



Triumphant Times

Monthly Newsletter for February 2026

<https://greencountrytriumphs.com/>

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

**Next Club Meeting
Tuesday February 17th
Dinner at 6:00PM
Meeting at 7:00 PM
Location: ROKA Bar
1616 S Utica Ave.
Tulsa, OK 74104**

Officers and Committees

Art Graves – President, Car Shows, VTR Liaison, Club Contact

Michael Burns– Vice President

Jim Murray - Member at Large

Jan/John Phillips – Treasurer

Rolf Blom – Secretary

Jon Wood – Web Master

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

President’s Address by Art Graves

I have been relating the history of my TR6. This segment begins in 1987. At this point I’ve had the car for eleven years. The TR6 continued to be a daily driver for me through the late 1980’s.



My memory is a little fuzzy, but as I remember the car remained mostly trouble free. I probably took it to a shop for minor repairs or I may have attempted some repairs myself. Over the years the TR6 began to appear worn out. The sun visors had been thrown out long ago and the window seals had crumbled to the point of almost missing. These were fairly minor things, but it took away from the fun of driving the car. I was actually considering replacing it with something else.

That all changed in 1987. Unexpectedly, I received the Roadster Factory’s “Triumph TR6 Quick Reference Catalogue” in the mail. Two things surprised me about this catalogue: I had not heard of The Roadster Factory and the cover looked just like the TR6 Owner’s Manual.

With the knowledge of The Roadster Factory, now there was a source for replacement parts – small things like sun visors and window seals as well as seat covers and foam, dashboards and carpet sets. So, the decision was made to fix some of the little annoyances and also have the engine rebuilt. Once that was done, I had the car repainted.

The second thing that happened was a chance meeting with another TR6 owner (Bob Kramer) and we talked about forming a Triumph club. He knew of other Triumph clubs in Texas – and the country – including the Vintage Triumph Register. I’m not really a “club person”, whatever that means. But the Triumph club was different. We had dinner meetings, planned events and

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



Vice President's Article by Michael Burns



Waking Up the TR8 for Drive Your Triumph Day
Drive Your Triumph Day is coming up on the 10th, and, like it seems to do every year, the date arrived faster than expected. The plan is simple enough: get the TR8 ready, get it out on the road, and enjoy the day. Hopefully I will visit Buck Atom, take a few pictures, and grab an Empire slice. But, as most of us know, our Triumphs tend to treat "simple" as more of a suggestion than a guarantee.

The first step in getting ready for the drive was the usual seasonal once-over. The tires needed airing up after sitting more than I would like over the colder months, and a general inspection followed to make sure nothing obvious had developed while the car rested. There is always that moment when you start going through the car and are reminded just how much you missed driving it.

Of course, the annual pre-season check also tends to reveal a short punch list of items that quietly appeared since the last drive. In my case, the dash light that made its escape during my last article still needs to be persuaded back into proper service. The bulb itself did not fail; it simply decided it preferred freedom over illumination. Working under the dashboard of a British sports car is a rite of passage that usually involves equal parts patience and creative body positioning.

Adding to the list, the driver's door has started sticking intermittently. It is likely nothing more than a combination of latch lubrication and minor adjustment, but it serves as another reminder that these cars do not particularly enjoy sitting still. Small quirks tend to surface right when enthusiasm for driving season begins to return.

The TR8 also introduced a new surprise when the air conditioning decided not to engage. The timing is almost perfect, considering this is a February drive, and cooling is hardly a priority. It



drives in the Texas Hill Country. As is true now, even though it is a Triumph club, it's really more of a social club. The cars bring us together and the members make it fun.

Now the TR6 was not only our second car and a daily driver, it was a source of entertainment. It was driven to work during the week and to a car show or Triumph convention on the weekend.

Soon I was driving further and further from home to attend a car show. More next month!

I hope to see many of you on February 10 for Drive Your Triumph Day. This year we aren't going far from home, but it will be good to get your Triumph out of the garage. Our plan is to tour the Route 66 Giants on 11th Street between Peoria and Utica and stop for lunch in the area. An email has been sent to all members with more details.

We have several members with climate-controlled garages and lifts waiting for a project to roll in. Several such repair sessions were completed last year. It's a fun way to do a repair or maintenance task. All you have to do is ask!

Please join us at the February meeting.

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does add yet another potentially expensive thing to the list of things to check.

The current suspect is hopefully the fuse itself. Famous last words. Anyone familiar with Lucas electrical systems will understand that the fuse box is occasionally more of a conversation starter than a final authority. I am optimistic that replacing the fuse will bring the system back to life, because I vividly remember through the trauma, spending several months getting the air conditioning operational when I first acquired the car. I would prefer not to revisit that particular project unless absolutely necessary.

