



Triumphant Times

Monthly Newsletter for May 2026

<https://greencountrytriumphs.com/>

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Club Dues Are Due June 30th or before of each year to the club Treasurer. Send \$20 to: Green Country Triumphs, C/O Jan Phillips, 5865 E 480 RD., Claremore, OK 74019

**Next Club Meeting
Tuesday May 19th
Dinner at 6:00PM
Meeting at 7:00 PM
Location: Uncle Julio's
10333 E 71st St, Tulsa, OK 74133
(169 & 71st near Best Buy)
(918) 999-0054**

Officers and Committees

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

In the past eight or nine President's Columns I've been relating how I came to own my Triumph TR6 and how that ownership has changed and changed me. In my experience, there are different types of classic car owners. Several come to mind: some like to take short weekend drives, some like vintage racing, some like autocross, some keep their car immaculate and rarely drive them and some like to drive.



I fall into several categories, but mostly I like to drive. Car shows and Triumph conventions give me a destination. All British Car Shows are generally held in the same venue year after year. The conventions are rarely held in the same location. The most recent South Central VTR convention was put on by Hill Country Triumph Club in Marble Falls, Texas. In 2009 that club also put on the SCVTR convention in Marble Falls, but the hotel, venue and activities were held in different locations from the locations used this year. Here is a brief description of this year's activities.

The host hotel was the Hidden Falls Inn, but most activity was at the Cadillac Dance Hall, about five miles up the road. This arrangement was a little different from past conventions. All activities started from the dance hall. The basic idea of the convention is to have fun with your Triumph and with other triumph owners.

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

First off was a breakfast run. This was a 45-minute drive to a diner for breakfast. That gets you out of bed and on the road. Also on the first day was the Funkhana. A funkhana is a slow speed driving event with a theme. The theme this year was cowboys. A U-shaped course was set up with stops for five activities: horse show toss, cow paddy toss, ride ponies, throw darts at the bad guy and lasso a steer. All of these activities were performed by the passenger. It is a timed event, with seconds taken off by scoring in any of the above activities.

A poker run is another way to see the area, using mostly back roads. Each car was given a card to start and then drive to four different locations to pick another car. Locations are chosen so that you can get a snack, or lunch or maybe buy a souvenir. Again, it's a way to show your part of the country to your fellow Triumph friends.

Another standard event is the Time-Speed-Distance (TSD) rallye. This is a timed event wherein you are given a set of driving directions with the goal of following the route directions, driving at the speed for that instruction and arriving at a destination within the 'ideal' time. The rallye master determines the ideal time, and the rallye master is always correct.

The autocross is more of a high-speed activity held in a large parking lot. I say 'high speed', but cars rarely exceed 25 MPH as they follow a course marked by traffic cones. Typically, there are few straightaways. Instead, there are slaloms and many tight turns. It's more difficult than it sounds, because you're trying to go as fast as you can, but you have to follow the course without hitting any of the cones. All of these events are competitive, but this may be the most competitive.

Last but not least is the car show. There are two main categories – Concours (judged) and Participants Choice. The latter is by ballot where each car show participant votes for their favorite car in each class. Criteria for a vote is whatever the voter chooses. For concours, a team of judges grades each car based on predetermined set of

criteria. That criteria may be found on the VTR website.

There are awards for all of these events and are announced and given out at the awards banquet. There are also special awards and presentations for future conventions. It's all great fun.

This convention was held April 20 through 23, so I drove down on Monday the 21st, planning to drive home Friday the 24th. But then I discovered that the San Antonio Jaguar Club was putting on their annual TSD Rallye to Luckenbach, Texas on Saturday the 25th. You know the place – Willie, Waylon and the Boys. I have entered this event many times, winning once and placing once. So, what the heck, I'll stay a few extra days and enter the rallye. I paired up with my Austin friend Mike McPhail. This year the rallye started in Blanco, Texas and 2 ½ hours later would end in Luckenbach. Long story short – we won first place. We were very pleased.

