



Triumphant Times

Summer

Monthly Newsletter for July 2025

Recipient VTR Newsletter Award 2016, 2018, 2021

<https://greencountrytriumphs.com/>

7-25
PAID
MEMB
ERS

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

Next Club Meeting

Officer Election

Tuesday July 15th
Dinner at 6:00PM
Meeting at 7:00 PM
Location: The Brook
Restaurant and Bar
3401 S Peoria Ave,
Tulsa, OK 74105

Officers and Committees

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

President's Address by Rolf Blom

The President & Adele will be out of town for several months. Meetings will be conducted by other attendees



Vice President's Article by Pat Kendall



Minutes of the last meeting by Secretary Adele Blom

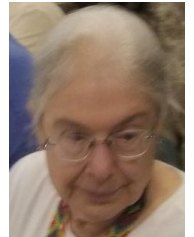
GCT Minutes for June 17, 2025

The June meeting of Green Country Triumphs was held at Andolini's Pizza, 500 Riverwalk Terrace, Jenks, OK. There were 17 members present. Four members had driven their Triumphs to the meeting: Art Graves, Al Garbart, John Phillips, and Mike Burns. Rain prospects had discouraged some other members; however, the rain waited until later in the night.

Rolf Blom called the meeting to order at 7:02pm.

The May minutes were approved as published in the newsletter.

The Treasurer's Report indicated John and Jan Phillips are not only guarding our money but increasing it. The savings account went up \$19.39 and there were 10 memberships deposited in the checking account for a \$200 increase there. Additional money for next year's membership was



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

handed to John during the meeting. The Treasurer's report was accepted unanimously.

The meeting was suspended from about 7:07 to 7:16 as several members had food cooling on their plates.

When the meeting resumed John Phillips started the parts committee report. He purchased a new power antenna for his TR8. Al Garbart reported some additional on his TR8 was completed even despite the rains we have had. George Tabor reported his TR3 now moves like it is new. Sam Clark and John Phillips had previously worked hard to make it so. The distributor had been off by 180 degrees, a couple of times apparently, the back carburetor had been useless, and the front carburetor was filthy. New spark plugs were installed, carbs cleaned, and an electronic ignition did the trick. They plan to work on the snaps for the hood with a professional snap installer that John has.

Art Graves told us about upcoming car shows. On June 27th and 28th the Greater

Ozarks Motoring Club will be held in Springfield, MO; The VTR Nationals on July 15th through 18th, will be in La Cross, WI; and the Kansas City All British Car Day, will be held in Merriam, Kansas on September 8th and 9th. Local shows mentioned were on August 16th at a lodge in Broken

Arrow, and on July 26th a show at the We Skate facility, on the Southeast corner of Yale Avenue and 51st street. There is a great deal of indoor parking available there.

Activities mentioned were Guy Fawkes Day, which is far in the future. Steve Anagnost again offered a Cookout at his home, probably a fall lunch in line with previous years. Anyone who went before will remember how great that is.

Under Old Business, people were asked by Art Graves if a new name tag was needed.

For New Business Steve Anagnost would like to learn more about fixing Triumphs. At first a project car was discussed for Phil Hoey, or Sam Clark over at Art Graves' garage, or John O'Hara or others.... The understanding was that a complete such a project might require years to complete. Instead, a series of shorter turn projects will be tried on a periodic basis, perhaps weekly over sounded much more feasible. We decided Mike Burns TR8 would kick off this idea (at John Phillips garage) where new wheel bearings will be





installed, starting at 1pm on June 22nd. Bring folding chairs and beer and pizza and come for fun and learning. The expectation was that that the subsequent "Garage Day" project would be set at the end of that day's work.

A heart-felt plea for officers to please volunteer was made by Rolf Blom. Art Graves volunteered as a candidate for President and Mike Burns for Vice-President. John Phillips will continue doing the newsletter and the Treasurer's Report. No one stepped forward to volunteer for Secretary. Maybe by next meeting a lovely person will come forward. The election is in the upcoming July meeting.

