



# Triumphant Times

Monthly Newsletter for December 2025

Recipient VTR Newsletter Award 2016, 2018, 2021

<https://greencountrytriumphs.com/>

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**Club Dues Are Due July 1<sup>st</sup>  
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 January 13th  
Dinner at 6:00PM  
Meeting at 7:00 PM  
Location: TBD  
The dinner at the  
Lindsey's was the  
meeting for December**

## Officers and Committees

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

## President's Address by Art Graves

Our November meeting at the Brook Restaurant was well attended even though some

'regulars' were missing. But some newer members were there, and we all enjoyed the food and conversations. The December events were discussed and will be in the past by the time you read this – namely bowling with the Oklahoma City Triumph Club (COVTR) and the club Christmas party hosted by Trish and Jim Lindsey. I suspect a recap of those events will appear in the January newsletter.

I have had pretty good luck keeping my TR6 on the road and running well. Most all repairs are done by me and what I don't know, there are manuals, websites and fellow club members with answers. That wasn't always true. A year or so after Karen and I arrived in Austin, Karen drove the TR6 to work and I rode my bicycle to school. Soon the car began to run rough and I didn't know what to do. I could do an ignition tune-up, but it needed more. I tried a franchise tune-up shop, but that didn't help much, so I took it to the Triumph dealer. Yes, they still existed in 1978!

The car stayed there for a week or so where it got a major tune-up and a cylinder head valve job. Having the car in the shop was a major inconvenience for us. During that time, Karen walked to work (about a mile and a half) and usually got a ride home. When the car was repaired, I rode by bicycle to the



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

dealer to pick it up. We were especially excited because now we could drive to the grocery store. That is just what I did that afternoon. Everything changed on the way back home. There was something slick on the road and the car in front of me decided to slam on the brakes. So, I had to slam on the brakes and we skidded into each other.

The left rear quarter panel got shoved over to the right. I don't remember the damage to the other car, but it was towed away. I was still able to drive home.

Now what to do? After speaking to our insurance agent, it was a toss-up: total the car or have it repaired. Since it was paid for and we liked the car, the decision was made to repair it. To repair it, a clip of the rear half of another TR6 was welded to the good front half of ours. Well, that took a couple of weeks, and Karen was still walking to work. The bank manager where she worked graciously loaned her a repossessed car for us to use, with one stipulation: drive sparingly lest the former owner see it.

The car looked and ran great when we got it back and we had no further troubles, until . . . We moved to some apartments closer to the university, which had a parking lot in the alley. Two thefts occurred there. The left rear tire was stolen – tire, wheel, trim ring, lug nuts and center cap. On another occasion, the rear speakers were stolen. I don't know why the 8-track tape player was not taken. After that I decided to park on the front street. A fraternity house was across the street from our apartment, and it was fun to watch their antics on party nights.

One morning, I looked out the window, and the rear of the car had been moved into the driving lane and the emergency flashers turned on. Those kids!

The apartment we lived in was an old house divided into four apartments. As luck would have it a single guy in one of the

apartments had a yellow TR6. We also saw a TR6 in a university parking lot, assumed to belong to a professor. But there was no Triumph club, no way to search or contact people so that's as far as that went. Plus, the TR6 was merely transportation. And it would remain just transportation for another ten years.

I'll continue this narrative next month. Meanwhile I wish everyone a Merry Christmas and happy holiday season. Then in January we start all over again.



### **Vice President's Article by Michael Burns**

From the Road: Short,  
Tough, and Shifting Like a  
Truck

By M. Burns

Recently, I had to head to the  
Muscogee Creek Nation as a consultant with  
another IT colleague.

Our assignment was straightforward:  
help the IT group become more efficient and  
provide recommendations on technology,  
workflows, and policies. I was running late, so  
I opted for the highway route, Route 97, Creek  
Turnpike, and finally Highway 75 to get from  
Prattville to Okmulgee. The only part that  
reminded me this was a "drive" at all was a  
short stretch on Route 97. The rest of the trip  
was keeping the TR8 ahead of pods of semis  
and SUVs.