The city of Tulsa has a big event at the of May – the Capital Cruise. Several GCTC members have already registered, maybe more to follow. We'll discuss this more at the May meeting. See you there!



Figure 1 Mike & Judy Piggot with their Spitfire.

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



Figure 2 Nancy Money, Art Graves and Lonny Wall receive preservation awards



Figure 3 Mike McPhail & Art Graves in Luckenbach, Texas after winning the Jaguar Club Time, Speed Distance Rallye

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

More Small Victories
in the Garage

After such a good outing on Drive Your Triumph Day, I had every intention of getting right back into the remaining items on the TR8's to-do list. As usual, time had other ideas, but a few smaller projects did manage to work their way to the top.



One of those was the convertible top boot cover. The original cover is still in good shape, but several of the plastic snaps had long since given up. It was one of those items that didn't prevent driving the car but was always just noticeable enough to stay on the list.

Removing the old snaps turned out to be more entertaining than expected. A simple pair of wire cutters made quick work of them, although they had a tendency to launch themselves into the air when they finally gave way. This turned the job into something of a spectator event for the household cat, who seemed convinced I had finally found a productive use for my time.

Installing the replacements took a bit more effort. I initially tried using a tap and die approach, which seemed reasonable at the time but mostly resulted in slipping tools and less-than-professional looking snap rivets. After deciding that was not going to be my specialty, I switched to a proper set of snap-setting pliers. That turned out to be the right solution. With the correct tool, the job went quickly and cleanly, and the new metal snaps feel like a much more solid, permanent fix.

The snap-setting pliers I ended up using worked well and made the job straightforward: <https://www.amazon.com/dp/B0BCYNSB59>

The other item that had been lingering since the last article was the non-functioning A/C. With warmer weather approaching, it was starting to move from "optional" to something worth addressing. I finally set aside some time to begin tracing the circuit, fully expecting that this might turn into one of those projects that leads deeper into the dash.

As it turned out, the fix was much simpler, and entirely unplanned. While probing the wiring near the compressor switch, I came across a connection that did not appear loose at all. With the A/C switch pulled on, I happened to touch it with the probe, and the compressor clutch suddenly engaged, which was a bit startling. That was the first indication that something wasn't making proper contact. There was no obvious break, no dramatic failure, just a connection that looked fine but clearly wasn't until it was disturbed.

I will take that kind of result any day.

There was a certain amount of relief in not having to go further into the dashboard to chase the issue. Removing the dash is not something you do unless you are fully committed to the process.

Avoiding that particular exercise felt like a small victory in itself. And not putting more money into the AC was the cherry on top.

Between the repaired snaps and a now-functioning A/C system, the TR8 has quietly moved a little further down its to-do list. There are still plenty of items waiting their turn, there always are, but it is satisfying when a couple of them resolve without turning into larger projects.

Progress with these cars rarely happens all at once. More often, it comes in small steps like these.

A few things get fixed, a few things move up the list, and occasionally something even resolves itself along the way. Those are the days you take the win.

Given the choice, there are worse ways to spend the time. Beats work.

**Minutes of the Last
Meeting by Rolf Blomm / Jim
Murray**

Minutes of the Meeting April
21, 2026 by Jim Murray, GCT
Member at Large



GCT Vice- President Mike Burns called the meeting to order at 7:07pm at The Brook Restaurant located at 34th and Peoria Ave., Tulsa, OK. There were 12 members present. Members Mike Burns, John Phillips, and Al Garbart drove



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

their Triumphs to the meeting. There were no guests.

A motion was made to forgo the reading of the March 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. John reported that there was one disbursement for \$1000 to McPherson College to honor the passing of GCT club member Denny Robinson as approved by the membership during the February meeting. GCT member Joe Landers added an additional check for the same amount.

Parts Committee – John Phillips: John reported Jeff Drouin purchased a Sapphire Blue 1974 TR-6 in early April.