Doug White of the OKC Car Club hopes we will help on 2027 VTR Southwest Regional meet. There was a consensus that we should do what we can.

With no further business, Rolf Blom asked for a motion to adjourn. This was made by Kay Robinson and seconded by John O'Hara, and the meeting ended at 8:07pm.

Editor's Corner by Editor John Phillips



Members' dues are due

so please bring or send us yours. I have recommended the use of bill pay for several years now. It takes the work and cost out of the process, and you won't put it off or forget like I do.

The June meeting was interesting and well attended. We had some good discussions. The waiter took a picture with Michale's camera which caught more of the facility than the meeting attendees, but it is a good picture.

Several of the meeting attendees participated in the first rework session at GHGN on 6/22/2025. See related article information in the August newsletter.

Aaron is still enjoying the car in Bentonville even though spark plug changes are frequent.



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

Scheduled Club Activities

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

Become a VTR Member

The Vintage Triumph Register has its benefits. A national club of Triumph enthusiasts spanning the globe needs you as a member. Affiliate club membership is not automatic membership with VTR.

Some of the benefits: *The Vintage Triumph* magazine, our award-winning, bi-monthly color publication.

VTR National convention

Access to a large number of local clubs

Website with reference material and members-only sections

Record Trace Certificates TR2/TR3/TR3A/TR3B

Factory trace documents on other Triumph models no longer available

Clothing, regalia, exclusive items

Specific vehicle consultants and experts

Sign up at <https://vintagetriumphregister.org>





2025 CAR SHOW LIST
by Art Graves

New Orleans British Motoring Festival

Location: Covington, Louisiana
Date: March 29, 2025
Web: <https://www.bmcno.org/2025-british-motoring-festival/>

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas
Date: ??, 2025
Web: <https://allbritishcarday.com/shop/>

VTR South Central Regional Convention

Location: Bellmead, Texas
Date: April 23 – April 26, 2025
Web: ??

The Wedge Shop Gathering

Location: ??
Date: ??, 2025
<https://www.thewedgeshop.com>

Euro-Expo Car Show

Location: Sand Springs, Oklahoma
Date: June 7, 2025
Web: <http://www.jaguarcluboftulsa.com/>

TRA National Meet

Location: Kalamazoo, Michigan
Date: June 16 – June 20, 2025
Web: <https://www.triumphregister.com/national-meet>



Greater Ozarks British Motoring Club Car Show

Location: Springfield, Missouri
Date: June 27 – June 28, 2025
Web: <https://gobmccarshow.com/>

VTR National Convention

Location: La Crosse, Wisconsin
Date: July 15 – July 18, 2025
Web: <https://www.mntriumphs.org/vtr2025/>

Kansas City All British Car Day

Location: Merriam, Kansas
Date: September 7 – September 8, 2025
Web: <http://www.heartlandallbritish.com/index.html>

6-Pack Trials

Location: Fontana Dam, North Carolina
Date: October 2 – October 5, 2025
Web: <https://jimholewka.wixsite.com/trials2025>

Triumphest

Location: Buellton, California
Date: October 5 – October 8, 2025
Web: <http://www.triumphest.org>

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas
Date: 18-20, 2025
Web: <http://www.britishironnwa.org/>

Brits on the Bluff

Location: Natchez, Mississippi
Date: ??, 2025
Web: <https://www.msemc.org/events/>

Texas All British Car Day

Location: Austin, Texas
Date: October 10 – October 12, 2025
Web: <https://www.hillcountrytriumphclub.org/txabcd/>



LOCAL CAR SHOW OPPORTUNITY

WeStreet Ice Center ▶ Inbox x Norton: Safe x 🖨️ 📧

➔ **Nicolas Stolusky** <nicolas.stolusky@tulsaiicec... Jun 4, 2025, 9:51AM (23 hours ago) ☆ 😊 ↶ ⋮
to Nicolas ▾

The WeStreet Ice Center is interested in having your car club out for an event this summer. On Saturday July 26th from 12:30-5:30pm we are having our Summer Bash event. There will be different vendors inside of the facility along with inflatables, games, food and beverage specials, hockey games, figure skating and public ice skating. Last year about 800 guests came out for this event.