When I arrived, my colleague was  
happy I had brought the TR8. It was club  
dinner night, which is why I drove it that day,  
and we had already spent time talking about  
old cars the day before. I let him drive it to  
Coleman's for lunch (best hamburger and



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bakery in Okmulgee hands down) and he approached it cautiously. As he daintily tried shifting the TR8, I found a moment of levity. I had to explain how to shift the car, which drives more like a truck because of its transmission and Rover V8 background. In the process, I paraphrased a line from Planes, Trains and Automobiles: "She's short but tough." It was my way of saying, handle her with respect, but don't overthink it.

We repeated the rest of the quote together and laughed (if you haven't seen the part with Owen and his truck, do yourself a favor). That reference unexpectedly became the highlight of the day.

My colleague and I bonded instantly over the shared laugh and movie memory. Years of combined experience, easily sixty years between us, in IT, policy, and tech couldn't generate that kind of connection. But a car that is simple, stubborn, and not remotely efficient compared to today's snooze-mobiles, combined with a humorous nod to a Thanksgiving classic, reminded us of something bigger: Life isn't just about work or efficiency, even if it sometimes feels that way.

The TR8 doesn't run as efficiently or quietly as a Lexus, or, mercy preserve us, a Tesla, and it's certainly not easy to operate like modern machines, but that's the point. In a day filled with discussions of optimization, workflows, and metrics, the car offered perspective. It reminded me that sometimes, understanding life comes not from fixing every inefficiency, but from the small, shared human moments that make work and travel worthwhile. Our laugh over Planes, Trains and Automobiles connected just as much as Ferris Bueller's reminder that "Life moves pretty fast. If you don't stop and look around once in a while, you could miss it." Both films, classic

John Hughes, underline the same lesson: life isn't just about efficiency, it's about the moments along the way.

With that in mind, enjoy the holiday season, while we look forward to more get-togethers and getting our analog beasts ready for clearer roads and sunnier days.



### **Minutes of the Last Meeting by Jim Murray for Rolf Blom**

Minutes of the Meeting  
November 18, 2025

Jim Murray, GCT  
Member at Large



GCT President Art Graves called the meeting to order at 7:12pm at The Brook Restaurant located at 34th & Peoria Ave, Tulsa, OK. There were 14 members present.

Four members had driven their Triumphs to the meeting. The club was pleased to receive Andy Morsman as a new guest. Andy is looking to purchase a Spitfire "project car".

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

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 balances in the checking and savings accounts. A motion was made to accept the Treasurers report. The motion was seconded and passed with a unanimous vote.

Car Show Committee – Art Graves: Art reported that all of the Triumph related car shows were over for the calendar year. Far-future events are listed in the club newsletter



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that can be found on the Green Country Triumphs website. The next VTR Regional show will be held in Marble Falls, TX in April, 2016. John reported that he will be adding info for other local car shows in future newsletters.

Parts Committee – John Phillips: John reported he is having fuel starvation problems with the TR8 as it is stalling. John finished work on Dave and Tony Powers TR3. Updates included a new fuel tank, new fuel lines, and a starter and generator rebuild, in addition to a few other items. The car is now running well.

Mike Burns asked about locations to buy and install tires on wire wheels. Jim Lindsay reported that Dino's Tire on Admiral will mount the tires on the wire wheels for \$50 each.

Activities: The annual GCT Guy Fawkes Celebration was held at the home of Jan and John Phillips on Nov 8. The event was well attended, and a good time was had by all.

Central Oklahoma Vintage Triumph Resister invited us to join them at the Route 66 Bowl in Chandler, OK on Saturday Dec 6, 12-1pm.

Christmas Party: Jim and Trish Lindsay offered to host the annual Christmas Party. Jim plans to provide a Surf and Turf menu. Attendees requested to bring sides or deserts.

The usual Dirty Santa Gift Exchange will take place. Bring a gift valued at \$20 or under if you plan to participate in the gift exchange.

Jincy's Kitchen/Tenkiller Lake lunch and drive. The event, originally planned for October 25th was postponed on account of weather. Sharon Parker will look for possible future dates for the event.

International Drive Your Triumph Day is Feb 10. Possible group photo opportunity at Buck Atom's or the Meadow Gold sign at 11th and Quincy on Route 66.

Old Business: Art Graves will order GCT name badges for Tony & Dave Powers, Phil Hoey, and Paula & Charlie Brown.

New Business: None  
Meeting Adjourned by vote of the



membership.

**Membership, etc.:  
by Editor John Phillips**

**December meeting /  
Christmas party.**

The best picture of the night disappeared from my phone; Trish and Jim were wearing their lobster aprons while preparing the Lobster.