Al Garbart reported that Janice's '98 Mustang was back in their garage. Restoration/refresh work was performed by Bodies by Bobby. It is the same shop that painted their TR-7. Al stated they were very satisfied with the work.

Car Show Committee – Art Graves: Mike Burns provided the Car Show Committee report in Art's absence. See listings further in this newsletter.

Activities:

Silent Film "The First Auto" at The Coleman Theatre, May 16th – 17th

The Coleman Theatre in Miami, OK will be showing the silent film "The First Auto" on May 16-17. They are celebrating the 100 Years of Route 66. Attendees are invited to drive their classic cars and park in front of The Coleman during the film. Group rates are available. Call 918-540-2425 for more information.

Tulsa's Route 66 Capital Cruise May 30th

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, \$25 after May 1-30th.

Registration Required.

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

Jim Murray reported that he registered two cars – the '58 Triumph TR-3 and the '86 VW Cabriolet. He related that the registration process is a bit lengthy, but fairly easy. Participants are requested to pick up their info packets May 28-29. Pick up May 30 is by exception only. Staging starts at 6am at Expo Square. Rollout 8am. Expect to drive 1.5 -2 hours at parade speed.

Link to FAQ page:

<https://www.visittulsa.com/parade/capital-cruise-faq/>

Old Business:

Tech Sessions: There are currently no Tech Sessions scheduled.

Email Test: John reported that the Email test for the club distribution worked as expected.

New Business:

Additional Bank Account Signatories: A motion was made, seconded, voted on, and approved by the attending membership that Al and Janice Garbart will be added as GCT bank account signatories.

Meeting Location: Mike Burns reported he found a new meeting location. Uncle Julio's at 71st and Hwy 169 meets all of our requirements. Expect to gather there at one of the next meetings.

Car Show: Mike Burns posed the question if there was any interest in GCT hosting an All British or All European Car Show at any point in the future. It was discussed that GCT had hosted two All British shows during our early years – one in Owasso and one in Broken Arrow. There was further discussion but no decisions.

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

<END>

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Membership, etc.: by Editor John Phillips

After much thought, I entered the TR8 in the upcoming parade. Charlie Brown up to now has the most entries at 4. Jim Murray is entering 2, his TR3 and the VW, Mike Burns is entering his TR8 Joe Landers entered his Spitfire. There are probably more I do not yet know about.



I am taking extra water and coolant.



About a dozen members enjoyed a club meeting at the Brook Restaurant in the Brookside area of Tulsa on the 19th. We had good discussion on a variety of subjects in addition to the good food and fellowship. Michael Burns presiding in the absence of Art Graves.



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Jeff Drouin

Fri, Apr 17, 4:

Hi John,

Yes, I bought the car. Sorry, I thought I had told you! It's in very good condition except for the mechanical parts that need replacing. Sharon came over to look at it and she agreed.

It needs a new clutch, slave cylinder, and distributor. I also need to get the driver's seat to roll back a few more inches and found an article explaining how to do that.

Currently I'm on an extended trip in Germany for work. When I get back in July, I'll tackle the clutch and slave cylinder.

My plan is to get the car running as-is, see how it drives, and then think about some

upgrades. However, if I'm going to open it up to replace the clutch then maybe I might as well put Jim Lindsey's overdrive transmission in if he still has it. Of course, I'd need the wiring and switches too.

Anyway, here are a few pics.

Best,

Jeff

Jeff, congratulations on your purchase and thank you. It appears that you saved a bunch of money getting into the hobby by buying a car in such good condition. And thank you for buying it because if you had not, I would have and I don't need another project. Let me know if I can help.

John



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Thanks, John! This car just felt right. And it turned out that the owner retired from the same place where I work, so it's a really nice connection.

When I'm back in Tulsa, I'll probably reach out to the club about replacing the clutch and generally getting it started (flushing and replacing fluids and whatnot).