Another concern that has been hovering in the background is a battery that appears to be slowly losing its charge while the car sits. Many of us have experienced the familiar uncertainty of turning the key after a period of storage and wondering whether the starter will spin with enthusiasm or hesitation. A thorough check for parasitic drain and a little time with a charger will hopefully resolve that mystery before the 10th arrives. Probably that ridiculous clock again.

Naturally, the TR8 is not the only vehicle competing for garage time. The maintenance queue currently includes the 2014 Mustang, my oldest son's ever reliable but still aging 1997 Lexus LS400, and the wife's pickup that refuses to be ignored because it still earns its keep. Patiently waiting at the end of the line is the youngest son's Fiero, which continues to demonstrate remarkable patience as projects and priorities rotate ahead of it. Anyone who maintains multiple enthusiast vehicles understands that repairs often become less about mechanical skill and more about scheduling diplomacy.

Complicating matters further is the simple reality of limited good-weather days this time of year. Finding the right combination of time, temperature, and motivation to work in the garage can sometimes be as challenging as diagnosing the mechanical issues themselves. Like many owners, garage time has been competing with everything else. Work has been busy, weather has not always been cooperative, and many sudden home renovation projects have added their own demands.

Adding one final variable to the equation is whether I will even manage to get the day off from

work to participate in the event. Classic car ownership occasionally involves preparing enthusiastically for plans that depend on factors outside the garage. If scheduling does not cooperate, it may all be for naught, although experience suggests that time spent preparing the car is rarely wasted.

My professional life as a systems engineer already involves fixing things most days, and being a dad often means the same. It would be nice, at least occasionally, if the only thing waiting for repair was the car in the garage. Maybe I will live long enough to experience that luxury.

Even with the growing to-do list, Drive Your Triumph Day has a way of moving the TR8 toward the front of the line. There is something about the sound, the feel, and the personality of these cars that makes the preparation worthwhile. Seeing Triumphs out on the road, gathering with other owners, and simply driving the cars as they were intended reminds us why we keep them maintained and ready despite the occasional challenges.

By the time this article is printed, it will still be a bit of a mystery whether the dash light is secured, the door is cooperating, the fuse panel has behaved, and the battery has decided to stay charged. Regardless, the goal remains the same: get the TR8 on the road and enjoy the drive. After all, that is why we keep them running in the first place.

Hope to see you there on the 10th!

More from Michael:

A quick note on the Facebook Page and group texting:

A quick note on the suggestion for a Facebook page and a way to group text folks for meeting reminders, etc.

The group Facebook page is set up at <https://www.facebook.com/groups/1180748164270991> or search for Green Country Triumphs.

Everything, including posts and joining the group, is currently moderated by myself and my wife Cassandra. We will evolve the page as needed if anyone has any input on that please let me know next meeting.

The priority as presented was a launching site to point to the website, which is

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how it is set up now. No open posting or anything like that presently.

With as few members as we have I am currently trying some free texting services, and members might see a few test texts go out before the next meeting.

Stay warm, stay safe, and I'll see you next meeting!



Minutes of the Last Meeting by Rolf Blomm / Jim Murray

January 20, 2026
GCT President Art

Graves called the meeting to order at 7:01pm at Big Whiskey's American Restaurant and Bar located near 51st and Urbana Ave., Tulsa, OK.

There were 14 members present. Members John Phillips, Al Garbart, and Art Graves drove their Triumphs to the meeting. There were no new guests, but we welcomed Andy Morsman as our newest member!

There was no scheduled club meeting for the month of December. A motion was made to

forgo the reading of the November 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 until the spring season. Future events are listed in the club newsletter that can be found on the Green Country Triumphs website. The next



VTR South Central Region show will be held in Marble Falls, TX April 20-23, 2026.

Parts Committee – John Phillips: John reported that there has not been much activity in the shop over the past month. He is having fast idle problems with the TR8 choke as the gas pedal must be tweaked to get the idle to lower.

John reported it was working fine this summer. He is investigating the possibility that during cold weather the thermostat is opening and then closing, causing the choke to re-engage. Jim Lindsey reported that this was a similar problem on certain Chevrolet engines in the past. The solution was to drill a small bypass hole in the thermostat valve plate to allow a small amount of coolant to bypass through the radiator. (This allows the coolant in the radiator to come up to operating temperature in cold weather so that when the thermostat opens, the water jacket surrounding the engine block is not flooded with cold ambient air temp coolant. -Ed.) Art reported that OEM thermostats on some Triumph models are manufactured with a bypass hole.