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The Lobster was very good; the steak was even better. Of course, there were plenty of good side dishes to go with the main course. I think the attendance was about 16 or 17. Good people, good

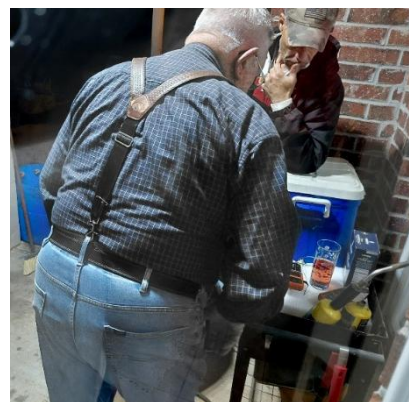
conversations, a successful gift exchange and everyone left feeling satisfied.

Big thanks to Trish and Jim for sharing their home and feeding all of us. The food bills will show up during the next Treasurer's report.

Note!

The TR8 only made it about 5 feet when I tried to drive to the party. Still water in the gas. I will try to get it drained this week.

John  
Phillips



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Update from Glenn, "Hi John, finally got some good news this morning. After two weeks of being unable to walk, I went outside the VA, to Urgent Care. He referred me to get a MRI yesterday and forwarded the results to my Surgeon this morning. They fit me in to see the surgeon on Monday. I'm on the way, hopefully to getting the problem fixed. I couldn't get an MRI at the VA until 11/20 and they wouldn't approve outside care. Sometimes the VA works out fine, as when they caught my AMD when my eye doctor missed it. This time, not so good! Sorry I had to miss the Guy Fawkes party, give our love to Jan. Glenn"

Follow up: Hi John, I have lower back surgery scheduled 12/5. Looks like they will be fusing L3,4 & 5 and adding two rods. Looks like recovery could take up to three months. Looking forward to having it over with! Glenn



### **Spitfire hunt: "John:**

I believe the search has been both brief and fruitful. Tom Marsh and I have agreed on his yellow '80 and will be making arrangements for me to get it and a lot of parts from him in Houston. A bit further than I had hoped, but as I have a daughter and two granddaughters in Houston, it will be fine.

I truly appreciate your help, and the quickness with which club members have responded. It either means they are really helpful and friendly, or that they can't get rid of their project cars fast enough. Probably some of both.

Andy  
"

*Glad to be of help. Thanks to Floyd (my old classmate) for the lead. Editor*

**Ron Pruitt** On Thu, Nov 20, 2025, at 3:53 PM  
Ron Pruitt

John, I had to purchase a new wash/wiper switch.

Do you recommend pulling the wood dash panel loose to do below?

Also, the wiper switch has:

- 2 wires out of it to 2 in dash
- There are 3 wires in bundle that go to which of the 4 switch connectors?

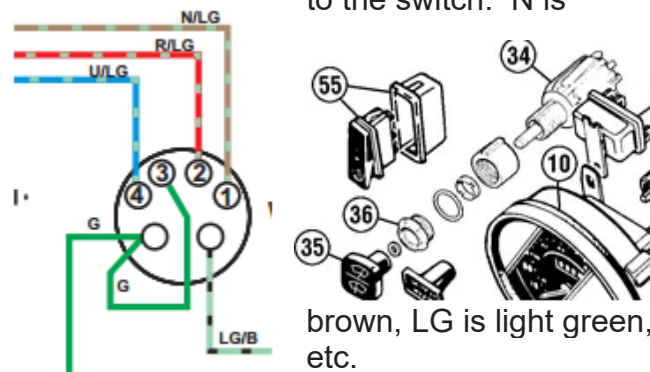
Also, this switch is loose from back of dash....a good way to attach to back of dashboard?

Thanks

Ron Pruitt

### **John Phillips**

Here is a picture of how to connect the wires to the switch. N is



brown, LG is light green, etc.

And a picture of the switch. You should be able to depress the knob keeper on the bottom side of the 35 knob and pull it off. Unscrew the bezel 36 and the adjoining pieces then push the switch 34 out backwards behind the dash. Have fun.