And glad I could help to keep you out of a

new project. 😊

Best, Jeff



Scheduled Club Activities

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

Become a VTR Member

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

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

VTR National convention

Access to a large number of local clubs

Website with reference material and members-only sections

Record Trace Certificates TR2/TR3/TR3A/TR3B

Factory trace documents on other Triumph models no longer available

Clothing, regalia, exclusive items

Specific vehicle consultants and experts

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



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A LOCAL CAR SHOW FOR YOUR CONSIDERATION

**5TH ANNUAL
AMERICAN LEGION
MOHAWK POST 308
CAR AND MOTORCYCLE SHOW
MAY 9, 2026**

**\$20 REGISTRATION FEE
REGISTRATION 9 AM – 12 PM
JUDGING BEGINS AT 1 PM
LIVE MUSIC / FOOD / SILENT AUCTION / AWARDS**



**LOCATION:
AMERICAN LEGION MOHAWK POST 308
11328 E ADMIRAL PL, TULSA, OK 74116**

**FOR MORE INFORMATION CONTACT:
SAL SQUADRON 308 @ POST308@MOHAWKPOST308.ORG
OR
DONNA LEE @ DLEEVFWALA@GMAIL.COM**

ALL PROCEEDS BENEFIT AMERICAN LEGION VETERAN PROGRAMS AND OK VETS!

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ROUTE US 66 CENTENNIAL

2026 HEMMING'S GREAT RACE
SPRINGFIELD, IL TO PASADENA, CA
PRESENTED BY **COOPER TIRE**

Route 66!
June 20-28, 2026

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

Stops and Landmarks on the Route:
Pasadena, CA; San Bernardino, CA; Twentynine Palms, CA; Laughlin, NV; Kingman, AZ; Flagstaff, AZ; Gallup, NM; Albuquerque, NM; Tucuman, NM; Amarillo, TX; Oklahoma City, OK; Claremore, OK; Injin, MO; Wynnewille, MO; Collinsville, IL; Springfield, IL.

Overnight Lunch Stop





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://hillcountrytriumphclub.regfox.com/2026-south-central-vtr-regionals>

Dallas All British & European Car Day
Location: White Rock Lake Park, Dallas, Texas
Date: May 2, 2026
Web: <https://allbritishcarday.com/>

The Wedge Shop Gathering
Location: ??
Date: ??, 2026
<https://www.thewedgeshop.com>

Euro-Expo Car Show
Location: Sand Springs, Oklahoma
Date: ??, 2026
Web: <http://www.jaguarcluboftulsa.com/>

TRA National Meet
Location: Madras, Oregon
Date: June 15 – June 19, 2026
Web: <https://www.triumphregister.com/national-meet>

Greater Ozarks British Motoring Club Car Show
Location: Springfield, Missouri
Date: June 26 – June 27, 2026
Web: <https://gobmccarshow.com/>

Kansas City All British Car Day
Location: Merriam, Kansas
Date: September 5 – September 6, 2026
Web: <http://www.heartlandallbritish.com/index.html>

Brits on the Bluff
Location: Natchez, Mississippi
Date: ??, 2026
Web: <https://www.msemc.org/events/>

6-Pack Trials
Location: Nashville, Indiana
Date: September 17 – September 19, 2026
Web: <https://www.facebook.com/groups/795712742964794/posts/818655254003876/>

Triumphest
Location: Flagstaff, Arizona
Date: September 17 – September 19, 2026
Web: <http://www.dctra.org/>

Texas All British Car Day
Location: Austin, Texas
Date: October 9 – October 11, 2026
Web: <https://www.hillcountrytriumphclub.org/txabcd/>

VTR National Convention
Location: Kerrville, Texas
Date: October 14 – October 18, 2026, 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/>



South Central VTR Regional



The Awards

John & Donna Barron.....	1 st Modified Touring.....
Jim & Carolyn Glidewell	2 nd Participant's Choice
Doug & Margret White.....	3 rd Modified Touring2 nd Autocross (x2)
Mike & Judy Piggott	1 st Participant's Choice.....2 nd Time-Speed-Distance
Fred Broach	1 st Concours Stock
Lonny & Kay Wall.....	Preservation.....
Drew Holliday.....	2 nd Modified Prepared2 nd Autocross
Art Graves.....	Preservation.....
Brian & Katie Plotkin	1 st Modified Prepared1 st Autocross, Ladies FTD
Kelly & Connie Sloan	3 rd Participant's Choice
Ron & Sandra Feken.....	1 st Concours Stock.....