Andy Morsman reported that he continued to spend time taking inventory on all the parts that came with his recently acquired 1980 Spitfire project car. He found a new TR7 Hood Seal from British Victoria in the mix. The seal is free to any club member who can use it. John added an interesting side note to Andy's acquisition story. A classmate of John's, who lives in Houston, saw the ad for the car and sent it to John.

John forwarded it to Andy as a possible option, and the rest is history. (Yet another story of the advantages of becoming a member of a VTR club!- Ed.)

George Tabor brought one of the side curtains recently refurbished by American Auto Trim in Tulsa. He reported he was very happy about the quality and finish of the work.

Activities:

International Drive Your Triumph Day February 10th. The event started a few years ago by Rye Livingston in honor of Sir John Black's birthday for his work to revive the Triumph marquee after WWII. February 10 is Sir John Black's birthday.

Triumph owners are encouraged to drive their Triumphs on that day to an interesting

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location, take a picture, and send it to DriveYourTriumphDay@gmail.com . If your car is not running or the weather is inclement, take a picture of your vehicle in it's current state, regardless of level of completion.

In the past three years, we have met with members of COVTR for lunch and a group photo. We currently do not have any event planned with COVTR for now, but that is subject to change. Art suggested that if we want to stay local, we could meet at an area on Route 66 east of 11th and Peoria called Land of the Giants. The revived retail area displays the refurbished massive Meadow Gold Milk sign along with 20' painted steel statues of characters Buck Atom, Stella Atom, Meadow Gold Mac, Cowboy Bob, and Rosie the Riveter.

Jan and John Phillips will host their last GCT celebration of St. Patrick's Day on Friday March 13th . Jan will prepare her legendary corned beef and cabbage. Attendees are asked to bring a side dish or dessert to share.

Tulsa's Route 66 Capital Cruise May 20th
From the web site: "Tulsa is celebrating 100 years of Route 66 with Capital Cruise, a GUINNESS WORLD RECORDS® attempt for the largest classic car parade ever. From vintage muscle cars to family treasures on four wheels, thousands of stunning cars will cruise right through the heart of the Capital of Route 66. It's shaping up to be the biggest birthday bash the Mother Road has ever seen, with vendors, live music, and Route 66 festivities planned throughout the entire weekend."

Cars 1996 and earlier are eligible. Cars registered for the parade are planned to stage at the Tulsa Fairgrounds (21st and Pittsburg), then proceed north on Yale to 11th Street (Route 66), then westbound for 5.5 miles, through downtown, and disburse near the area of Galveston/Hwy 75/Southwest Boulevard/Riverside Drive.

Entry fee: \$15 on or before April 30th , \$25 May 1-30th. Registration Required.

<https://www.visittulsa.com/parade/>

Old Business: None

New Business: Sharon Parker suggested we set up a Group Text to remind members of the meeting. She observed that she has seen an increase in members missing the meetings

because they had not checked their email in a few days. Andy Morsman expanded the conversation and noted that while the club has a web site, there is no presence on Facebook. Discussion continued that any contributions to Facebook account section would need to be monitored and controlled by someone in order to minimize spam, off-topic discussion, and other inappropriate content. It was also discussed that we could set up a Facebook account that did not allow public contributions. The page could contain static information and images, as well as provide a link to our GCT web page.

The general discussion was that we may be missing opportunities to reach current and potential members. Mike Burns agreed to investigate the options further. Discussion was tabled until the next meeting.

Members who had visited The Triumph Experience website agreed that the site contained lots of good information.
<https://www.triumphexp.com/>
Meeting Adjourned by vote of the membership.



Membership, etc.: by Editor John Phillips

I found the picture of a TR6 Pickup interesting, so I threw that in just for grins. Membership is same as last month but it goes without saying that early dues payments due 7/1/2026 will be happily accepted at your convenience.



SPECIAL TR6 PICK-UP

Missouri import service expert builds his own, unique new Triumph TR6 model

Here's a Triumph that is surely unique! It's a custom-made TR6 mini-truck, recently completed for and owned by—TSOA member Roger Hurst of Independence, Missouri.

Since Roger purchased his first TR6 in 1969, he's toyed with this idea, judging it to be a natural conversion for the slightly "square-ish" rear deck of the TR6. So a little over two years ago he purchased two damaged 1971 TR6's and handed them over to Ray Reed, a local body expert, to undertake the styling change shown in the photographs. Reed joined together the two undamaged halves, adding 12in. to the roadster's original overall length and stretching the body between the doors and rear wheel wells.

The rear deck was cut away to form a truck bed, with walls added and the whole covered with rich red carpeting.

The spare wheel is neatly tucked away below the pick-up floor under an easily removed cover panel.

Other features include 4-spoke American wheels, integral front air spoiler, racing mirrors, and a specially fabricated exhaust sporting twin chrome megaphones. Particularly neat is the cut-down factory hardtop.

