



Triumphant Times

Monthly Newsletter for May 2025

Recipient VTR Newsletter Award 2016, 2018, 2021

<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 May 20th
Dinner at 6:00PM
Meeting at 7:00 PM
Location: Clark Crew BBQ
10825 E 71st Street
Tulsa

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
President’s Address by Rolf Blom



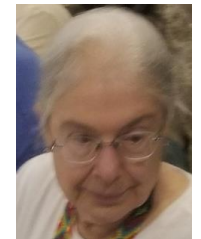
The President & Adele will be out of town for several months. Meetings will be conducted by other attendees.

Vice President’s Article by Pat Kendall



The meeting location for May is Clark Crew BBQ at 10825 E. 71st Street in Tulsa.

Minutes of the last meeting for Secretary Adele Blom by Kay Robinson.



April 15, 2025, GCT Club Meeting Andolini’s 500 Riverwalk Terrace, Jenks
 In President Rolf Blom’s absence, Vice President Pat Kendall called the meeting to order at 6:45pm. 5 members drove Triumphs to the meeting. Guest, Philip Hoey was introduced by Steven Anagnost.

Steven Anagnost moved that March minutes be approved as printed in the newsletter; Matthew Karibian seconded the motion. The motion was approved.

John Phillips gave the treasurer’s report. Matthew Karibian moved that the treasurer’s report be accepted; Mike Burns seconded the motion. Club approved acceptance of the report.

The meeting was suspended for approximately 40 minutes, while the meal was served. At approximately 7:40pm the meeting was resumed by Art Graves.

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

Parts Committee Chair, John Phillips gave an update on automotive repairs. Glen Larson offered to give a tire to any member who had need of one. Art Graves accepted it for Sam's car rebuild. John Phillips had to have his car towed and believes it may be a carb linkage problem. John's car requires reupholstery completion. Glen Larson reported that the Roadster Factory is very good with delivery time.

Art Graves gave the Car Show committee report. Art recently attended a show in New Orleans and placed third. He plans to attend the one coming up in Waco. Upcoming car shows are posted in the newsletter.

Old business included John Phillips modeling a new shirt with club logo purchased from the supplier Art Graves had recommended. All agreed the shirt was good quality.

Steven Anagnost reminded the club about the suggestion to have a club project car. A club project car could be a learning experience for some members and a great activity for many members.

The new business covered a discussion led by John Phillips on communication with members by e-mail or text messaging. E-mail is the preferred method for the newsletter. Text messaging could be used for short updates. Also,

John shared boxes of Stainless-Steel Cleaner with interested members.

Jim Lindsey made the motion to adjourn the meeting and Mike Burns provided the second. The meeting was adjourned at approximately 8pm.

Minutes prepared by Kay Robinson in Secretary Adele Blom's absence.

Editor's Corner by Editor John Phillips

Member dues are starting to come in so be thinking about sending yours in. **I just received dues from one member that has annual submittal set up on Bill-Pay to be submitted automatically.** I have recommended this for several years now. It takes the work and cost out of the process, and you won't put it off or forget like me.



Jack Finch is looking for a TR6 to purchase. His phone number is 918 724 8103.



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

April meeting attendees. The number of people may be the result of the new process of notification of meeting information via text messaging. Since some folks are not tuned in to checking email anymore, we are trying something

new to improve communication. Looks like it may have worked.

Newsletters will go out via email, perhaps with a text message follow-up to let folks know to check their email for the newsletter.



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

E-MAIL

On Mon, Apr 7, 2025, at 3:07 PM George Tabor <10sfmsg@gmail.com> wrote:

Good John,

Sorry you haven't seen us in a while, just a bunch of stuff going on that requires our attention, no health issues.

Finally got our 3 back from O'Brian's, they had it for around 6 months. No problems driving home from shop except for steering issues, the first thing on the list of things to fix (they didn't). Other than the drive home from shop, only driven 34.7 miles, we took it to a Shriner car show in Glenpool. No problems on the way there, except steering, but on the way home it missed, coughed, sputtered & didn't want to run. About a mile into the trip home, it cleared up and ran great. It's been sitting since then while I installed some pretty stuff on the engine. Started and took a trip around the block and it did the same thing. So, in my mind, fuel or spark. And just had a thought about maybe water in gas. What do you think? It goes to the upholstery shop next week to fit the tonneau and have side screens rebuilt and fitted. Would like it to run better for that.

Any thoughts?