This year we would love to have a car show here. We own the large 4 story parking garage beside us. So, there is a very large section that is covered and shaded. We do not want to charge any car club that would like to come out. This is just a fun community event that we are putting on. I can offer two ice skating passes to each person that brings a car out.

The WeStreet Ice Center is located on 41st and Yale at the old Macys at Promenade mall. Centrally located in Tulsa. We are also the home of the Oilers. Inside is two full sheets of ice for all the different ice sports. Arcade, golf simulator rooms, and the largest sports bar and grill in Tulsa that seats almost 400 guests.

Please let me know if you are interested in participating. Yes, this is a bit of a short notice. Maybe we can work something out for a different car show or meet up at another date.

Thank you,

NICOLAS STOLUSKY
SALES & MARKETING
MANAGER

📧 nicolas.stolusky@tulsaiicecenter.com
📞 Office: 539-233-3051
📱 Mobile: 918-520-2056

2025 VTR National Convention Information

2025 Vintage Triumph Register National Convention

The Minnesota Triumphs Sports Car Club is excited to be your host for the 2025 North American Triumph Challenge!

We had a terrific event hosting VTR in 2018, so we're heading back to the same great location and host, with even more fun to fill your week.



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



Event Dates: July 15-18, 2025

Location: Radisson Hotel, La Crosse, Wisconsin

Event registration will be available before January 1, 2025.

La Crosse is near the center of the Driftless Area of Wisconsin right on the Mississippi River. This region is well known for its rolling hills, beautiful views along the river bluffs, and excellent back roads. You can pick about any direction and find scenic, winding roads with friendly small towns to visit.

VTR 2025 Accommodations

Both hotels below have opened the room blocks with our special event rate, so you can reserve your hotel room now.

Host hotel: Radisson Hotel La Crosse

- Book your room online: **VTR Booking**
<https://radissonhotellacrosse.reservationstays.com/>
- Or by phone: (608) 784-6680, let them know it's for Vintage Triumph Register 2025
- Rates: \$135 king city view, and \$145 double queen river view

Hotel Reservations now Open!

Backup hotel: Home 2 Suites

- Book your room online: **VTR Booking**
<https://home2suiteslacrosse.guestreservations.com/>
- Phone: 608.881.6666
- Rates: \$144 for the King Studio suite

Home 2 Suites is less than 3 blocks from the Radisson, so you're close to the action at either place, and there are several other options nearby to choose from if you wish.



LOCAL CAR SHOW OPPORTUNITY

Broken Arrow Elks car show ▶ Inbox x Norton: Safe x 🖨️ 📄

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

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

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

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

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

Check our Facebook page at:

BAelksfestivalofwheels

Randy Sutorus

Broken Arrow Elks lodge 2673

918 671-1057

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



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



BRITS *in the* OZARKS

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

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

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

ALL PROCEEDS BENEFITTING THE ALS ASSOCIATION

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

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

Brits in the Ozarks

Sept. 18th:

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

Sept. 19th:

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

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

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

Sept. 20th:

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

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

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

SPECIAL GUEST: To Be Announced.

Limited tickets will be available when registration goes live.

No vendors per U of A Agri Park regulations.

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From Michael Burns

Triumph- the perfect car!



***if it's dry, daylight, and 75°
outside...**



From Greasy Hands Garage North Update by John Phillips

4/27/2025 – Since the white project car is now living in Bentonville, I am wondering what invaluable information will appear in this part of the newsletter. Well, we can start off with a short rundown of a visit that Sam and I made to help George Tabor get his car started.

George had sent an email to get some advice on how to go about trouble shooting the problem. Via a return message I steered him toward the ignition system because that is where most of my problems have been solved as opposed to working on the carbs.

