



Triumphant Times

Monthly Newsletter for November 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 November 18th
Dinner at 6:00PM
Meeting at 7:00 PM
Location: The Brook
Brookside, Tulsa**

Officers and Committees

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

President's Address by Art Graves

We had a good October meeting at Bricktown Brewery in Owasso. Many members were in attendance, and many good conversations could be heard. One topic discussed was upcoming events. Unfortunately, the drive to Lake Tenkiller was postponed due to rain. A new date has not been set, but hopefully we can do this before the weather gets too cold. The Guy Fawkes celebration will be behind us by the time you read this. We have been invited by COVTR to meet them in Chandler, OK at the Route 66 Bowl. Also discussed was the Route 66 Capital Cruise – a parade down Route 66 in Tulsa. The date for that event is May 30, 2026.

It is interesting to me to know how others became interested in Triumph automobiles and the Triumph hobby. To that end I will continue with my own narration. In May of 1978 I was discharged from the US Navy and a few weeks later Karen and I married in San Francisco. The only plan we had was to settle in Austin, Texas where I would attend The University of Texas. All other details were decided as they came up. We had a couple of months before classes would begin, so we decided to drive cross country and visit friends and family. Friends and family were important because we could stay with them and avoid a hotel.

First up was Portland, Oregon where we visited a high school friend of mine. Then back to Sacramento and Karen's parents. Then on to Los Angeles where we stayed with



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

friends of Karen's parents and went to Disneyland. Then on to El Paso, Texas. There we visited with my family and high school friends. From there we drove on to Austin. There we stayed with a couple I met while in the navy. We set up a checking account and put a deposit down on an apartment in preparation for our eventual return.

After that it gets kind of fuzzy. I know we went to Washington, DC where we stayed with a high school friend of Karen's and from there to Groton, Connecticut where we stayed with a navy friend of mine. So far, we'd been on the road for about a month. I won't get into the details (partly because I don't remember!) but we stayed several days at each stop.

Connecticut was our furthest point, so now we're heading back to Austin to set up housekeeping. But first we stopped in Pittsburgh, PA to visit Karen's extended family. After that we drove to Columbia Missouri to visit Karen's brother. In fact, he was a shipmate of mine on the USS Skate and the reason Karen and I met.

Now we're ready for the final stretch. From Columbia we drove to Oklahoma City and stayed in a motel – one of the few times the entire trip. Although we must have stayed in a motel somewhere between Austin and Washington, DC, but I don't remember where.

Leaving Oklahoma City near Denton, Texas we had car trouble. Coolant was leaking and temperature was rising. We managed to limp into a service station by pouring water from the ice chest into the radiator. I was still uncomfortable repairing the car myself so I asked the attendant if they could look at it. He said they were busy and it would be a while, but I don't think he was interested in doing the work. So, I looked at the problem closer and discovered that a hose clamp had broken. I bought a new clamp, filled the radiator and we were on our way. There

were no further troubles, meaning we drove over 4,000 miles (almost) without incident.

That trend would not continue once we got to Austin, which I will explain next month.

I hope to see many of you at the November meeting at the Brook Restaurant.



Vice President's Article by Michael Burns

From the Road: Why We Still Drive These Things

By M. Burns

Every so often, when I'm behind the wheel of my TR8, I find myself wondering why, in a world of quiet, smooth, hands-free everything, I still choose to drive something that rattles, burbles, and occasionally smells faintly of fuel and hot oil. Then I hear that unmistakable Rover V8 come to life, and I remember exactly why.

The engine in this car, the 3.5-liter aluminum V8, has a story as interesting as any Triumph ever made. Born as the Buick 215 in the early 1960s, it was a light, compact experiment in American performance engineering that GM eventually abandoned, too early in hindsight.

The British saw its potential and Rover bought the design, refining it into the heart of many Land Rovers, Range Rovers, and of course, the Triumph TR8. Every time I drive my car, I'm hearing a bit of both Detroit and Coventry working together. The TR8 itself was built at the Canley factory in Coventry, England, giving it that unmistakable British character.

That sound was my companion on a recent weekend drive toward the Mounds, Oklahoma Car Show. I took the long way,

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because with a Triumph there's always a more interesting way.

