master and rear wheel cylinders, an ID plate, tag and the rebuilt alternator.

Part numbers were obtained for the seal channels that attach between the soft top and the top of the windshield and that starts the next parts list. If after these channels are installed the seal will go in this will complete the top installation. Also the remaining rivets and snaps were installed on the flaps that hold the top to the bows.

After Wayne left it became obvious that the interior had to come out of the Pumpkin. By 2 pm there were 3 bolts holding the tunnel in and I was out of steam. They will wait until in the morning.

6/4/2014 – I got to the shop around 9:30 and removed the remaining 3 bolts from the transmission tunnel. Connecting the wire to the switch and solenoid took about two minutes as one terminal was loose so it was squeezed closed a little with pliers and placed on the proper terminal.

The rear of the car was jacked up so the wheels would turn, the car was started in 4th gear and the overdrive tested. It worked fine. With the car lowered the interior started going back in.

I have always wondered why it takes longer to put something back together than it does to take it apart. In the final analysis the stupid mistake cost me a day. I am right back where I was yesterday after a test drive which was much more rewarding than yesterday's. The car is improved and the overdrive now works.

The radio hook up awaits tomorrow morning but in keeping with my rule to put on at

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least one part per day, the alternator was re-installed on Wayne's car. He had it rebuilt in Sapulpa for \$55 which seems very reasonable to me. Before the rebuild it was frozen solid and had a dead short.

Tomorrow the plan is to change the brake master and rear wheel cylinders to bring that system up to good standard.

6/5/2014 – The day started off badly. My efforts to get the radio working were only partially successful. The speakers on the left work but not the ones on the right. Can't hear the radio in that car anyway.

The really disappointing thing was that the transmission has a major leak. I am considering using a product to attempt swelling the gaskets to see if removing the transmission again can be avoided. It is getting very old.

Frank came over today to help with the brakes. We raised the car and took Wayne's wheels off, then pulled the brake drums off the rear. The shoes were removed to get to the wheel cylinders (8).

The last person to change the cylinders got all the parts back in but the retainers were different on each side and neither one was like the book illustration.

The tough thing about this job was getting parts 4, 5 and 6 off the old cylinders and back on the new cylinders. There is little room to work and the parts wedge the cylinder in quite tightly.

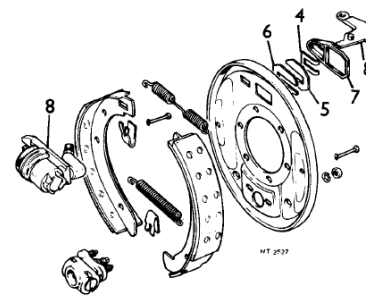
This particular job was made a lot harder because the parts were very hard to remove due to how they were last installed. It was made easier by giving the parts a good cleaning prior to re-installation.

The seals (7) were pretty well shot and there were none in my stash or in the donated parts. We put it back together the best we could.

The new master cylinder was set in the vise and a bench bleeding done prior to installation. After some assurance the thing was bled enough to work we installed it in place of the old one. It was time to bleed the brakes.

Frank kept the reservoir full while the Mighty-Vac was used to pull vacuum and move the fluid through the lines to the wheel cylinder. The process seemed to work ok but the pedal was not as high as is typical. Will check it again in the morning.

We finished up about 2 pm and went to Ron's for chili, burgers and fries.



Tomorrow the troubleshooting of the electrical system starts over after the brake pedal is tested to make sure more bleeding is not needed.

6/6/2014 – Got to the shop a little later than usual but did check the brakes first. The pedal level was still low but stable. The brake drums were checked for drag on the shoes and the left rear was about right. The right drum was not dragging at all so the brake adjuster was expanded about 5 quarter turns to press against the shoes at bottom center until significant dragging occurred.

The adjuster was then backed off to prevent locking up of the shoes against the drum when hot. A recheck of the pedal showed improvement so the job was considered complete at this point and the wheels were re-installed.

While the car was on the lift the old oil was drained so new could be put in the sump. New oil was already in the new oil cooler and filter.

I decided to check everything under the car one more time before trying to start the engine. The muffler still sits at an angle but other than that the exhaust seems solid. The dif mounts seem ok, even the front right even though it has not been gusseted to prevent cracking. Most are cracked.

The dif and transmission appears to be mostly dry as does the engine. The push rod between the clutch lever and slave cylinder was missing. I had found one but did not relate it to

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have come from Wayne's car. At any rate it is back in, pinned and cotter pinned.

Continuing forward, the bottom radiator hose had coolant drips, very small but present. Naturally the clamps were tightened but the forward clamp failed and the coolant began running down both arms, not gushing but steady.

Another clamp was retrieved from the stash and installed to stop the flow. Messy but not a big deal. The radiator was topped off when the car was back on the ground then the oil was added to the engine.

Wayne had brought the license plate out on his last trip and I picked it up while looking for the brace that runs from the inner fender to above the grill. A couple of plastic anchors were selected from the shop stores and used to attach the plate.