Thanks,

Geo. T



Most issues like that end up being in the ignition system so if it was mine, I would start there. Good luck

John Phillips

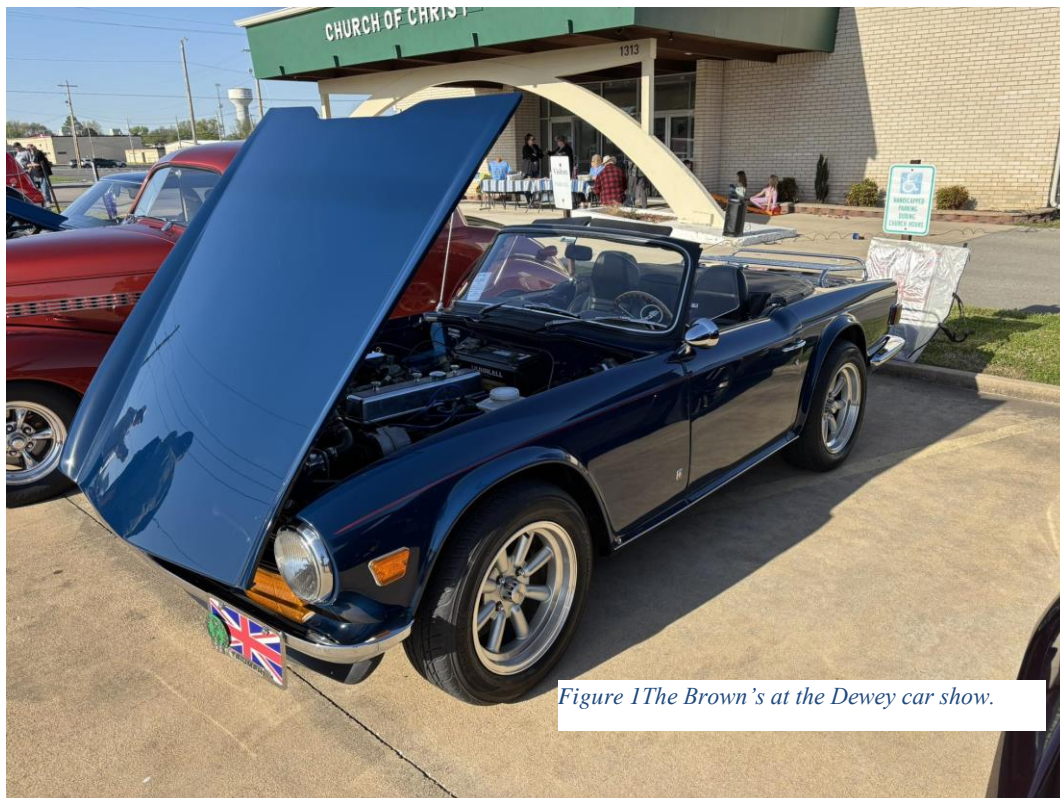


Figure 1 The Brown's at the Dewey car show.

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: Carlisle Imports

Date: May 16-17, 2025

<https://www.thewedgeshop.com/event-registration-carlisle.html>

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/>



Join TWS and the TWOA at the Carlisle Import Nationals

45 Triumph TR7/8's registered already

[Show Details Here](#)

TWS will be sponsoring a "happy hour" at the Brewhouse Grille at 5pm on Friday May 16th. Come hang out with the TWS team and members of the TWOA!

[Directions Here](#)

2050 State Rd, Camp Hill, PA 17011

New TWS 4.6+ Motor

[More Info](#)

Shhhh..... It is really a 4.7!

We've added a new weapon to our RV8 Performance line up. The 4.6+ is an overbore 4.6 delivering a bit much punch (10-20hp/tq) than our performance 4.6, for the same price!



Feature	TWS Motors
Increased Compression	✓
Performance Camshaft	✓
Performance Lifters	✓
Heavy Duty Valve Springs	✓
Larger Intake & Exhaust Valves	✓
Ported Runners	✓
Strengthened Rod Bolts	✓
Billet Timing Chains	✓
NASCAR Grade Push Rods	✓
Heavy Duty Head Studs	✓
Modified Bearings for Better Oiling	✓

TWS Performance 4.2 Available



On a pallet ready to go. Can be purchased as pictured, or without intake and front cover assembly.

Email or call for more information. contact@thewedgeshop.com or

508 880 5448 ext 2

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TRIUMPH REGISTER OF AMERICA
Formed to preserve the Triumph marque
ESTABLISHED 1974

Home About TRA TRA History Events
Membership Tech National Meet
Members Only



Register



CRUISE INTO KALAMAZOO AND LET YOUR TRIUMPH TRULY 'ZOOM'!