For the final touch, Ray Reed applied a deep, lustrous Black Cherry, candy apple paint job! Roger Hurst's one-and-only TR6 pick-up is a real attention getter and understandably is a source of deep pride to its owner, who runs Hurst Import Service, in Independence, Mo. Congratulations to Roger and Ray! and thanks from Triumph Newsletter also to Dave Gilmore of The Independence Examiner for sending along this interesting report and photos.



This photo shows how Roger Hurst's special TR6 pick-up is lengthened by 12in. mostly between door and wheel, to form an extremely neat and attractive design. (Photo: Dave Gilmore)

Something From Sharon

Blimey, the groundhog's seen his shadow, so before you know it, we'll be cruising with the top down! February 10 is Drive Your British Car Day – proper fitting, innit?

And before the next newsletter drops, we'll be gathering for a cracking St. Patrick's celebration at the Phillips' home.

Now, let's talk about Jan – the heart and soul of our club. For years, she's opened her doors and her heart to us, hosting dinners that feel less like events and more like family reunions. This March will be her last dinner due to health, and we want to make it unforgettable. Please RSVP – let's give her the turnout she truly deserves for her legendary corned beef and cabbage.

Jan's story is special. She spent her early years in England while her dad, Paul, worked for the oil companies. That experience gave her a love for culture and tradition, and she shared that gift with us. Thanks to Jan, we celebrate Guy

Fawkes, St Patrick's Day, and so much more. She's not just

a member – she's the heartbeat of our community.

Jan is an excellent cook and decorates her house for the event. If you've ever hosted a dinner, you know the effort involved – but Jan makes it look effortless.

She welcomes us like family, insists you take seconds, and even packs you a plate for the road. Ever heard her say "brother from another mother"? She means it.

That's Jan – genuine, warm, and full of love.

As we celebrate Jan, let's remember what friendship means.

"A friend is one who overlooks your broken fence and admires the flowers in your garden." – Unknown

So, don't miss this March dinner. Let's raise a glass to Jan – our hostess with the mostest, our friend, and the soul of our club. She's given us years of warmth and laughter; now it's our turn to give her a night she'll never forget.

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

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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ROUTE 66 CENTENNIAL

2026
HEMMINGS GREAT RACE
SPRINGFIELD, IL TO PASADENA, CA
PRESENTED BY
CORNER TIRE

Route 66!
June 20-28, 2026

The 2026 Race Begins In Springfield, IL and Runs Along Historic Route 66 to Beautiful Pasadena, CA.

Overnight Lunch Stop



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DYTD
Drive Your Triumph Day



Tuesday February 10, 2026

Happy Holidays to the Triumph community

Are you planning to participate in Drive Your Triumph Day on Tuesday, February 10, 2026? The day will be here before you know it!

I'm currently in preparation mode to launch a new location for posting this year's DYTD photos—more details to follow. On this new site, I also plan to include photos from past years, organized into albums by year. In addition, for 2026, I'm going to try something new and sort the photos by Triumph model as well.

So start planning a drive—or if you're in a winter climate, take a photo of your Triumph hibernating in the garage. If your car is in restoration or part of a winter project, take a photo of that too. Keep in mind that hundreds of Triumph owners from around the world will all be doing something with their Triumph on the same day. It's always great to see how everyone participates. The idea is simple: have fun with it.

Best Regards,

Rye Livingston
Activities Chairman
Triumph Travelers Sports Car Club
1960 Triumph TR3A
DriveYourTriumphDay@gmail.com



**Meet at 10:30
Tuesday February
10 at the large
Meadow Gold sign
at the corner of
11th and Quaker,
one block east of
Peoria in Tulsa. We
will attempt to get
pictures of our
Triumphs by the
large figures on
11th Street – Buck
Atom, Stella Atom,
Rosie the Riveter, et
al. Afterwards we
can stop for lunch at
the nearby Red Light
Chicken or anywhere
else we decide on.
The idea is to get
together with our
Triumphs. I will
gather the pictures
and send them to Rye
Livingston to be
included on his
website.**





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-scvtr-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, 2026
Web: <https://www.mntriumphs.org/vtr2025/>

British Iron All British Car Day
Location: Agri Park, Fayetteville, Arkansas
Date: October 22 – October 24, 2026
Web: <http://www.britishironwa.org/>



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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