**John Phillips**



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

### Scheduled Club Activities

WHEN	WHAT	WHO
February 10 <sup>th</sup> 2026	DRIVE YOUR TRIUMPH DAY	Art/John
Friday 13, March 2026	St. Patrick's Day	Jan's Last One

### 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>



## **2026 CAR SHOW LIST** **by Art Graves**

### **New Orleans British Motoring Festival**

Location: Covington, Louisiana

Date: March 27 – March 28, 2026

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

### **VTR South Central Regional Convention**

Location: Marble Falls, Texas

Date: April 20 – April 23, 2026

Web: <https://redrivertriumphclub.org/2025-sevtr-regionals/>

### **Dallas All British & European Car Day**

Location: White Rock Lake Park, Dallas, Texas

Date: May 9, 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.jaguarccluboftulsa.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/>

### **VTR National Convention**

Location: Kerrville, Texas

Date: October 14 – October 18, 2026, 2026

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

### **Kansas City All British Car Day**

Location: Merriam, Kansas

Date: September 5 – September 6, 2026

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

### **Brits on the Bluff**

Location: Natchez, Mississippi

Date: September 18 – September 19, 2026

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

### **British Iron All British Car Day**

Location: Agri Park, Fayetteville, Arkansas

Date: ??, 2026

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

### **6-Pack Trials**

Location: ??

Date: ??

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

### **Triumphest**

Location:

Date: No Show in 2026

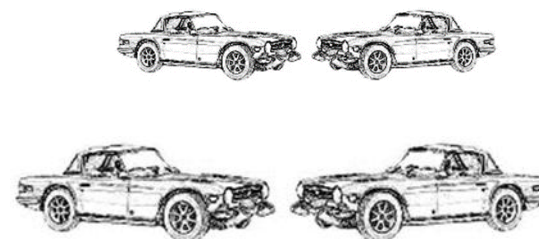
Web: [Triumphest 2025 — TriumphClubSoCal](#)

### **Texas All British Car Day**

Location: Austin, Texas

Date: October 9 – October 11, 2026

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





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**TULSA'S ROUTE 66 CAPITAL CRUISE**

**WORLD RECORD**  
*Classic Car Centennial*  
**PARADE**

**THE BIGGEST MOMENT ON THE MOTHER ROAD**  
*In the Capital of Route 66®*

**SAVE THE DATE**  
**MAY 30, 2026**  
TULSA, OK, USA

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**SPONSOR**  
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REGIONAL TOURISM

**OKLAHOMA ROUTE 66 ASSOCIATION**



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# HCTC & SCVTR 2026

Jacques Welter

**H**ey Hill Country Triumph Club !! We are pleased to announce that HCTC will host next year's South Central Vintage Triumph Register event. Mike McPhail and Jacques Welter are co-chairs for this event, but can use all the help HCTC can provide.

Here's the details:

## **When:**

April 20th through April 23rd, 2026. Mark your calendar and set your vacation time.