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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®

DRIVE
SPONSOR
VOLUNTEER

BE A PART OF HISTORY

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

#TULSAR66PARADE
CAPITALOFROUTE66.COM

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

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



O'Reilly AUTO PARTS

SAT AUG 15

**FOOD & DRINK
DOOR PRIZES
FAMILY FUN**

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

**PRIZES AWARDED
TO TOP VEHICLE
CATEGORIES**

TRIUMPH 2026

SEPT 17-19, 2026

Triumph provides the thrill of driving our 'TR's to a destination just like the 'old days'.

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

WHERE ARE WE STAYING?

LITTLE AMERICA

2515 E. BUTLER AVE.
FLAGSTAFF, ARIZONA 86001

Special rates are available. 929-739-7800 mention Triumph 2026. www.flagstaff.littleamerica.com

TRIUMPH 2026 EVENTS

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

HOSTED BY THE DESERT CENTRE REGISTER OF AMERICA WWW.DCTRA.ORG

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

FLAGSTAFF, ARIZONA
 Elevation: 6915 ft. cool and green if you're great place to have a Triumphfest and a great jump-off place to visit the sites of Northern Arizona.
 Find more sites and activities at www.discoverflagstaff.com

INDIANA TRIUMPH CARS

6-PACK TRIALS 2026
 Nashville, IN, September 17-19, 2026
 75 year anniversary of the 66

6-PACK

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 **09177TR** to Reserve Rooms at Abe Martin Lodge





Event Registration Form on Facebook:
6-Pack TRIALS – 2026



BRITS in the OZARKS

24th ALL BRITISH CAR & CYCLE SHOW

Hosted by British Iron Touring Club of NW Arkansas
 Show held in Fayetteville, AR (UoFA Agri Park)
 South of Exit 67-A off I-49
 Thursday, October 22nd – Saturday, October 25th (rain or shine)

ALL PROCEEDS BENEFITTING

ALS ASSOCIATION

SCHEDULE OF ACTIVITIES

Thursday, Oct. 22nd

- 9AM Departure from Holiday Inn Convention Center of Northwest Arkansas (Hotel)
- *Quick and leisure drives available both days
- 10AM-9PM Torch's Taco Rogers Restaurant Fundraiser (4950 W Pauline Whitaker Pkwy, Rogers, AR)

Friday, Oct. 23rd

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


Saturday, Oct. 24th

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

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

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

Register online here:



or complete and return the attached form

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

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



**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

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

John

Did you find someone to fix your paint?

Steven Anagnost

The car is running pretty well.
New dash and wheel are looking good.

I've been breaking in the engine and trying to enjoy the weather. I need to go to your guy and get an estimate

Marty O'Rourke

✉ sldgehmmr@hotmail.com • Home

☎ (918) 396-7816 • Mobile

📍 16674 Javine Hill Road
Skiatook



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



Greasy Hands Garage North Update by John Phillips

4/30/2026 – If you spend any time on Facebook, you have probably seen an ad for this stuff that is supposedly endorsed by Greg Donegon, who was once President of The 6-Pack car club. Nice guy with a very nice Saffron TR6 he calls Sally.

Since my car still has the original paint, it seemed that if it is ½ as good as advertised it might make my paint look new, would you believe better?

The small bottle that I ordered arrived on my porch yesterday so today I tried it out. My paint does not look new. Does it look better? I would have to say yes but not any better than a premium wax would have made it look. It is very easy to apply and wipe off.



The best results were on the bumpers and tires, they look pretty good, at least today. How long it lasts will be the question.