I rolled west through Bristow, tracing stretches of old Route 66, then turned down Route 16. The road was smooth and open, passing through fields and low hills under a wide Oklahoma sky. The TR8 settled into its rhythm, the Rover V8 humming along perfectly, smooth, eager, and alive.

By the time I reached Mounds, there were about 300 cars lined up, a sea of polished chrome, restomods, and muscle. Out of all of them, only one Triumph. I didn't enter the show this time, but I should have. The car drew plenty of looks and questions even from the sidelines.

"What is it?" "Did they really make these with V8s?" One guy told me he hadn't seen one since the 1980s. That's when it hits you that these cars are rolling pieces of history, and we're their caretakers more than their owners.

I took plenty of photos that day of the cars, the countryside, and the drive itself. It reminded me that the point of keeping these machines alive isn't just nostalgia. It's about connection, to the road, to the engineering, and to each other.

The trip home was easy and uneventful, the TR8 running flawlessly the whole way. But the drive itself was the reward, a reminder that in a world rushing toward self-driving everything, some of us still prefer a car that needs us and gives something real back in return.

Maybe that's the answer to why we still drive these things. Because they make every



trip a story worth telling, even if you're the only Triumph in the lot.



Minutes of the last meeting By Rolf Blom

GCT Minutes for October 21, 2025

The October meeting of Green Country Triumphs was held at the Bricktown Brewery, 11909 East 96th Street, in Owasso. The evening's attendance was 19 members. Four Triumphs were driven to the meeting; by Mike Burns, Art Graves, Jim and Trish Lindsey, and John Phillips.

President Art Graves called the meeting to order at 7:08 pm. The September minutes as published in the October newsletter were approved without any correction after a motion to do so was made by John Phillips and seconded by Mike Burns. The approval was unanimous.

Treasurer's Report: John Phillips gave this report for Treasurer Jan Phillips who was not attending the meeting. He reported that one member had paid dues and one new member had joined since the previous meeting and no other transactions had occurred. He also mentioned that the VTR insurance check had cleared the bank since the previous meeting.

The checking and savings accounts balances were reported and remained healthy. Mike Burns made the motion to accept the report, which was seconded and then approved unanimously.

Car Shows Report: Art Graves reported those who had chosen not to attend the Brits in the Ozarks show had made the right decision; as it had rained for most of the weekend — sparing only the Friday evening event.

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There are no shows remaining this year, while some 2026 events were not yet finalized. The VTR South Central Regional meet in Marble Falls, Texas is the first Triumph event for 2026. It will take place on April 20th through April 23rd. The site for registration is reported in the newsletter.

Parts: John Phillips reported that he had done some work on Dave Powers' TR3. This included work on the starter, and some work on a banjo fitting. It was also mentioned a TR6 is for sale in Yale, Oklahoma which he thought might be of interest.

Activities: Art Graves mentioned that the get-together with the Oklahoma City club in Chandler, OK on December 6th was still on the table for any of our members who might wish to attend. The location is the Route 66 bowling alley in that city. Sharon Parker discussed her planned road trip arranged for Jincy's Kitchen on the following Saturday (October 25th). The starting point was set for the VA Clinic at 8921 S Mingo Road at 10am. After that the next club activity is the annual Guy Fawkes remembrance day at John and Jan's place on November 8th at 6:00pm. The centerpiece of this dinner is always Jan's Shepherd's Pie.

There was no old business discussed.

New Business discussed included a rundown of Tulsa's participation in the 2026 centennial of Route 66 given by George Tabor. This will occur on May 30th and involve a parade of cars from the fairgrounds to downtown Tulsa. There is an entry fee of \$15 per car at this time, and to participate the car entered must a 1996 or older model. It is possible the entry fee may increase later. On a more somber note, Al Garbart mentioned that Janis will be taking chemotherapy and radiation treatments starting soon, and asked us to keep her in our thoughts and prayers.

At this point Mike Burns moved to adjourn the meeting and was seconded by

Adele Blom. The membership unanimously agreed with the motion and the meeting ended at 7:31 pm — an elapsed time 23 minutes!