## **Host Organization:**

Hill Country Triumph Club

## **Host City:**

Marble Falls, Texas

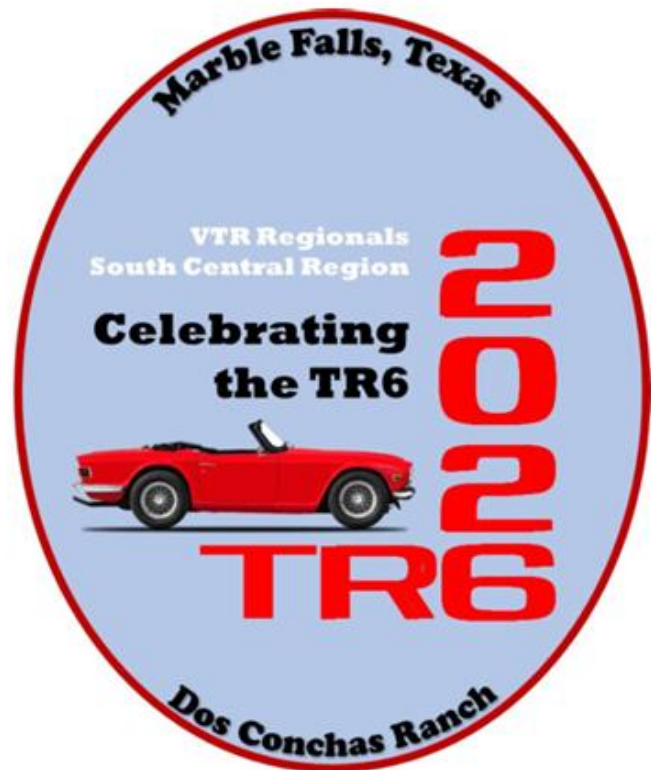
## **Headquarters:**

Dos Conchas Ranch

## **Accommodations:**

Hidden Falls Inn

Stay tuned for more details in **THE RAGTOP**



# 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  
REGISTER OF AMERICA  
[WWW.DCTRA.ORG](http://WWW.DCTRA.ORG)

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



## 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



## TRIUMPHFEST 2026

**TRIUMPHFEST 2026**

## WHERE ARE WE STAYING?



2515 E. BUTLER AVE.  
FLAGSTAFF, ARIZONA 86001

Special rates are available.  
928-799-7900 mention  
Triumphfest 2026.  
[www.flagstaff.littleamerica.com](http://www.flagstaff.littleamerica.com)



## FLAGSTAFF, ARIZONA.

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

Find more sites and activities at [www.discoverflagstaff.com](http://www.discoverflagstaff.com)





# 6-PACK TRials 2026

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

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

**Event and Lodge Registration opens October 10, 2026**

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

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



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



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**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 years 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, antiquing, award winning wineries and excellent back roads filled with friendly small towns to visit.

Please visit our website at [STTA.club/VTR2026](http://STTA.club/VTR2026) for more information about this not to be miss event!

Best Regards,  
David Cochran, President STTA



For More Information  
or  
to Register Today  
[www.stta.club/VTR2026](http://www.stta.club/VTR2026)



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



### **Greasy Hands Garage North Update** by John Phillips

**11/6/2025** – Dave's TR3 is still here but getting close to going home. Today the requested oil and filter change was completed. The original style filter container made me nervous as I do not have any experience on the TR3 variety and mostly bad experience on the TR6 variety.

I only hope that when Sam & I start the car oil stays in the car and not on my shop floor, which happens much too often with the original style setups. The spin on oil filter adapter is one of my favorite upgrades on Triumphs. Fortunately, the TR8 came with the spin on type filter.

The only thing needed now is to get the generator back from the repair shop and get it installed so we can do some test drives and see if the rest of the driving experience meets muster.

**11/12/2025** – Today I drove the 8 to a luncheon with 5 of my old high school classmates. On the way home there was a recurrence of the fouled fuel filter. This time it did not cripple me back home but stopped running period.

My phone battery was about to fail so I called AAA and hoped we could complete all the information before the phone quit, which we did

but just barely. AAA took me home so now I will buy another filter plus a spare so I can be sure to get home again. I don't know the best thing to do here. I think I will drain the tank into a gas can and strain what comes out to get it out of the tank. This tank of gas came from a Maverick station. Never more.

Back at the shop, I cut the fouled filter into two pieces to see what was causing the problem. Whatever it is, it is not visible to my naked eye.

I bought two filters, installed one and tossed the spare in the boot. Then I ordered a new cord to charge my phone to keep in the 8.

**11/14/2025** – Sam called to let me know the generator was ready, so I headed for Auto Battery & Electric to pick it up. The big terminal in the picture was taken from another generator to replace the broken one on this unit and the insulated brush holder was repaired. I rested the remainder of the day. My back hurts.





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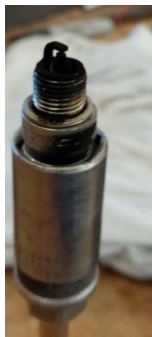
Sam is coming up tomorrow to help with polarizing the unit after installation. It appears to be very simple to do, it is just something I have never done before, and I want it done correctly.

**11/15/2025** – Sam is on his way. I am having lunch while writing. The generator is installed and the only task left is to polarize it.

Then we can road test the car a little to make sure the hydraulics are working then it is time for it to go home.

**11/16/2025** – The car is set for delivery tomorrow. Today I want to look at the plugs and choke to make sure they are ok.

The numbers 1 & 2 plugs looked great. The number 3 plug is pictured at right. Either the rear carb needs adjustment, or the engine needs some attention.



The number 4 plug on the left is black (rich) but not as bad as number 3. Both plugs were cleaned and

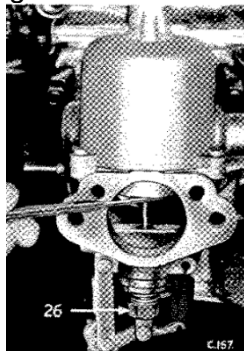
replaced. I left Sam a message asking (in 5 words or less how do you adjust the fuel mixture on an SU carb). That may be something he has to do later. I only speak Stromberg in my shop.