The car does look better out in the sun and



is pretty shiny. I won't ask for my money back but I doubt I will buy anymore. The other good stuff is almost as good in my opinion.

The following work was done in 2014 during a more productive period at GHGN. Now we mostly remember some of the more significant projects. Enjoy.

3/26/2014 – Working in the shop in light duty mode. One thing is to try to get the brake warning light to work using the broken bulb holder since they are no longer available. The plastic

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cylinder was broken off so I am trying to jury rig it so it will look original and work.

The pull knob for the heater flap is now hooked up and working pretty well. It may need a little more TLC. The choke cables that were installed before I got the car have to come out but I do have a nice replacement assembly. This is the next task this afternoon. The goal is to get the dash completely finished and then start on the interior gluing.

The replacement choke cable went in ok and when out it was easy to see that the swaging process had failed on the one taken out. The shop stash did however provide one that had a proper swage. The old one also had a fixed knob which had no white letters left on it at all. The replacement had a knob that was replaceable so the new knob in Wayne's parts went on easily and looks good.

The only "old" knob left is on the heater fan switch, but it is being very stubborn to remove. I am afraid I will break the switch if I keep pulling on it. The wires are now attached to this switch and also the light to the information bar. Only wires left are the ones that get hooked up after the center dash support is in, which will be a while.

The first step to install the interior is the wheel arches as you may remember from a past newsletter. When I found Wayne's foam pads that go under the vinyl covers to be in horrible shape I asked him to order some new pads. They came in



a while back and they were opened today so they could be attached to the arches.

I can honestly say that this is the absolute worst example of a part furnished by any supplier that I have encountered. The quality of the product is nonexistent. I cannot believe that this was ever shipped from any supplier. They are horrible and will need to be re-ordered before work can begin. Very disappointing.

The foam is falling off the fabric and the fabric is sub-par compared to previous pads supplied with kits. Very bad.

Engine Noise

Snippets from e-mail, etc. worth sharing.
John,

On Thu, Mar 27, 2014 at 6:52 AM, John Phillips <tr6@atlasok.com> wrote:

I am currently re-assembling a 1974 TR6 for Wayne Burris, a fellow club member. At my request he purchased two rear wheel arch foam pads. The picture above shows the condition of the pads as removed from the package. The purpose of this message is to recommend that you check any remaining stock to ensure no more of these are shipped to customers. They are quite awful to put it mildly. In my opinion the parts should be replaced for Mr. Burris.

John-

Sorry about that, I have a pair here by my desk now that are in good shape. Let me know where I should send them, no need to return those.

Thanks,
Albert
TRF

3/27/2014 – I communicated with TRF via e-mail this morning and they are sending more rear arch pads thankfully. After getting the dogs

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groomed and finishing the chores around the house I needed some shop time. It is getting a little difficult to keep working with all the parts on order, nothing expensive just not here.

One of the few jobs that could be accomplished was installing the door panels, and



associated hardware. Some of the parts pulled from shop supplies were springs that go behind the panel at the window crank and door handle locations.

I found some better handles than Wayne's and the correct wide escutcheons for the door handles. These panels went on a little easier than



some I have worked on. One of the little things why things just went well is the long and large needle nose pliers that Frank Wood donated to the shop some time back. These things are great for installing the retaining pins in the handle and crank. My inclination was to always go smaller which was a bad idea. The big boy toys work better here.

When it came to the retaining screws/washers/caps that install at each end of the door pocket I ran out of luck. I had one screw, one washer and about 7 caps. I just finished

talking to Wayne to give him today's parts list. The doors look good. I feel good, anxious to work more.

3/29/2014 – Yesterday all restrictions related to my eye surgery were lifted so my exercises were resumed today followed by yard work to clean the flower beds of leaves. While so involved the mailman brought the arch cover pads that were replaced by TRF at no charge. While overly enthusiastic about getting back to work, unfortunately the lack of stamina shut me down a little early. Maybe tomorrow.