Membership, etc.: by Editor John Phillips

Last night Jan hosted her last Guy Fawkes celebration. This annual celebration was identified by Jan in the early days of our new club as the result of her experience in the UK when growing up. Her dad was working for Phillips Petroleum and was stationed there and in Iran before the Shah was deposed. Guy Fawkes celebrations came home with Jan and revisited by Green Country Triumphs.



As all things come to an end, Jan has now made it known that carrying on this tradition is becoming too difficult for her considering her physical condition. She knows she is appreciated and sadly is yielding some activities to father time.

Thanks to this year's attendees for being here for her next to last hurrah. St. Patrick's Day is next.



Figure 1 Here is proof that I will accept help from anyone willing to get greasy.

No pictures, my phone died.

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Figure 3 Happy Anniversary Louise & Frank



Figure 2 The 140 is home for a while - until the trim shop has time to finish the interior



Figure 4 Talking with Jack at the Bricktown meeting I found out that he finally got his TR8 running. The car is a fairly rare Pharoah Gold and absolutely beautiful. Glad it is back on the road. The car is low mileage with fuel injection. A real treasure.

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From Clark Fraser

I am sending you some pictures - as the Jag comes to the end of the restoration...the glass is in, but the chrome trim is tricky...



Windows are in - and working fine...door locks too

There are a lot of differences between the original Chrome trim and the new...



I first got the car at the end of 1967. As a retirement project, I should have retired sooner!

The battery that I bought aged out before the car could really drive around...one half of the windscreen came with sandblast marks, but it had been years since I ordered it, and I hadn't inspected every piece - so they wouldn't take it back. The door locks on a 140 are all different (open two seater, drop head coupe, and fixed



head coupe) ...only the striker can be found from suppliers (and it doesn't work). All things said - a complicated build.

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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 8th	Guy Fawkes at Phillips Home	Jan
Saturday December 6, 12 PM – 1 PM.	Bowling with Central Oklahoma Vintage Triumph Register Club at Route 66 Bowl in Chandler, OK.	Art
December ?th	Christmas Party	?
Friday 13, 2026	St. Patrick's Day	Jan's Last One

Become a VTR Member

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

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

VTR National convention

Access to a large number of local clubs

Website with reference material and members-only sections

Record Trace Certificates TR2/TR3/TR3A/TR3B

Factory trace documents on other Triumph models no longer available

Clothing, regalia, exclusive items

Specific vehicle consultants and experts

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



2026 CAR SHOW LIST **by Art Graves**

New Orleans British Motoring Festival

Location: Covington, Louisiana

Date: March 27 – March 28, 2026

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

VTR South Central Regional Convention

Location: Marble Falls, Texas

Date: April 20 – April 23, 2026

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

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas

Date: May 9, 2026

Web: <https://allbritishcarday.com/>

The Wedge Shop Gathering

Location: ??

Date: ??, 2026

<https://www.thewedgeshop.com>

Euro-Expo Car Show

Location: Sand Springs, Oklahoma

Date: ??, 2026

Web: <http://www.jaguarccluboftulsa.com/>

TRA National Meet

Location: Madras, Oregon

Date: June 15 – June 19, 2026

Web: <https://www.triumphregister.com/national-meet>

Greater Ozarks British Motoring Club Car Show

Location: Springfield, Missouri

Date: June 26 – June 27, 2026

Web: <https://gobmccarshow.com/>

VTR National Convention

Location: Kerrville, Texas

Date: October 14 – October 18, 2026, 2026

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

Kansas City All British Car Day

Location: Merriam, Kansas

Date: September 5 – September 6, 2026

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

Brits on the Bluff

Location: Natchez, Mississippi

Date: September 18 – September 19, 2026

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

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: ??, 2026

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

6-Pack Trials

Location: ??

Date: ??