George took my advice and made no progress. When he sent the next message, I offered to make a house call and see if my meager TR3 knowledge could figure something out.

We set a time to meet today to take look and the smartest thing I have done in a month was to invite Sam to go along with me. He met me at George's home and found out on arrival that

George had managed to get the car started but it soon would die.

Sam arrived before I could mess anything up and started working on the carbs. He banged on them a little to free up the needle & seat for each of the SU's. That actually helped and the car would start and not die but it was not well yet. The back carb was not working yet.

Sam broke out his can of carb cleaner and went to work. He reached a point where he said "We need some gaskets" so the work stopped while George orders at least part of a rebuild kit for the carbs.

We visited a little more, then Sam and I (salmon eye?) headed for the house with Sam to return when parts are available to finish the carb work. Since they were produced by Skinners Union (SU) they are not something that I have experience with. Yeah, I know 'with' is a preposition and does not belong at the end of a sentence, but what can I say, I grew up in Oklahoma.

5/1/2025 – There are a couple of possible TR6 projects that are being considered at this point but neither have been established as "in work" yet.

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In the meantime, the **80 MPH wind** we had this week broke our flagpole so today was repair it day.

The pole made of aluminum tube is designed to slip into various joints as it is extended to its full height. The first joint above ground broke off at the weld of the smaller diameter to the larger diameter. Fortunately, the swaged section welded to the larger diameter could be sawed off so that the smaller diameter would slide into the larger diameter.

With the small tube slid inside the large tube, 1/8th inch holes were drilled through both tubes around the diameter. Aluminum rivets were used to fasten the two tubes together.



With the repair made the joint was coupled by lowering the upper pole onto the standpipe anchored in the ground and the repair was completed.



The flag was replaced on the pole, and it looks pretty good.

5/3/2025 – Today was clean out the shop day. I loaded 6 gallons of used motor oil into the bed of the truck along with some left-over paint supplies that have been there for years.

I took them to the recycle center in Claremore, dumped the oil in a big drum and kept the containers for future use. The box of paint supplies went on a pile in the back of the center. It was a very smooth process, so I was happy I went there.

5/8/2025 – Aaron said, “Got the new Antique Arkansas tag this morning...”



Oklahoma just uses the standard tag with the word CLASSIC at the bottom. The Arkansas approach has a little more class to it, in my opinion.

Today I worked in the yard with a trimmer to clean the place up a little. It is less entertaining than putting a Triumph back together. Maybe one of the two opportunities that I know about will become a reality.

5/9/2025 – Today I got a call from Ray Brown, a former club member from several years ago. He had a good TR3 radiator and some leftover new parts for carbs, ignition and brakes that he wanted to donate to the club.



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I noticed two new carb rebuild kits. There were also some new spark plug wires and springs/etc. for brakes.

They will go to the first one to respond to the email or text notification. (Pat Kendall)

5/11/2025 – Today was busy with cleaning up the yard and doing some mowing while the remaining tree trash from the storm was being consumed by fire.



Sunny day with the temperature in the high 60's, very slight breeze making a great day for starting and tending a fire in the back yard.

5/17/2025 – Ray let me know that he had a senior moment describing the radiator. He now believes that it was from his 1980 MGB so the remaining parts are for a TR3 and were spoken for by Pat Kendall. I will pass them on at Tuesday's meeting.

Mike and Nancy Phillips from the MG club spoke up for the radiator. After several email messages we found a convenient way to transport the radiator to them.

Our friend Matthew Karibian knows the other Phillips family and will take possession at our meeting and travel the radiator to them. Thanks Matthew.

At the meeting, the radiator was handed off to Matthew and the carb kits and remaining parts were passed to Pat Kendall.

5/23/2025 – This edition started on 4/27 discussing a starting problem with George Tabor's TR3. Sam took on making sure the carbs were in proper working order first.