One hole was about 1/8th inch in diameter and mislocated. The other hole was located properly and was about 3/16th inch in diameter. Another hole was drilled in the proper location to about 1/4 inch and the properly located hole was enlarged to 1/4 inch.

Two plastic anchors were pushed in the holes and chrome plated interior screws were used to fasten the tag to the car. I had some square tag anchors but I lost my square drill bit somewhere.

Yeah I know nothing got done on the electrical troubleshooting again today but it wasn't like I was sitting around not doing anything. The out and back is tomorrow weather permitting so I will get back at it on Sunday. Gotta find that brace.

6/7/2014 – This morning the first thing to get accomplished was to move cars around again. At least the Pumkin runs and does not need pushing. The Pumkin needed the lift so some Barr's Stop Leak could be added to the transmission, which it was.

The tires were checked then Pumkin got a bath, the first in several months. Looks pretty good. Drove down to the Meadow Gold sign to meet the others for the trip to Click's in Pawnee to have lunch with the COVTR members. There

should be a picture and more on this subject elsewhere in the newsletter.

Naturally the transmission story was asked about and the story told. I found out from John Gauldin that the top two fasteners on the back overdrive housing require sealing washers to stop the significant leak from the rear of the transmission and that it is probably not a seal leaking.

This means the interior will have to come out again to get the leak fixed. This is getting a little tiresome so I think I will finish Wayne's car before going back into mine.

On the plus side the Pumkin performed flawlessly and the drive was very pleasant as was

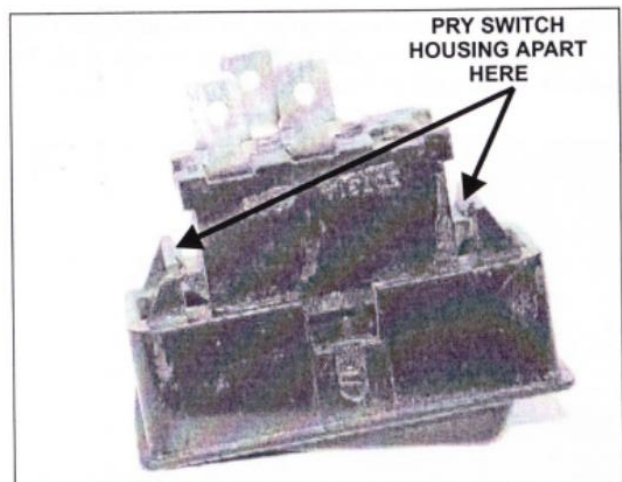
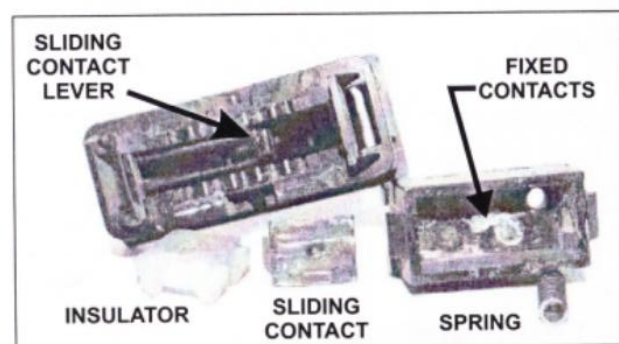


PHOTO 5



the weather. The food was great and the company was as well. Got home about 5, cleaned up and found my chair. Good day, Triumphant Times.

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6/8/2014 – Since, or should that be sense as in good sense, no one showed up to help apply the stripes to Wayne's car it seemed like a good time to start the electrical troubleshooting.

GREEN

The circuit that feeds the overdrive, which is what I want to get working first so that after start up and making sure the overdrive works the tunnel and remaining interior pieces can be installed, is the green circuit.

A lot of the components had been cleaned to eliminate corrosion and improve conductivity during reassembly so hopefully most of the stuff will work. The wipers did work as did the turn signals. The heater fan switch was not wired correctly so the wires were rearranged and it works fine.



Most importantly there is power to the overdrive solenoid so the OD can be tested at startup. There is power to the temp gauge and fuel gauge but function will be seen when the engine is running.

The brake light switch required some minor adjustment above the brake pedal to increase switch travel so that it moved enough to turn off the lights.

The only real problem with the green circuit is the reverse light switch. If the switch is bypassed the lights work fine. A new switch will be procured but the tunnel will have to wait for the new switch to be installed.

RED

Light Switch

A brown always hot wire feeds the headlight/running light switch from which a blue wire feeds the headlights and a red/green wire that feeds the fuse for the running lights, dash lights, tag lights and trunk light.

The first issue was that there was no power from the light switch to the red/green wire to feed the fuse. My luck with fixing these things has been less than exemplary up to this point but disassembly and cleaning of the contacts was

productive. When reassembled I didn't even break anything and everything worked.

The parking lights worked except for the side marker on the left front. The bulb checked out as good but would not work. A new bulb was installed and worked fine.