DRIVE **SPONSOR** **VOLUNTEER**

BE A PART OF HISTORY

#TULSAR66PARADE
CAPITALOFROUTE66.COM

TULSA CITY OF
Route 66 TULSA
THE ROUTE 66 ALLIANCE
TULSA REGIONAL TOURISM
OKLAHOMA ROUTE 66 ASSOCIATION

HCTC & SCVTR 2026

Jacques Welter

Hey 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

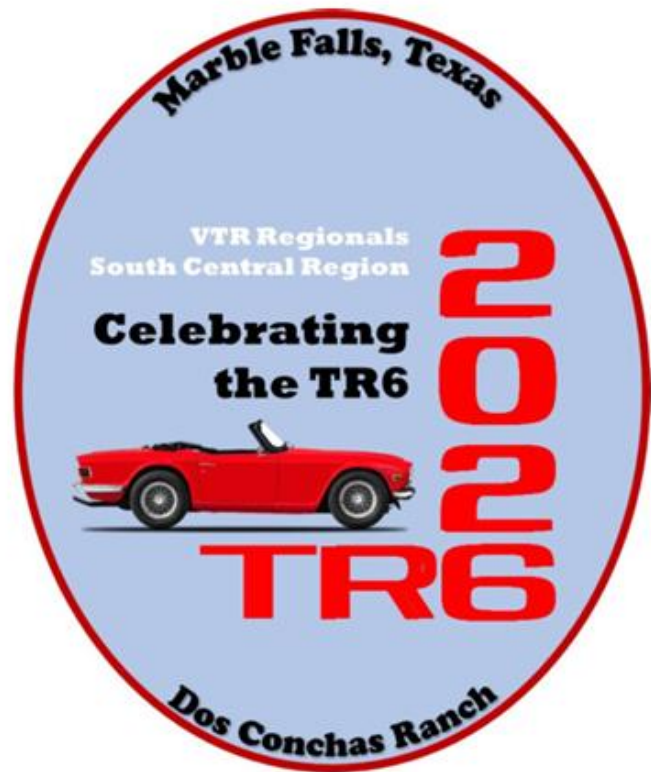
Headquarters:

Dos Conchas Ranch

Accommodations:

Hidden Falls Inn

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





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

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



TRIUMPHFEST 2026 EVENTS

- AUTO-CROSS
- 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.

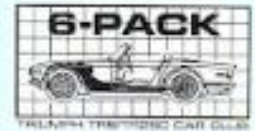
www.flagstaff.littleamerica.com



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



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 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

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Greasy Hands Garage North Update by John Phillips

01Back in May of 2017 I installed shorter springs as an assumed improvement to handling. Two negative changes appeared that I have not been able to correct.

The worst of the two issues is hitting bad bumps in the road. The front will typically bottom out the shock absorber and give the car a significant jolt.

The other issue is that the exhaust pipe on the passenger side sometimes bangs against the body of the car, especially when there is a passenger in the car.

These are irritations that I may or may not eliminate by installing some original style springs



and shocks one of these days. Decisions, decisions.

1/21/2026 – Today another adjustment of the choke was made. No test yet as to whether any improvements were made.

1/25/2026 – **The snowstorm.** Saturday morning the truck was moved to the top of the driveway to prevent it being blocked into the garage due to a big snow drift at the door. The drift did not happen as the wind did not blow with the intensity of previous storms. Sunday morning the truck was swept off and moved back into the garage. The storm was significant but not as bad as in past years.

1/28/2026 – Jim Beasley called on Sunday to visit about the Stromberg carbs on his Lotus Elan. The shop that is working on getting the car running is having issues with a very rich condition and wanted some additional information to go forward. The shop is Exotic Auto Service at 1325 North 108th East Avenue in Tulsa.

Terry is the owner and Michael is the technician and I found the shop very new and full of exotic cars in work.

I took some parts and a few tools and headed to the shop to see if I could do them any good. We visited about worn air valve needles, made sure the floats were set at the proper height

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

and observed one float valve that could be sticking.

Just to ensure proper assembly the process went through a short review. I saw that the components appeared to have some ethanol sediment and discouraged using any fuel containing ethanol. We talked about what components could be blocked off to eliminate the possibility of a trouble spot.

Having exhausted my observations and minimal knowledge on the subject, Jim insisted on buying lunch at White River Fish Market. We had a nice visit then on to Owasso for more errands before heading home.



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.

1/14/2014 – The newsletter went out this morning, so it is time to start anew. After the heat & air technician left, computer work was accomplished before heading to the shop for some quality time with a couple of old friends, one green and one white.

Starting with Jack’s 73 the hope was to identify why the turn signals, backup lights and brake lights do not work. Again, the focus was on the backup lights for no particular reason except that I know there is power, at least 9 ½ volts, to each light bulb holder. Again, verified was that there is continuity through one light assembly to ground. Again, verified was that the grounds are clean and functional. Again, the darned lights will not light up. Aarghh.