When that was improved the starting issue remained and was traced to the condenser in the

distributor. When George called to update me on the project, he mentioned dropping a screw down into the distributor.

What followed was a discussion about what electronic system is recommended if a switch is to be made. The last distributor that I bought was for the TR8, it was a 1-2-3 model.

Having no experience or advice related to an electronic system for TR3, I referred him to Advanced Distributor for expertise on whatever turned out to be the final decision, electrical, alternative components for or a rebuild of the existing distributor. Of course, when they figured out it was ignition instead of fuel I had to say, "I told you so".

5/27/2025 – Two days ago, I woke up to see this, a huge elm tree on the ground and blocking the driveway. It was later reported that we had experienced a level 1 tornado. The tree was uprooted and is a lot bigger than what I wanted to tackle.



About 10 a.m. I started looking for a tree removal service.

I landed on Angi who recommended two companies. One response was "out of town, will call next week." The other was already in our area finishing another job. They stopped by about 1 p.m., we talked, they gave me a price, I accepted, they offered to clear the driveway immediately.



They worked hard and finished up about 6:30 p.m. They did a good job.

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We were without power for about a day and ½. The generator was removed from storage and filled with fuel.

I rolled it to the back yard near the power pole. I turned off the connection to the service line and plugged in the cord between the generator and the house wiring. The power in the shop was switched off so as not to overload the generator.

One pull on the rope started the generator and we had power in the house for the refrigerator and freezer plus other small stuff like the computer.

The TV kept having to reboot as the generator had a miss of some kind and the TV kept going off. One whole night without TV, I did not think it was possible.

Today the remaining fuel was drained from the generator and the engine started to get all of the fuel out of the carburetor. It is back in storage under the work bench, and everything is back to normal. The removal of the tree will be in a few days to let the crew catch up a little.

5/31/2025 – Tree removal update: Busy Beaver (yes that is the name of the company) returned today to continue the removal job. They arrived around 10 and finished around 5.

I ended up with a bad surprise. The stump was not a part of the work scope so that ugly thing is still sticking up in the yard. Resolution, undetermined.



6/3/2025 – Today Sam & I met at George Tabor's house to try to make a little more progress getting his TR3 back on the road.

With us in the way, George installed a Pertronix distributor and coil as well as new plugs and wires.

The goal was to get it running and adjust timing and carbs, but Sam ran out of time, so we said it is a day and planned another session to complete the work.

Keep the faith George, we will win in the end.

6/12/2025 – Last Monday while cutting up some firewood with a chainsaw I tripped and fell backwards onto my butt.

Everything shifted but nothing broke thankfully. The first thing done was to turn the chainsaw off. Then I turned over and took a mental inventory of my body. Soreness appeared and treatments ensued.

Today I visited Dr. Johnson. Three treatments later, I left for George Tabor's house to help with timing the new distributor and getting the car to run. We did get the car to run but more tuning is needed. Now, home to the ice pack.

6/13/2025 – George called today to let me know that Sam had been there to finish up the work on the ignition system and the carb clean-up.

He said the car was running well after some adjustments by Sam to change the plug wires on the distributor cap and adjust the carbs a little.

George was pretty happy the job was complete, and the results were just what he wanted. His next project is to finish a previous owner's installation of a steering rack. That should be interesting.

6/17/2025 - Submitted by Sam Clark:
Since the beginning of May, JP and I have been making trips to George Tabor's garage in the effort



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to get his '59 TR3A running better than bad. During the time working on the distributor a screw from the condenser fell into the distributor body.



The next time we met, George had a new Pertronix distributor and Flame Thrower coil. John is a proponent of the Pertronix system, so, I let him install the unit.

George and John worked on the ignition system to no avail.

The first thing George did, when I came back over, was turn the key. KaBoom! We re-oriented the wires on the cap and hit the button. Vroom! It started and ran.

Previously, George had pulled the spark plugs and I noticed they were sooty/black-an indicator for rich conditions. I turned the front jet up a full turn and lowered the rear jet 3/4 of a turn.