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

Triumphest

Location:

Date: No Show in 2026

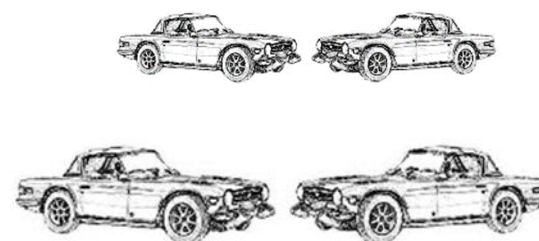
Web: [Triumphest 2025 — TriumphClubSoCal](#)

Texas All British Car Day

Location: Austin, Texas

Date: October 9 – October 11, 2026

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



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HCTC & SCVTR 2026

Jacques Welter

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

Here's the details:

When:

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

Host Organization:

Hill Country Triumph Club

Host City:

Marble Falls, Texas

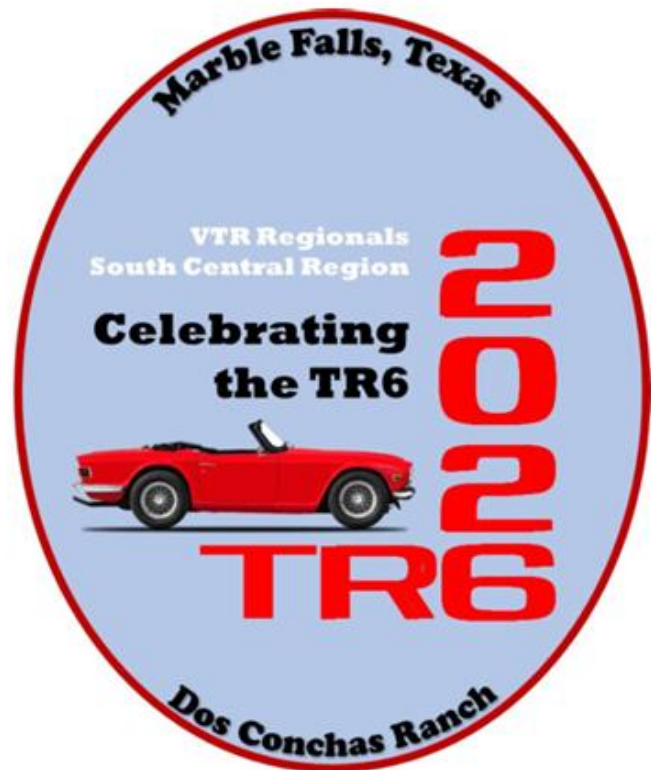
Headquarters:

Dos Conchas Ranch

Accommodations:

Hidden Falls Inn

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



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Greetings from:
Deep in the Heart of Texas

The South Texas Triumph Association is excited to be your host for the 2026 Vintage Triumph Registry National Conference.

Event Dates: October 14-18, 2026

Location: Y.O. Ranch Hotel and Conference Center, Kerrville, Texas

This years event is located DEEP IN THE HEART OF TEXAS, near the center of paradise, also known as the Texas Hill Country! This easy to access region is well known for its scenic beauty, winding roads, art galleries, shopping, dining, antiquing, award winning wineries and excellent back roads filled with friendly small towns to visit.

Please visit our website at STTA.club/VTR2026 for more information about this not to be miss event!

Best Regards,
David Cochran, President STTA



For More Information
or
to Register Today
www.stta.club/VTR2026

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Greasy Hands Garage North Update by John Phillips

10/5/2025 – Yesterday I left the house about 8:30 to pick up the trailer needed to move a car to the shop. A few minutes after 9:00 I headed for Sand Springs. I arrived at the home of Dave and Toni Powers a little before 10.