At this frustrating time my attention was turned to the other car. Ok, what do I want to

accomplish first? Replace the new steering rack with an old one of the correct configuration to provide a grounding location for the horn and ignition.

If this sounds like a difficult job it really is not. The front wheels were removed. The tie rod ends were detached from the steering spindles and the steering shaft was removed from the rack. The four nuts holding the rack in place were removed, the brackets lifted off and the rack pulled from one side out the other.

With the new rack out the bushings were transferred from the new one to the old one and the old rack was installed in the reverse order as the new one was removed. There was some wrestling with components and fasteners to get it all back together but all in all this is not a difficult task. I think that completes the assembly work under the car. I just hope all the fasteners installed by other folks were properly tightened.

1/16/2014 – Wayne was out today to bring a batch of parts needed to finish up several little tasks on his car. We reviewed what recent jobs have been completed and planned some upcoming work. He is in search of a spring for the handbrake lever and so if you have a spare let us know.

One little job completed is to add the undercoating below the trim line below the doors. The snaps have to be installed, and the trim pieces snapped in place to complete this task.

The next thing to tackle I think is the steering column, then the dash

1/18/2014 – I got a nice surprise yesterday on my birthday. My old classmate that works at ClearTone called around 9 in the morning and invited me to a little thing they were putting together for the graduating class of 1962 and 1963. We all met for dinner at the Jalapeno Grill in Collinsville where we had a great social then we moved to the home of my friend.

About 32 people came and the ones I have not seen for a few years had a little trouble figuring out who I was. In fact, Jeanie made a bit of a game of pulling me from one person to the next

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saying “Do you know who this is?” She stumped several people. Nice evening.

Today I finally got out to the shop for a while and got to looking through the stuff that



Wayne had brought out. Since my preference is to touch something once and get finished with it, I ended up installing the battery tray, battery cables, attaching the auxiliary oil feed line to the engine head and removing the old flex coupling from the steering shaft and reinstalling the new one on the lower section of the shaft so I did not lose any of the hardware. Still have to apply the safety wire and hook up the steering column when I get it rebuilt and working correctly.

I was a little surprised that Wayne was able to find the attach bolt and copper washers for the oil feed line banjo fitting. It is pretty special hardware. Good job Wayne.

1/19/2014 – This was a very good day in the shop today. The decision was to take another shot at Jack’s lighting problem. I was convinced earlier that the problem was with the grounding of the lights at the back of the car. This conclusion was reached by checking conductivity through the

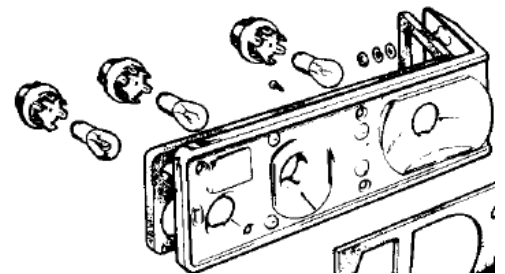
bulb holder and bulb to ground which checked positive.

Today I took nothing for granted and decided to go through everything being more critical of previous assumptions. Instead of just checking continuity the check was results of applying voltage to each bulb holder/bulb. The results were negative even though conductivity was present. Ok, I learned a lot here.

Since the current task was back up lights, I found a single filament bulb holder that worked and installed the bulb and holder in the taillight assembly and connected the battery. Both back up lights were on and at the correct intensity. Success, finally.

Brake lights next. I found a double filament bulb holder, actually two new ones, in the drawer and decided to try one. Naturally I broke one right off the bat by breaking the solder joint that provided ground at the bulb holder/tail light assembly connection. Fortunately, there was one good one on the car.

The one I had left was a little weird in that it had separate ground and did not ground through the tail light assembly. No sweat, I had so many extra ground wires by this time that there was no problem attaching one to the new bulb holder.



This fixed the brake lights. Another success. This is a big deal to me folks because I have really been scratching my head over this stuff. Ok next on the list is turn signals but I am out of new bulb holders. I ordered some from

Tyres		165HR – 15SP or XAS	185SR – 15X (red band) or G.800
Tyre pressures: front	All conditions	22lb/in ² (1.547kg/cm ²)	20 lbs/in ² (1.406 kg/cm ²)
	High speed	28lb/in ² (1.969kg/cm ²)	
rear	All conditions	26lb/in ² (1.828kg/cm ²)	24lb/in ² (1.687kg/cm ²)
	High speed	32lb/in ² (2.250kg/cm ²)	

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British Parts Northwest as the ones I last bought from Victoria British were of very poor quality. I am hoping the new source will provide better parts.