We had the '3 purring nicely. It still needs some tweaking, but, another Triumph back on the road.

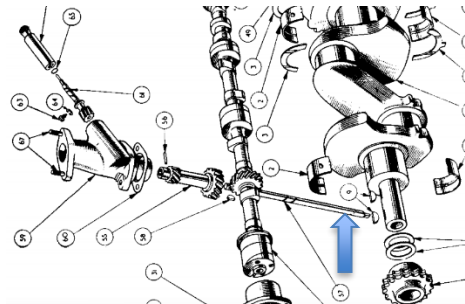
6/20/205 – Sam texted me to let me know that he was going back to finish up on the TR3 this morning. Since he wanted to use the timing light I put it and a couple of wrenches in the TR8 and headed that way.



Sam worked on the carbs a little, but the timing light was of no use since the distributor is set up 180 °off at the cam shaft.

The car runs and runs well, but the timing mark cannot be seen since the number one plug fires when the pulley hole is down, not up.

I gave George the information and am willing to help if and when he decides to change the distributor shaft (57) 180°.



TR8 Front Wheel Bearing Day at Greasy Hands Garage (North) by Michael Burns

We had a great turnout from the Triumph club for a hands-on session at Greasy Hands Garage, tackling the front wheel bearings on my 1980 Triumph TR8. The project used the Moss Motors Front Wheel Bearing Kit (Part #071-554) and ended up being one of those satisfying group wrenching days where you laugh, learn, and knock out way more work than you could solo.

Who Showed Up:

The crew included:

- John Phillips
- Michael Ashley
- Michael Burns (me)
- Art
- Gary
- Steven
- Al
- George



Down to the spindle—the brakes hung up—ready to go

My pardons if I skipped someone!

Highlights and Hiccups

- *Tight fit everywhere:* Everything was a bit snug from age, corrosion, and Triumph engineering.
- *Passenger wheel trouble:* The right front wheel was stubborn on removal — I muscled it off. But during reinstallation, we discovered it still didn't want to go on cleanly. We cleaned the hub with mineral oil and lightly sanded/Dremeled both the hub and wheel center. That did the trick, and it seated properly afterward. Art was a big help with the Dremel part — thanks, Art!
- *Bearing races:* Getting the races, retaining rings, and seals in and out straight was the

biggest hassle. Fortunately, John Phillips' press came in handy on wheel two.

- *Reading is fundamental:* My big goof — I set out the rear wheel bearing kits instead of the fronts. Glad someone caught that before we installed the wrong ones. It gave us all a laugh and me a classic "derp" moment.
- *Brake cleaning bonus:* After packing bearings, there was grease all over. We added an extra step to clean the front brakes thoroughly, which turned out to be a smart call — especially with a long drive home ahead.
- *A sad moment:* Al arrived late after his TR7 was sideswiped by an SUV. He was okay (thankfully!), but the car needs door and fender work, so he didn't stick around long.

Quick Summary of the Steps We Followed

(Though these steps look simple, they never are.)

1. Jack up the car, remove the wheels.
2. Unbolt brake calipers and **hang them with wire** — it's faster than full removal but you have to be careful not to stress the brake hoses.
3. Remove the dust cap, cotter pin, castle nut, and slide off the hub.
4. Take out the old bearings and grease seal.
5. Punch out the old races and clean the hub thoroughly.
6. Tap in new bearing races and



Steven working on tapping in one of the troublesome races.

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- pack new bearings with grease.
7. Install the inner bearing and new grease seal, slide the hub back on.
 8. Insert the outer bearing, washer, and castle nut.
 9. Adjust preload by tightening, then backing off slightly — install cotter pin and dust cap.
 10. Reinstall wheels, torque everything down.
 11. Clean brakes and check for play or noise.

A Triumph Kind of Success

This group was a serious help — while it may have felt a little chaotic at times, the crew managed to do in three hours what easily would have taken me three full days on my own. That's the power of good company, experience, and teamwork. It's really appreciated!