**Hessel
Kooistra <britsintheozarks@gmail.com>**
to Hessel, bcc: me

Save The Date
**The 23rd Annual Brits in the
Ozarks Car Show will be held
September 18-20, 2025, with the
show itself on Saturday
September 20th. Further
information and the flyer will be**

made available as the guest
speaker is finalized. Here is a link
for hotel reservations.

[Brits in the Ozarks - Room Block](#)

As it becomes available,
information can be found
at [https://britshironnwa.org/brits-
in-the-ozarks/](https://britshironnwa.org/brits-in-the-ozarks/)

Online registration will open when
we get closer to the show.

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Save this Date
June 27 – 28, 2025
Greater Ozarks British
Motoring Club
Presents “Brits at the Post”



The Greater Ozarks British Motoring Club will be holding our 23rd Annual British Car & Cycle Show on June 27th & 28th 2025.

Friday, June 27th

There will be a BBQ picnic for all registered participants at our host hotel, The hotel will have a special room rate for all participants. See our web site for details soon.

Saturday, June 28th

The GOBMC Car Show is being held at the American Legion Post 639 located at 2660 S. Scenic Drive, Springfield, MO. A very picturesque location with grass and shade trees in many areas. The car show opens at 9 am. with Awards presentations at 2:30 pm. There will be food & drinks for sale provided by Boy Scout Troop 1890.

More details will soon be available identifying the show schedule, registration, and host hotel by click on this link: <https://gobmccarshow.com/>

Until then, please mark your calendar for June 27th & 28th for this year's Greater Ozarks British Motoring Club Car & Cycle Show. Hope to see you there. If there are any questions feel free to call Bob Eft at (319) 427-4272 or Jon Joyce at (417) 630-8087.

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.

This 76 TR6 could be a club project and will be a topic at the next meeting. Steve has brought up the possibility of a club project several times and this may be it. Think about it and be ready for a real discussion. This car is said to be the next to last left-hand drive TR6 assembled. It has been sitting for many years and needs everything. Thanks for the pictures, Steve.



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



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The white project TR6

Andrew and Ashlyne are going to use the Triumph as their "get-away" car when they leave the wedding venue after his wedding on the 16th...!!! He came over last night and took it for a drive (he hasn't driven a stick in 3-4 years) and did very good...! Will share pics as they will get pics during the day with the car and then as they drive away after the reception.



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Figure 2 On April 20th, Quail Creek behind our house was out of its banks about as much as we have seen in the 25 years we have lived here.

I stumbled onto a source for new or rebuilt TR6 brake boosters while on the Internet. Harmon Classic Brakes has them but not for my TR8. Info picture attached.



 <p>RESTORED GIRLING SERVO - TRIUMPH Photo for Reference Only TR-6 (Girling) 1968-1976 Item# 62-1628 \$265.95</p> <p>Wish List Add To Remove From View Wish List</p>	 <p>SERVO REPAIR KIT - 7" CAN - TRIUMPH TR-6 (Girling) 1968-1976 Item# 62-1629 \$135.95</p> <p>Wish List Add To Remove From View Wish List</p>
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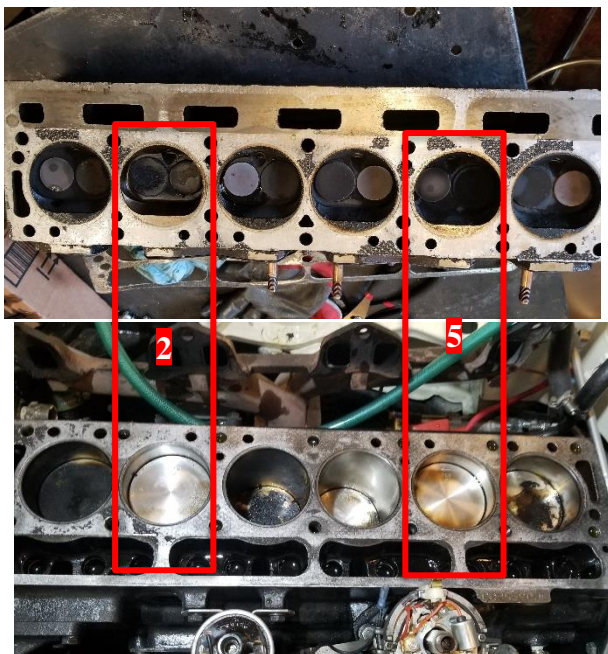
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Greasy Hands Garage North Update by John Phillips

3/6/2026 – Head removed and taken to Midwestern Engine & Machine for a rebuild.

A look at the head as removed shows clearly the cylinders having a problem including complete fouling of the #5 spark plug.