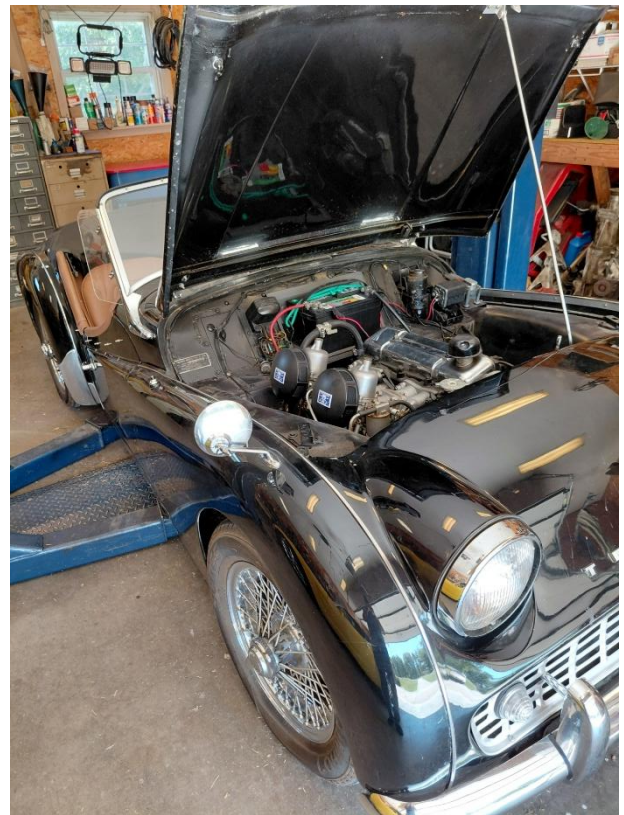
After looking pretty silly backing the trailer, we started moving the car into position to load it.

One of Dave's neighbors was kind enough to come over and assist the loading process by operating a come-along and doing some pushing to put the car over the axles.

He also jumped in to assist with the tying down process. After the car was loaded I mooched a bottle of water then headed home about 11:00.

At the shop I moved the TR8 out of the way and off-loaded the TR3 into the shop and onto the lift. I was pretty overheated by this time, so the trailer was returned to storage and locked up to discourage theft. I went back to the shop about 12:00.

I got the lift arms in place first then went about figuring out how to raise the bonnet. When



finally lifted, I took the time to give the battery a quick check to verify it was fully charged.

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I then raised the car enough to pull the TR8 in underneath enough to shut the shop door and headed for the air conditioning. Not even 90° and I was shot for the day. Stamina is something I no longer have, but I will do my best to get this car running. Sooners beat Kent State easily.

10/12/2025 – A week has passed, and Texas won easily being the better team.

I finally felt like getting started on Dave's TR3. The task, get it to run. I started with the battery, check. Next, I looked in the fuel tank (thanks for the tool, Jack) which had been coated but had rust particles in the bottom anyway. Those were vacuumed out and saved. The tank will be removed and evaluated.

Next, I moved to the fuel pump. The input line from the tank was separated and a siphon hose attached to the pump and dropped into my fuel can. The lever on the bottom of the pump was used to search for some pump action. That did not produce any suction at all so today I plan to use a hand suction pump to pull fuel up to the carbs and see if the pump will serve the carbs and hopefully start the car. Right now, it appears the fuel pump may have failed.

My attempt to get the fuel pump working failed. Cleaning and tightening the battery cables did not result in getting the engine to turn over. Knowing that two heads are better than one I made a call to Sam to come and help, and he agreed to be here at 10 A.M. in the morning.

10/17/2025 – It has been about a week, and Sam has yet to join me in the shop. I think he is not feeling well. I decided to forge ahead anyway. I started the removal of the fuel tank to see if it needs to be replaced.



I opened up the instructions for a TR3 to find out what needed to be done to remove the tank. I read those and printed them out to use in the shop.

When I opened the boot and removed the rear interior panel it was easy to see I had the wrong instructions. Then the TR2 instructions were opened up, and those instructions matched the configuration I had. So, if you only have a TR3 manual the TR2 instructions are listed here.

"TO REMOVE PETROL TANK

(a) *Drain the petrol from the tank by the centrally situated drain plug in the underside of the tank. (no fuel in tank)*

(b) *Remove the centre capping of the rear elbow rail by withdrawing the securing screws. Slide this capping to one side until its other end is clear of the side capping. The centre can now be withdrawn.*

(c) *Remove the carpet fixing screws and ease up carpet to withdraw tank cover board fixing screws, by removing the latter the board can be eased away from the side capping and the upper retaining clips.*

(d) *Remove the rear cover board from inside the luggage boot. The lower fixing screws are under the front edge of the carpet.*

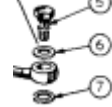
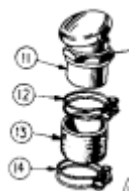
(e) *Loosen hose clips on filler pipe assembly and unscrew filler cap. Ease the short hose from the filler neck of the tank. Remove banjo bolt securing vent pipe to tank.*