Since it was such a nice day it seemed appropriate to test drive Jack's car to see if it needed anything else before getting needed body work. The tires felt low but everything else seemed pretty much ok. The tires were aired up when I got back, and they were all around 15 pounds after sitting for several months. Just for information I run 28 pounds in mine which drives Andy nuts, but the car just rides and handles better. The manual calls for:

It was also nice enough that I even washed some of the dust off and got most of the windshield sealant off that Tom got everywhere. Just kidding Tom, the sealant was my idea and it was a bad one, right Art?

Another thing I tried today was a different parking process. I tried to get all 3 cars in the shop so that each could be moved without moving something else.



It worked, check it out. Yes, the garage door will shut and all the car doors will open. Cool. Celebrated with a Guinness Draught. Thanks Tom, good beer.

1/22/2014 – While waiting on the new bulb holders I decided to go ahead and find out what shape the rest of the turn signal system was in. As it turned out the turn signal switch that I left in because I could find nothing wrong with it was bad. Fortunately, Jack had purchased one so I installed it.

The thing is that it is not an easy job. The speedometer and tachometer have to come out and the clamp holding the steering wheel in place has to be at least loosened. It just takes time, but the job is done and there is power to the lights.

Now if I can get some good bulb holders we should be in business.

The flasher was also bad and Jack had one of those, so I switched that out as well. This is very easy if you know where it is, at the top of the passenger side kick panel.

Wayne brought parts for the handbrake which are now installed and the handbrake is operational. The steering column is on the work bench and ready for Inspection and Repair as Necessary (IRAN) as it used to be known in the missile business.

1/24/2014 – The new bulb holders arrived from British Northwest yesterday, but I was helping Jan with the Christmas decoration storage and fixing the lamp she broke so shop work waited until today.

New bulbs were installed into the holders and the holders connected to the wiring harness. The bulb holder assemblies were then pressed into the taillight assemblies. Needless to say, I was very pleased when the signals came on and flashed brightly.

Jack had asked if all the gauges worked and I had honestly been focused on lights so another test drive was in order. The car seems to stumble a little, which is probably a minor ignition issue but could be carbs but doubtful. Once in motion the car runs quite well.

Indeed, all the gauges do work as do the interior lights. The exception is the substitute speedometer that I hoped would work until Jack gets his back from the guy who has so far returned a gauge that is not yet acceptable.

There is however one disappointment. The new turn signal switch does not cancel when turning left. It works fine if turning right. This is something else that Jack may want to try to return, we will see.

I plan to e-mail Jack in a minute or two to let him know the car is mostly finished and is ready for the body shop. The fuzzy door seal is yet to be available for installation, and I found a few more detail issues when getting everything ready for delivery but the car looks good and is road ready.

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1/25/2014 – Well, no response from Jack yet so I worked on his car some more today. One of the things that popped up when test driving the car was that the heater pull knob was very easy to move which is not normal. I checked out the cable and yes it was a victim of a bad swaging process so the pull knob had separated from the cable housing which meant nothing was happening when the knob was pulled.

I looked all over the shop for a good cable assembly but found none. For the short term the old J/B Weld standby was pulled out and applied to the unwanted separation. I fully expect this to fail but this was all I thought of at the time.

The oil pressure gauge was askew in the dash so I straightened it. The next thing was to adjust the seat back latch catch so that the seat back release would actually do something. No luck.

The latch is supposed to catch on a small plate that attaches to the top and rear of the seat track. There just was not enough adjustment in the plate to get it back far enough for the latch to catch. Oh well, someday the slot in the plate can be lengthened and the darn thing will work, but not now.

I then turned to Wayne's 74 ½ and just started on the wiring harness placement under the dash and then just started putting the dash together. The steering column was supposed to be next but since it installs through the dash it had to be in place first.



The fastener holes at the bottom of the metal fascia were covered by the crash pad vinyl so it is obvious the pads are new. It should be a lot more stable this time.

I should have looked at the choke cables on Wayne's car prior to using J/B Weld on Jack's car. The cable assembly also had a swaged area that failed but instead of J/B Weld whoever made the repair used a threaded screw shaft about #8 in size with a length of about 2 inches and a couple of very small hose clamps to hold the assembly together almost like a splint. It worked pretty slick.

1/27/2014 – Nothing much today except that Jan and I had to run in to St. John's in Tulsa and since we were going within a block of Mac's Electric we dropped Jack's car off so he would not have to catch a ride to the shop to pick it up. Worked out fine and after completion of some frame and body work it will come back for a new exhaust and some detail work.

1/29/2014 – One of the things keeping Wayne's car on the lift was installation of the remaining body mount parts. That job was tackled today and completed. There were only 5 points of attachment that were not completed so it did not take too long after I found the information about what went where.

I noticed that the outboard trailing arm bolts were not completely installed, one had no nut and the other nut was started but needed to be tightened. Finished that job up pretty quickly as well.