Midwestern has a heavy workload so I expect the head will be there for two to four weeks.

Notice the tops of the two pistons affected are clean. Whenever I have seen this condition in the past it indicated that the head gasket was leaking coolant into those cylinders.

The work to be accomplished includes flattening the surface of the head to obtain a good sealing surface and installing new valve guides to prevent leakage at the valve stems.

3/9/2025 – Today I installed a new “Barn” light over the shop door. The last light I installed put out great light including most of the front yard, but it failed. Amazon says this is the best light they sell so we will test it out and see if it lasts as long as they say it will.

The installation includes putting up my late father-in-law’s Little Giant ladder. The process is easy in theory, but the age of the ladder and the user affect the extension process along with the weight of the ladder. The injury happened as the ladder was lowered, and my hand got in the way. But it is not broken and is ok.

It is a long way to the top, but it is installed. Hope it works. And it does.

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3/10/2025 – It is a wonderful day in the shop today. While the head is being redone, I decided to see what else needed to be done in preparation for reinstalling the removed components.

The first thing done was to get the carbon off the tops of the pistons. There seemed to be a lot there, so leaner fuel mixture is coming up. I used a razor blade scraper being careful not to gouge the metal anywhere. When the thicker stuff was off, I switched to a scouring pad to remove the rest. This worked really well in my opinion.



I looked around for other issues and decided the water pump had been leaking so I ordered a new one. Then the housing was messed up, so it was cleaned on the wire brush wheel.



A lot of coolant had been spun off the pump and onto the underside of the hood/bonnet. Some waterless cleaner got it right off. The inner fender on the driver's side also needed cleaning.

Fortunately, I had a gasket set for the head connections hanging on the wall. There is another head gasket up there should it be needed later.

I think I am prepared to go forward when the head comes home so there should be little down time there. Then when comfortable with the reliability it will be time to call the upholsterer.

3/13/2025 – As scheduled the water pump did arrive today and no time was wasted installing the new pump & gasket on the housing. Then I made it black instead of metal grey. Ready to install on the rebuilt head.



3/15/2025 – Today I decided to look for some touchup paint for the white car. Triumph picked one shade of white and stuck with it forever. I used the web site I listed in the newsletter, and it got me started but was not the final destination. I ended up here:

Merchant
Microfinish
support@automotiveto...
+1 888-710-5192

Shipping address
John Phillips
5865 E 480 Rd
Claremore, OK 74019-0032
United States

Track Package

1/2 oz Paint Pen, 19...	\$16.95
Qty: 1	
2 oz Touch-Up Bottle...	\$21.95
Qty: 1	
12 oz Aerosol Spray...	\$28.95
Qty: 1	

I am not sure what will be needed so I bought three different products depending on what kind of area needs to be touched up. I will let

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you know how it works out. Obviously, I should have some left over so if you have a white TR and need a little paint for a small job maybe I can help you out.

The final cost for all three was \$80 with tax and shipping. Credit card points came in handy again on this purchase, cost me no cash, just points.

3/17/2025 – Some time was spent in the shop today to check the top of the engine block to see if it was flat within .004" as measured from each corner to the opposite corner for gap under a straight edge.

The first thing to do was clean the block using a scouring pad to make sure the top of the engine was really clean since the total variation from flat using a feeler gauge and straight edge (level) is no more than .004" or 4 thousands of an inch.

I was happy to see that the block flatness is within tolerance (.004" variation max.) so the head should seal to the block with no problems.

A little more time was spent applying more silicone sealant around the timing chain cover to hopefully prevent any leakage of oil therefrom.

So, as far as I know that is all that needs to be done to prepare for the return of the head from the machine shop. Let the waiting begin.

3/26/2025 – Ok, getting anxious, not patient. It has been three weeks. The head should be finished or at least started by now.

The weather is a beautiful 78° so the 8 was backed out of the shop for a nice wash job. The soap has wax in it, so it is a little better than just a wash.



Also, the touch up paint for the 6 arrived today but I will report on that later.

3/30/2025 – The month ends with my trying out the touch-up paint pen from the set received.

The first thing done was to clean the damaged areas with lacquer thinner to ensure a good bond between the metal and paint.

After shaking the pen for the required minute, the tip was depressed and the paint flowed into the felt tip. The dampened tip was carefully touched to the damaged area and spread as needed to get good coverage of the damage.

The learning process continued to other and larger damaged areas and the result was that the small, damaged areas look better than the larger. The first coat does not cover well, and multiple coats are recommended. Tomorrow, more coats.