3/30/14 – Sunday the weather was great so it was a golden opportunity to do some gluing in the shop with the door open. Door open good!

The first thing to go in was the pads under the wheel arch covers.



The new ones from TRF were very good to work with so the end result was favorable even though the first pads received were terrible.

The next thing up was to try to put the covers on so that the final result was something kind of acceptable, which is about as good as I seem to achieve on these things, even when I follow the instructions. The

second one ended up better than the first, thank goodness. The glue failed at the top of the first cover and I got wrinkles. Maybe I can do it over tomorrow. Oh well, nobody does everything well.

I was about ready to call it a day but wanted to get a good start on tomorrow so the package tray carpet, insulation pad and back panel were installed. I should have quit while I was ahead (?). I had some trouble locating holes but at least it is in and I can concentrate on the B

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pillar pads, covers and panels tomorrow. Things should move pretty quickly from this point on to finish up the interior.

3/31/2014 – Today the bad arch cover was pulled loose from the top and re-glued. It is better but still not perfect. The B pillars are now covered and the side panels almost complete. The next parts to be procured are the hardware pieces around the top of the back panel and side panels. Still a little to do on the package tray carpet then on to the handbrake handle then tunnel carpet.

The plan is to put the floor carpet under the driver's seat then add the seat track and seat. At this point it will be time to put the car back on the rack and try to figure out the installation of the funky plastic wheel well liners. That looks like fun

Oh yeah, I have to take the seats apart and put them back together correctly first. Lots of challenges left before we start it up and see if everything works. If it does then we can install the transmission tunnel, remaining carpet and center dash support. And on and on, etc.

4/1/2014 – The change in the weather had my knees rampaging this morning so it was afternoon before car stuff entered my mind. The idea was to finish up the B post stuff, stick down the carpet on the package tray and see where to go from there.



The lower seat belt holes were covered with vinyl so a box knife was used to cut it away then the lower panel clips were pounded into the retainer holes.

The next thing was to secure the carpet to the package tray. Most of the time these are glued in but I like to use snaps to facilitate removal if needed. It comes in handy for removal if they should get rained on or something.

So, guess what, another search for something that was known to be here. The carpet snaps were found under another piece of carpet and in the sack were the upper panel screws with washers. As is normal I got sidetracked and installed the screws leaving the snaps for later.

Since the back of the carpet is held in place by the back panel only two snaps were used near the top of the package tray on both sides. If this proves insufficient more snaps can always be installed. Since it is nearly 4 pm the snaps for the rear hand brake tunnel carpet can wait until tomorrow.

4/2/2014 – Got the snaps on the carpet then decided to go ahead and glue the sill carpet strips in place. They went in easily, but a lot of care was needed to keep glue away from knap surfaces. In other words, I tried to be neat. The next decision was about whether or not to install the fuzzy door seals which I actually found pretty easily.

Somehow I got sidetracked by the trunk panels. The idea was that if the trunk was finished stuff could be stored therein so the panels became a bit of a priority.

The hardware kit had been stapled to the box the panels were in so there was no search needed for this either. Hope this becomes a trend.

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The blind nuts were clipped onto the attach points and the screws installed at the top. The sides are not installed yet because the holes are not located far enough apart on the back panel and the side panel is attached via the same screw which requires holding your mouth just right, which has yet to be mastered.

About this time Rodney showed up with some pictures of his TR3 for the newsletter and for providing to potential buyers. We drank a couple of beers and enjoyed some catching up on current events as well as doing a little reminiscing about the past. Good visit.

Wayne arrived about this time with some parts needed to finish up the door check straps and the ducts for the heater. If this job were easier, I would be pleased.

Wayne joined in the conversation for a while then they went on their way, and I called it a day.

Tomorrow might see the under-dash stuff completed, the doors finished and the trunk finished. Maybe.

4/3/2014 – Well, the doors are done and the trunk is done but nothing accomplished under the dash. Just can't get as much work done as I used to. Sorry Wayne.