Ok, I resorted to reading the instructions. Don't tell anyone, ok.

"If the mixture is too rich turn the nut (26) up one flat." Ok, did that. If the plug again turns black, Dave can screw the nut up another flat. OK Dave?

Tomorrow I pick up the trailer and try to back it up to the car in the shop. When the car is loaded and strapped down I will head to Sand Springs to unload it and collect for the cash I invested in parts. I feel that Dave was a little surprised that the dollars required to get the car running mounted up to as much as they did. At least there were no labor charges.

Car delivered as planned, Sam did carb adjust.



*Since I spend very little if any time in the shop anymore, I plan to rerun previous articles to fill this space. Many of our members are "new" since they were originally provided so they still apply to our cars. This will allow me to have good information in this space although written previously. Time marches on.*

**Shop Creed:** No job so small we can't mess it up. **Warranty:** If it breaks you get all the pieces. The work discussed is mostly the reassembly of Wayne Burris' TR6 after a repaint.

When the car arrived the brake master cylinder was sitting on the battery shelf. Unfortunately the cylinder leaked and the paint came off the top of the shelf. We will deal with the paint issue at a later time but the most if not all of the damage will not be visible with the battery in the car anyway.

It seemed best to go ahead and mount the booster and master cylinder to prevent further mishaps. All of the associated brake lines were also installed in the PDWA so fluid leaks should be prevented assuming the master cylinder is sound???

While playing with hydraulics I noticed the clutch master cylinder was installed but the plastic hose was not attached to the steel line so I pulled one out of the club stash and attached it. It was just easier than trying to find something in Wayne's pile of parts but a hunting I will go to try to find a slave cylinder to complete the clutch hook up.

I found the fasteners needed to finish installing the rear motor mount and fastened everything together. It seemed prudent to check the gear oil in the transmission and differential before installing the exhaust system and both were low so they were topped off.

The exhaust is a large component that takes up space so since most of the stuff under the car has been addressed, at least I think so, the exhaust is going in next then some of the other boxes can be spread out so we can see what is in them.

**11/21/2025** – At the November meeting, John and Michael recommended using a product called Seafoam to eliminate any water that might

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be in the gas tank. This makes sense since the filter I cut in two did not show anything that could clog a filter. Maybe it is just water that came in with the Maverick gas in lieu of trash.

I put some in the tank and took a test drive and had no trouble at that point. I plan to drive some more to lower the fuel level so I can put in some that does not contain water. ☺ Working.

**11/26/2025** – A couple of days ago I had a flat on the truck. I was not very far from Discount Tire so I drove to the store. To keep this story short, I had picked up a lost tool that punctured and destroyed my tire. It cost \$280 to replace but road hazards are a fact of life, I guess. This is what destroyed my tire.



Since I spend very little if any time in the shop anymore, I plan to rerun previous articles to fill this space. Many of our members are “new” since they were originally provided so they still apply to our cars. This will allow me to have good information in this space although written previously. Time marches on.

**11/12/2013** - The down pipe from the exhaust header was installed yesterday so today the task was started by putting a couple of clamps over the pipes and loose attaching the next pipe sections, the middle support for the dual pipes went in next then more clamps then the rear pipes. The rear hangers were assembled and prepared for installation and Jan said let's eat so everything stopped for today. A guy has to have his priorities you know.

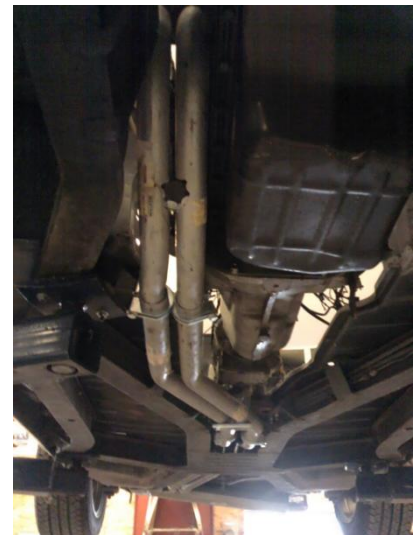
**11/13/2013** – Today the muffler was set into place to complete the loose set up of the exhaust system. I found the bracket mounted to the cross bar frame member on the left side of the car was bent up at a weird angle. Having recently purchased a cheap slide hammer it seemed that

this would be a good tool for bending the bracket back into position.