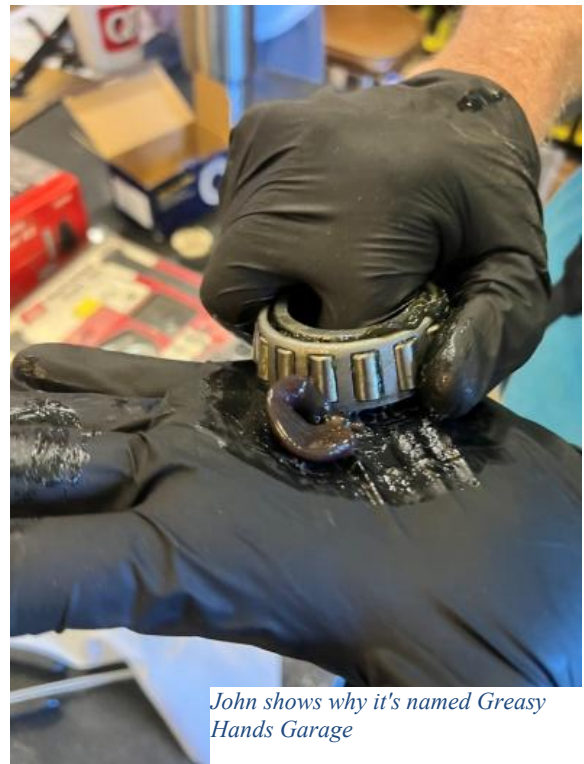
My TR8 has PLENTY more projects available for more get-togethers. Many. I'll be sure to let everyone know when the next one comes up!



Steven getting some help with brake removal



Art works on even more stubborn races & retaining rings

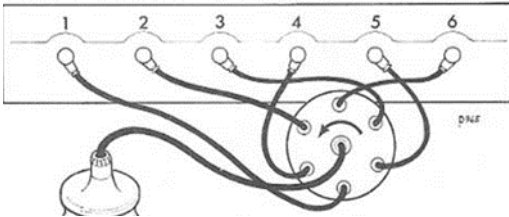


John shows why it's named Greasy Hands Garage

JOHN'S QUICK TIPS

Plug Lead Positions (Fig. 55)

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



TR6 Soft Top Folding

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



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



2. Fold top forward without folding back window



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

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

Products Appropriate for Your Car

Not the only option but good ones.

Standard TR6 Tire Size: 215 X 65 X 15

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

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

Classic Car Motor Oil
PennGrade 1, 20W-50



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

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

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

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



For TR8

Differential: Red Line Heavy Shockproof Gear Oil



Brake Fluid: Valvoline Synthetic DOT4/5

Spline Lubricant – CV Joint Grease

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



Lubrication for front trunnions on TR6



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.



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

Classified Section



**Greasy Hands Garage
North Has Used **FREE** TR6
Parts If You Need
Something
Structural parts for
suspension and steering
Transmissions and a
Differential
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with Glass
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TR6 contact:**

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

DENNY'S PARTS FOR SALE

Triumph TR3A Parts for Sale

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

(918) 346-0900
deugenerobinson@icloud.com

Mark 1 & 2 Spitfire Parts 1964 & 1966

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

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[cartravel@po
box.com](mailto:cartravel@po.box.com)**



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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



2008 Saturn Sky Redline (Turbo), \$12,000 Excellent condition. John Phillips
topaztr6@gmail.com

GCT Merchandise

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

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

Land's End Merchandise & Club Log

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,

*TWO CHOICES
- VISIT BOTH*



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

GREEN COUNTRY TRIUMPH CLUB MEMBERSHIP APPLICATION & RENEWAL

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

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

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

CAR MODEL	YEAR	COMMISSION#

SEND YOUR DUES TO THE CLUB TREASURER: \$20

Make Checks Payable To **GREEN COUNTRY TRIUMPHS**
 Check # _____ Check Date _____

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

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

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

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