The first thing done was to install the springs on the door straps. The spring is what the clips slide over and snap into place to hold the door open. That is the noise heard when opening the door on a 6 all the way.

I used 3/16" Diameter pop rivets to hold them in so I hope they are strong enough to do the job over the long haul. Now the doors will stay open when working in the car. Hooray.

The trunk was finished up next by putting in the felt on the wheel well, rest of the panels, the light and the tool strap. Actually I used vinyl on



the wheel well as I had no felt. Looks ok but it is easily changed at some point if felt is preferred.

Called it a day about noon as it is getting hot in the shop. On a side note we were trying to remember when we started on Wayne's car and looking back to the November newsletter indicates that the start date was October 1, 2013. It has been six months and it appears that it will take another month to finish up at my rate of progress (slow).

4/4/2014 – Took a day off from the shop, but in yesterday's mail was the emergency hood release that was ordered for the Pumkin. The 3/13/2014 entry discussed installation of this kit on Jack Finch's car and the difficulty with positioning the bushing inside the washer while tightening the bolt and nut.

The kit that came yesterday had no bushing and the lever and washer were sized to fit the bolt as opposed to the bushing. This simplification is appreciated as the installation will be much easier. My preference would have been to use a shoulder bolt to replace the standard full threaded shank bolt and nyloc nut provided. This would have eliminated the problem, eliminated the washer and provided a cylindrical surface for the lever to ride on in lieu of a threaded surface. The solution provides for an easier installation but not a better end product in my opinion.

The Chiropractor recommended a day of rest after tweaking my back while installing the rear panel in the boot. Sounds good to me. Next up, install the glove box and duct work for the heater/fresh air ventilation system.



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Jim Beasley

Sat, May 2, 6:14 PM

Thanks for the info, John. Terry and I talked to Joe Curto about two weeks ago and he modified some different needles for us to try in the **Lotus Elan**. Just got them in yesterday. In the meantime Terry is working on replacing my dash. I will send you a picture. Things have been moving slowly because of Terry's medical issues.

I have a new dash that was purchased by previous owner in 2004. Now I see why he never installed it
Jim



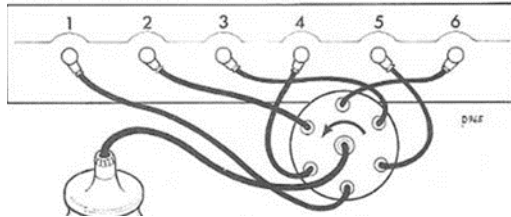
Hey John
I start Monday May 4th at Classic
Auto Repair and Service
1525 N 105th E Ave.
Just West of Pine and 169
Tulsa OK 74116
918 324 4444
Chad Jester



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

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

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

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

What is your car worth? Hagerty Valuation Tool

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

GCT Merchandise

SEE NEXT TO LAST PAGE

LESSONS LEARNED

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

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

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

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

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

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

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

Gasket Sealant Aviation Grade

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



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

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Bits of Triumph

*Embroidery Inspired by
Triumphs & their Drivers*

Wynnell Gorman
wynnell@bitsoftriumph.com



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Triumphs apparel and
merchandise

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



Assorted TR3 & TR4 parts
Contact: Larry*
cartravel@pobox.com

Classified Section

Andy Wilmes
Retired Owner
Admiral Alignment
+1 (918) 232-3273 Mobile
awilmes@atlasok.com
13503 N 155th East Ave.
Collinsville, OK 74021



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

**For Work See Chad Jester at
Classic Auto Repair and Service
1525 N 105th E Ave.
Just West of Pine and 169
Tulsa OK 74116
918 324 4444**

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om](mailto:topaztr6@gmail.com)
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Complete cars shown are also available for purchase.



1979 Spitfire



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1933 Chevy Roadster – Perfect restoration



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



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Car trailer is also available. [Has](#) frame for vinyl cover, ramps and a [winch](#).