The tool worked pretty well but even with the bracket in the correct position the muffler did not hang level which is a pet peeve of mine. I worked with the bracket and the rubber hanger but nothing corrected the condition.

I finally cut a different rubber hanger from some material on hand and positioned everything as best I could and started tightening things up. I was very pleased with everything except the way the muffler sits at the back.

Notice that the pipes are centered almost perfectly as they go through the T-shirt area, both side to side and top to bottom which should result in no pipes hitting the frame and making noise. The muffler also is centered well between the frame sides. It may not be level but it should be quiet.



With the exhaust no longer taking up space in the shop, another sorting of parts was performed to see what was going to go on the car and what was not. I did find a slave cylinder but it is toast. There are a lot of duplicate parts on which I need Wayne's guidance on what he wants done with them. I plan to call when I finish this input to invite him up to see the progress and give me his guidance.

**11/14/2013** – Today a better clutch slave cylinder was located and installed. The car came to me with a new steering rack installed. Sounds good but it is the wrong configuration. The new one has no plug to remove to add grease which eliminates the grounding point for the horn which causes two problems, you cannot add grease and the horn does not work.



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Wayne and I need to discuss this but at this point I am inclined to install new boots on the old rack and switch them out since there was really nothing wrong with the original. It is more work for me but should be worth it to Wayne.



Played with the wiring a little more by routing the wires to the starter and adding new grommets. There is a ground wire connection beside the battery shelf which was covered with paint. The paint was scraped off and the ground wire connected. The ground terminal seemed to have a lot of metal fatigue so I hope it does not break off.

I am pretty intimidated by the steering column since I have never had to work with one this completely disassembled. It won't be too long before it has to be tackled. I doubt if British Leyland assembled them in the car so I will probably take it out to assemble it then install it as a completed unit. It should be interesting.

**11/16/2013** – I had lots of company in the shop today. Frank came over, Jack was here with Savannah to check up on his car, Wayne and Carol were here to pick up some more of the stuff that was not needed here to work on his car and also see what progress had been made and answer some questions I had and Jim Murry came out to help and catch up on various issues.

We did not get a whole lot done but we had a good visit and I got some idea of what to do going forward with both cars.

I did finish up the fuel line from under the car to the fuel pump when I found the steel fuel

line that I needed along with the rubber line and clamps so that is done. Frank and I worked on the front spoiler and got it positioned but I have to drill a couple more holes to finish up.

I found an old steering column in the attic and plan to use it to go by to rebuild the one for Wayne's car. I am also going to get Frank's old steering rack out and install it in Wayne's car.

Jim and I pulled an old windshield out of the attic and he cleaned it up to switch with the one in

Wayne's car because the vinyl on the existing one is all torn up. It just needs some paint on the metal portion and it will be ready to install.

Good job Jim.

I also found braces for the radiator and a holder for the carbon canister and anti-run on

valve which have been painted and are drying. We also got the bright strip around Jack's windshield installed. All in all not a bad day.

**11/17/2018** – Very light activity today since Jan wants to go to the home show and I cannot get greasy. I did however drill a hole for a pop rivet to attach the left headlight frame to the support bar that holds the top of the grill in place. For some reason the weld that normally joins these components had broken and Wayne suggested a fastener is lieu of welding so as not to mess up the new paint. Good idea.

Also drilled were two holes to attach the spoiler at both inboard points. This is the first spoiler worked on that had to attach through the braces for the bumper. Anyway an 11/64 hole was drilled on both sides and a metal screw used to fasten the spoiler in place.





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Wednesday is cataract surgery so I have to plan some things that I can do without bending over or lifting over 10 pounds during recovery. Let's see what we can figure out.

**11/18/2013** – The connectors finally arrived today from the UK but the ones from British Wiring Harness and Victoria British have not shown up yet.

The first thing done was to prepare the windshield frame from the attic for painting, prime it and apply semi-flat black paint to freshen it up. I then switched the aluminum finisher on top of the frame with one that came with Wayne's car because it was in better shape.