(f) *Remove cable from petrol gauge tank unit.*

(g) *Remove petrol feed pipe from under side of tank. This may have already been disconnected to facilitate draining* (h) *Remove the four-tank securing bolt and the lock washers followed by the tank straps and felts.*

(i) *The tank can be removed from the car in a forward direction. Tape the opening of the tank as a precaution against the entry of dirt."*

Paragraph (e) is where I have a problem. There is no room on top of the tank to remove the assemblies shown. I hope by the time you read this I will have prevailed over this issue.



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10/19/2025 – The disassembly and removal of the tank have been completed. Next steps as reported to Dave are:
Sam came up this morning for what turned out to be a conference to identify and plan for correction of what needs to be done.

1. The fuel line from tank to carbs is plugged up. I will disconnect various sections until the blockage is found and dealt with.
2. There is a lot of sediment in the bowl under the fuel pump. That will be cleaned but it appears the pump may be working, I hope. If not, a replacement is only about \$40.
3. The engine will turn over by moving the car rearward in 4th gear, so we believe the engine is not affected by issues. Should be ok.
4. Power is provided at the starter from the solenoid, so the starter is being considered for repair or replacement. The carbs must be removed to get the starter out. Sam thinks he has a source to work on it but finding sources is difficult due to the difficulty in finding parts. Sam has a couple of possible replacements if needed.
5. Fuel tank needs replacement. Moss had a listing, so an order was placed. Due on Saturday, the 25th.



10/20/2025 – Today the fuel line from tank to carbs was separated about mid-way and air pressure applied in both directions. There is no blockage at this point, so the connection was remade. Another issue off the checklist.

10/23/2025 – A TR8 note, the tachometer has been dead all summer but started working a couple of days ago. I can't explain it but I really like it.

Today I removed the starter and took it down to Sam's house. We fiddled with it long enough to make sure it was really broken. Then we searched his shop for the one like it that he was sure that he had but we did not find.

He then called Auto Battery and Electrics to see if they would rebuild it. They said yes to him since he was a repeat customer. When complete he will tell them that I will pick it up, I will pay them and bill Dave.

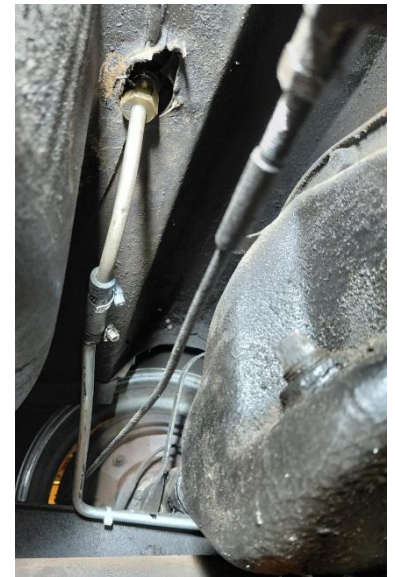
Removing that starter included removing the wire and two bolts, which is certainly no easy task. To get the starter out of the car the carbs had to be unbolted and set aside.

Access to the top bolt was very challenging. The head of the bolt is not accessible from any direction. I had to resort to sorcery to get it out. Jan even tried and failed and she can do anything.

10/24/2025 – I asked Dave if he wanted a battery hold down kit, I had in the shop but did not need. I looked for it today and finally found the bar that sits on the battery but not the hooks that connect it to the battery box holes provided at the firewall. I don't remember what happened to them.

I did find some steel fuel line left over from another upgrade. The metal fuel line on Dave's car was missing from the mid-point of the car to the bottom of the tank, so some of the rubber fuel line was replaced with steel.

The new fuel tank arrived but is not yet opened. Sharon's driving activity is tomorrow so it may be Sunday before I get to it.