The gauge and dash lights worked as did the tag and trunk lights. The headlights are not at this point working nor is the starter but that can wait until tomorrow after which the purple circuit can be checked out. Gotta find that brace.

6/9/2014 – It took 2 hours to get the headlights working. The circuit was fully checked out for which part of the duct work under the dash had to be removed. Everything under there checked out fine and power to the headlight harness was verified.

Four problems were identified and resolved. Three of the problems were resolved by replacing connectors to provide proper conductivity to the lights. The fourth problem was a burned out low beam on the right front headlight.

With bad light in hand I headed for town to fetch a replacement. Advanced Auto was my first stop and there was some doubt that they would have one but they did. Back home the light was replaced with one improvement.

The screws that had held the retention ring in place were too long and protruded all the way to the internal housing. The result of this is that the adjustment of the light does not work because all the space has been eliminated by the three point stance of the oversize screws.

I found some alternative screws and shortened them further by cutting them off with linemen's pliers. With the light back in place and burning more brightly than the mate the next step was the last circuit.

PURPLE

The main thing I wanted to resolve today was horn operation. The first thing I found was the old horn brush was too short. The horn brush is what makes the horn button work. The horn button contact was removable and bendable so it

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was modified slightly to rest closer to touch the brush so that when depressed contact was made that grounded the system and actuated the horns, in theory.

The purple/white wires at the horns are powered all the time from the relay. The system is grounded by a purple/black wire that runs from the horn relay to the horn button. When button is depressed the system grounds against the steering shaft that runs all the way to the steering rack. A ground wire from the wiring harness connects there so if everything works the horns give a blast.

As of now the horns are not working and I have blown two fuses. Tomorrow I will move the car onto the rack and remove the horns and try to figure out what is messed up.

On to the rest of the purple circuit. Glove box light works. Foot-well/key lights worked from the right door switch but not the left door switch. Just a little corrosion so operating the switch harshly about 10 times cleared the corrosion and the lights work fine.

Tomorrow the goal is to get the horns working and the starter. Since the car will be on the lift I may take another look at the liners that are supposed to fit under the wings (fenders to you Yanks). I have had them in hand to install twice but they are still not in place.

Wayne purchased the filler pieces that attach to the inner fender and protrude out to seal to the wings. They also need to be installed. After that the stripes go on and the channels and seal between the soft top and windscreen frame.

After starting and testing, the interior can be buttoned up and the car can go home.

Since it is *only* 97° today, I mowed and trimmed in the yard.

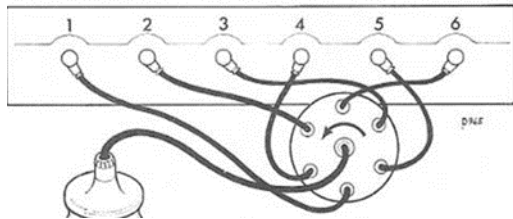


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JOHN'S QUICK TIPS

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=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.classicarmotoroil.com/>

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

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

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

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



For TR8

Differential: Red Line Heavy Shockproof Gear Oil



Brake Fluid: Valvoline Synthetic DOT4/5

Spline Lubricant – CV Joint Grease

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



Lubrication for front trunnions on TR6

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

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

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

What is your car worth? Hagerty Valuation Tool

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

GCT Merchandise

SEE NEXT TO LAST PAGE

LESSONS LEARNED

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

When diff seals leak, clean the vent. Cleaning the vent releases pressure in the diff and many times stops leaks.

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

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

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

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

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

Gasket Sealant Aviation Grade

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



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

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Classified Section



Bits of Triumph
*Embroidery Inspired by
Triumphs & their Drivers*

Wynnell Gorman
wynnell@bitsoftriumph.com



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



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We can see you now!

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Visit the **Cafe Press** store to shop
for Green Country Triumphs
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<https://www.cafepress.com/greencountrytriumphs>

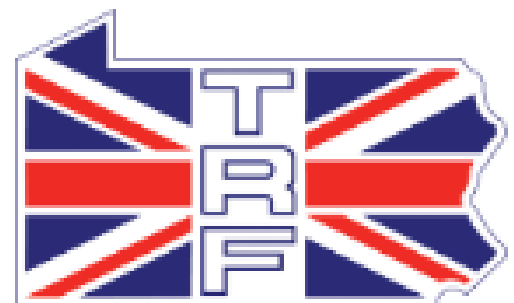
Assorted TR3 & TR4 parts

Contact: Larry*

cartravel@pobox.com

**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**



**The Roadster
Factory**



Land's End Merchandise & Club Logo

Inbox



Art Graves

to me, Rob, Dennis

Hi John, Rob & Denny,

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

Thanks,
Art

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

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

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

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

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

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

Cheers,



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

Service & Repairs

For Work See Chad Jester at Classic Auto Repair and Service



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Complete cars shown are also available for purchase.



1979 Spitfire



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1933 Chevy Roadster – Perfect restoration



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



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Car trailer is also available. Has frame for vinyl cover, ramps and a winch.



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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.