The areas damaged by Gary ☺ during the unloading process from the painter were at the corners of the boot lid opening. The touched up, corners look pretty darned good. Now if I can get the bonnet (hood) damage to disappear as well, I will be satisfied. We will see how it works out.



Figure 3 First coat results. Needs more paint.

3/31/2025 – Today it got a second coat. I don't think it will be too noticeable as the color match is a darn good one. The application could have been a lot better. If it is too bad, I can always sand it down and redo it until it is good. There is certainly enough paint to do whatever is needed.

I called Midwestern Engine & Machine today to check on the status of the head rebuild. They said it would be ready today and I can pick it up in the morning, cost, \$275.

4/1/2025 – This morning about 8 I headed to Tulsa to pick up the head for the 6. I had one stop at the credit union to get some cash then headed for Midwestern Engine & Machine.

The head was ready so after paying the lady at the desk was kind enough to lower my tailgate to facilitate loading of the heavy newly refurbished head.

As arranged, I called to let Jim Lindsey know I was on my way back to the shop. After a

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

quick stop at Brahm's in Owasso for milk, I headed for the shop and unloaded the head. While I waited for Jim, I started installing the studs that hold on the intake and exhaust manifolds. The studs for holding the valve cover were also assembled so it was not ready to install.

Jim arrived as the last studs were going in. We discussed whether or not to apply Kopper Koat to the head gasket. Jim asked if the 6 engine was prone to blowing head gaskets and I replied it was pretty common and that I had replaced several over the years. The decision was to use the Kopper Koat.

With the coated gasket on the block, the head was stacked on top. The head studs (AARP grade) were placed in the holes to secure the head to the engine block and inserted using a hex socket that fit the top of the studs.

Washers and nuts were added, and the nuts were torqued to 80 PSI as stipulated in the TR6 manual.

Jim had been placing the exhaust and intake manifolds while I worked on the head. He nearly finished but some fasteners are to be checked before final confirmation.

At that point we called it a day as I had a funeral to attend. Thanks Jim.

Tomorrow's schedule is clear so the valve adjustment can be done, and the water pump installed. The fuel connection can be made, spark plugs replaced, and the coolant returned to the radiator. Might have a runner by the end of the day.

4/2/2025 – The list above was short of several more connections that needed to be made. I think that everything is back in the car except for the remaining coolant that settles in kind of slow. A trip to Ace hardware is next to find some sealing washers for the studs that hold the valve cover on.



The weather forecast for the next few days is rain so playing with the 6 will depend on whether or not the 8 will sit in the rain if I lower the 6 on the lift. We will see how it goes.

4/4/2025 – Yesterday, like today, was a rainout so it was convenient for me to go to Broken Arrow to assist Jim Lindsey in getting his ailing step van home. The computer fails to shift gears, so it was a slow trip, but we got home between 4 & 5 P.M. The recommended computer shop was not available for dropping off of the van on the way home, so it was the full trip at slow speed.

Rain is forecast to continue for two more days so the 6 will remain raised on the lift until the 8 can be backed out without getting wet.

4/6/2025 – This afternoon turned out to be clear but cold, so I went to the shop and pushed the 8 out the door for a little while to play with the 6. I checked to see if I had failed to connect anything, and I had. The wire to the temperature sending unit was reconnected as was the cable to the tachometer port on the distributor.

I wanted to see if the car would start so the voltage on the battery was checked to be 12.5 volts and the negative cable attached. The fuel pump was primed and the car started promptly when the key was turned.

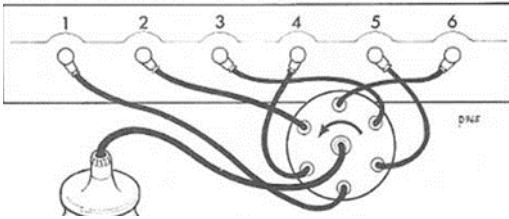
It ran well with the choke pulled out a little. The engine sounded a lot better, but the temperature was slower than the fumes. It was just too thick with the door shut and too cold with it open, so I quit for the day after a successful startup. Next weekend is supposed to be warm so I expect to have a nice drive after a carb adjustment to get the idle speed reset.

It ran very good before, but the sound is so much better with the rebuilt head. I am getting a little excited about this car.

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



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Structural parts for
suspension and steering
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need something for your
TR6 contact:**

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

DENNY'S PARTS FOR SALE

Triumph TR3A Parts for Sale

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

(918) 346-0900
deugenerobinson@icloud.com

Mark 1 & 2 Spitfire Parts 1964 & 1966

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

*Embroidery Inspired by
Triumphs & their Drivers*

Wynnell Gorman
wynnell@bitsoftriumph.com



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



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*





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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