I checked the mail and found the connectors from (Auto Electric Supplies Limited - [www.autoelectricsupplies.co.uk](http://www.autoelectricsupplies.co.uk)) and went to work on Jack's car. The connectors were added where needed and all the lights for the tachometer and speedometer attached. The gauges were installed and grounded and drive cables attached.

The positive battery cable was mated to the terminal and a proper bolt & nut used to replace the incorrect hardware previously used.

At this point to preclude any smoke escapement I used a light between the ground cable and negative terminal to see if any current was flowing when it should not be and it was not. Hooray! I attached the negative cable to the battery and decided to hook up the wires to the brake lights. The way I checked to see which wire went on which terminal was to turn the running lights on and touch the red wire to each terminal on the light socket. When the dimmer of the two glowed I knew which was for the running lights and attached the wire. The other wire and terminal were mated as a process of elimination.

The only problem was that the left brake light is not working. Also, the light switch needs some attention as the running lights are not working with the switch in mid position. The rest of the trouble shooting should be complete tomorrow and after a test drive Jack can move it to the body shop at his convenience.

**11/19/2013** – Last day to get something done before a 3-week layoff for taking care of an old set of eyes. The windshield was painted in preparation for installation in Wayne's car and then set aside so I could try to get Jack's car ready.

Not Happy! Tried to get Jack's car ready to go today unsuccessfully. Getting the connector's yesterday set schedule back so much that the troubleshooting is not going to be finished.

Finally got the running lights on the left side working by recleaning the grounding lugs to get the paint overspray and corrosion off. Thought things were going to go ok from there. Turned the ignition on to check the brake light and back-up lights. No soap.

Checked for power at the brake switch, not there. Checked the terminal on the fuse block, not there either. Removed the fuse block, cleaned everything and re-staked the terminals. Still did not work so I moved the green wires up to the next level and got power to the wires.

Ok, so that problem is bypassed but still no power at the switch. No brake lights no back-up lights. Confused. Out of time. Nuts! Work stops until recovery from surgery. Sorry Jack.

12-12-2013 – Ok, trying to ease back into shop work. The eye infection is gone and the incision from the angioplasty is healing well. The increased blood flow has me feeling much better.

It is too early to be jerking around on the old windshield to get it out so I selected something lighter to work on. Wayne says he wants the oil cooler installed so it is now mounted in front of the radiator. The ports are still taped up and will remain that way until the proper spin on oil filter adapter and pressure hoses are here for installation.

A spin on oil filter adapter is available but not the type used with the oil cooler. The pressure hoses are just not in the pile of parts.

The carbon canister holder and upper radiator supports had been painted previously so they were installed next. The carbon canister was added and hardware found to hold it in place. One of Wayne's new hoses was cut to length to attach the vent from the fuel tank to one of the canister ports.

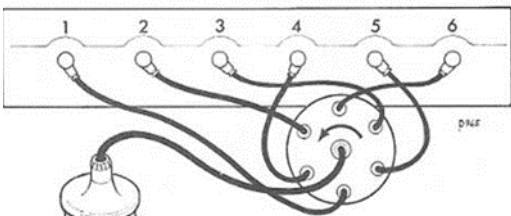
The anti-run-on valve sits below the canister but has not been found yet. There is a special hose that connects the bottom of the canister to the valve and that is no longer available so I will have to get a couple of 90° hose coupling to fashion a usable replacement from ½ " fuel line. Enough for day one. Don't want to overdo it.

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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.

ic

## 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



## 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!!!!



## 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](mailto: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](mailto: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

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

### 1962 Triumph TR3 parts available:

**New Listings**

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.

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## Classified Section

*Bits of Triumph*



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

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**We can see you now!**

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



## GCT Merchandise

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

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

### Andy Wilmes

Retired Owner  
Admiral Alignment

+1 (918) 232-3273 Mobile  
[awilmes@atlasok.com](mailto:awilmes@atlasok.com)

13503 N 155<sup>th</sup> East Ave.  
Collinsville, OK 74021



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TRIUMPH

John R. Gauldin  
Edmond, Oklahoma

(405) 250-0903  
trdr@cox.net





## 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*

### 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 <u>To</u> 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 1<sup>st</sup> each year.** If you join(ed) between Jan. 1<sup>st</sup> and Jul. 1<sup>st</sup>, next dues are payable July 1<sup>st</sup> in the year following the year in which you join(ed). **Membership is discontinued Oct. 1<sup>st</sup> following the date dues were due.**