The other thing that would be nice to finish before moving off the rack is installation of the steering column so the car can be steered during the moving process. I started to mess with the steering column and decided to check all the switches first. The overdrive switch looked new but did not work.

I found one that worked and replaced the bad one. I got the switches back in and decided it was time to call it a day.

1/30/2014 – I doubt the shop will see any activity today as the heat and air unit is leaking Freon again from the 3rd evaporator coil since

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1999. We opted to replace the whole unit for one with a lifetime warranty for any component carrying Freon. Labor warranty is 10 years so we should not have many problems going forward.

We thought we had gotten all the big-ticket items paid for before retirement but it appears we missed a few. We don't recommend geothermal units from Florida Heat Pump even though they say Bosch on the front and have the government's highest SEER rating. The best Warranty available comes from Hydron.

2/4/2014 – Since more parts are needed for the steering column I decided to start on the interior. The first thing to go on normally are the rear wheel arch pads and covers. The new covers were available but not the pads so I asked Wayne to order some.



While waiting on parts I decided to stop putting off the work on the doors. I still do not have the springs for the door check straps so it is time to put the pads on the top of the doors.

These were the weirdest pads that I have seen. When they came out of the mold they must have been too hot or something as they were shaped but all twisted up and difficult to work with. I straightened them as much as possible and cleaned off the mold release so the glue would stick. The door tops were also cleaned to help with adhesion.

Both surfaces were sprayed then the task of getting them positioned and stuck down was begun. Wow, what a job. I worked and worked

with them and finally got them looking halfway decent.

While messing with the doors the door waste seals were also installed. My process is to place the clips first using a metal hook to pull them into place then push the seal down into the clips. This just seems to work better for me except this time the metal hook slipped, and I scratched the new paint on the windshield. Darn and other words! Enough for today. The new panels are ready to go on now.

2/8/2014 – Frank came over today and helped me get the bonnet on Wayne's car. I had removed the grill and found the correct bolts before he got to the shop, so everything was ready when he got here.

We lifted it off the bench and carried it to a table while we made sure everything was where it needed to be to fasten it down. Then we set the bonnet on the car and with it in the optimum position the bolts were installed and tightened to provide the best fit.



When the bolts were in the bottom holes we lifted the bonnet and placed the hood prop in position then added a split washer, in lieu of a spring washer, and a nyloc nut to secure it. The two side bolts were then installed.

Then we installed the grill finisher, which had been omitted when the grill was last installed, and re-installed the grill. So, we got two more big pieces on the car which spells more room in the

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shop. The more room the better to spread stuff out to see what we have, or don't have.

2/9/2014 – One of the things kind of in the way while working under the bonnet was the windshield washer fluid reservoir. Today I got the new bracket bolted to the firewall and set the tank in place. It will be less in the way now.

The next thing to do today was to find the bonnet latch parts and get them partially installed.



I say partially because the release cable is not installed yet. I found two of the brackets that attach to the firewall and selected the better looking of the two. Finding some hardware was next, which is not a big deal, it just takes time to find appropriate stuff.

The part that attaches to the bonnet was also found but not installed to prevent accidental latching and many headaches getting it open again.



I started installing the bushings for the gas pedal rod but got frustrated and came in to see if I could come up with a better alternative. Wish me luck.



Here is a shot of Carol and Wayne Burris' 74 TR6 currently being reassembled at the shop. It is beginning to look like a real Triumph.

In this view you can see the grill finisher that was not installed the last time the grill was put in place.

Status:

Figure 1 February 2014

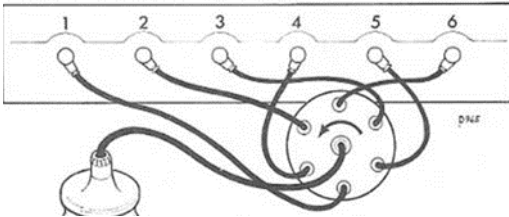
- Lower shock straps – waiting for springs
- Steering Column – waiting for parts
- Transmission cover – waiting for hardware

Still some stuff to do under the bonnet but part availability is beginning to slow completion of some tasks.

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

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

T3. 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

What is your car worth? Hagerty Valuation Tool

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

How
enough
your
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enough

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!!!!

Classified Section



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

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

DENNY'S PARTS FOR SALE

Triumph TR3A Parts for Sale

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

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**

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

Wynnell Gorman
wynnell@bitsoftriumph.com



To explore website:
Scan here

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

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



GCT Merchandise

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Triumphs apparel and
merchandise

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

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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 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

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

Make Checks Payable <u>To</u> GREEN COUNTRY TRIUMPHS
Check # Check Date

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.