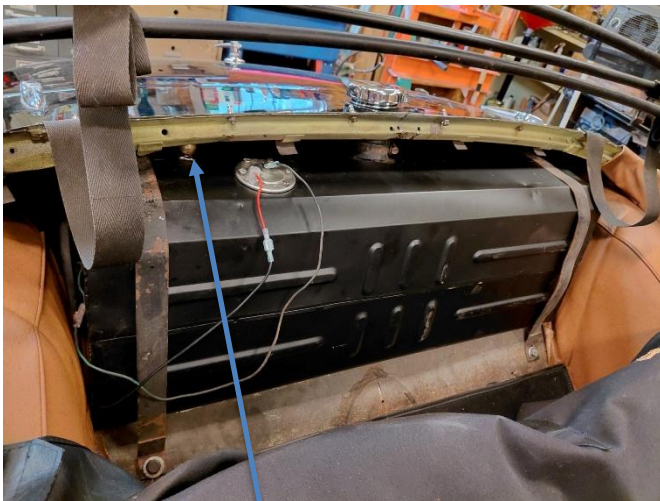


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10/26/2025 – Yesterday I opened the box and verified that all parts were received. Today I will start on installation of the tank.

Ok, I have been in the shop for a couple of hours. The old tank has been stripped of anything that is not welded in place. The new looking fuel gauge sending unit is reinstalled in the new tank. Also, the brass fitting that connects the fuel line to the tank has been installed.

Installing the tank was very difficult as usual. I got the tank in place and the rubber tube to the filler cap. The hard part was putting the nut for the cap on top of the rubber hose. I will just say that it does not fit but you have to make it fit. I don't think I broke anything on me or the car, but I was sweating like a pig when I stopped for a break. I connected the wires to the sending unit and said break time.



When I go back to the shop, I have to work on re-installing the banjo bolt that connects the tube for the vapor removal and the fuel line at the bottom of the tank followed by the retaining straps then the rear interior panel and that job will be finished.

Then I get to wait on the starter to return after repair.

10/27/2025 – I did get the banjo bolt installed but it took a long time to figure out how to hold the bolt, two fiber washers and the fitting/tube and install them in the tank, where there is no room and the washers kept falling off.

I finally tried a zip tie high up on the threads to hold it while trying to turn the bolt to

start the remaining threads. That finally worked and most of the things are back on the tank.



Tomorrow I will connect the new fuel line to the bottom of the tank and install the interior panel across the back.

10/28/2025 – The job was finished up today. The outlet from the tank required a little persuading towards the front of the car since it did not line up with the hole in the floor of the car. In the end it all worked out ok. The new steel line was connected to the outlet after being cut off and bent a little to give everything enough room.

The back interior panel was then reattached and the bows cover put back in place. The tank replacement has been completed, now on to reinstalling the rebuilt starter when it is finally rebuilt.

10/30/2025 – Sam called today about the starter rebuild. He was concerned about the cost being charged by Auto Battery and Electrical. He thought \$370 was too much to pay.

I checked prices of new and remanufactured starters at various suppliers, and they ran from \$250 to over \$500 with several showing no stock. eBay showed prices around \$260 for reman products.

Sam is going to pick up the starter tomorrow and bring it up to me to install. Dave gave the OK on the price, so all is well.

11/2/2025 – Yesterday I decided to install the starter. The carbs had been detached and moved to allow room to get the starter out and back in so getting it in place was not too difficult.

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Some additional disassembly of the carbs/linkage was needed to get both arms into the space allowed. Now I could get my fingers behind the top bolt to hold it in place while the starter was pushed into place.

A nut was started on the bolt then the car was raised to install the bottom bolt. Then the car was again lowered to add a washer and tighten the top bolt. Lastly, the wire from the solenoid was connected to the rear of the starter using the brass nut that came back from the shop with the starter.

The reassembly of the carbs and linkage was next taking care to not damage the tube connected to the bottom of the front carb.

The process of checking all of the fluids was started, and the brake/clutch fluid reservoir was dry. It was topped off, and it was time for me to call it a day.

Today I checked the differential and transmission fluid levels. Oddly, even though both showed signs of leaking, both were actually a little overfilled. Go figure!!

Since the brakes and clutch use the same reservoir, if something shows excess leakage it can be addressed.

When the oil filter arrives the oil/filter change can be completed and I think we should be through, assuming the car starts and runs.

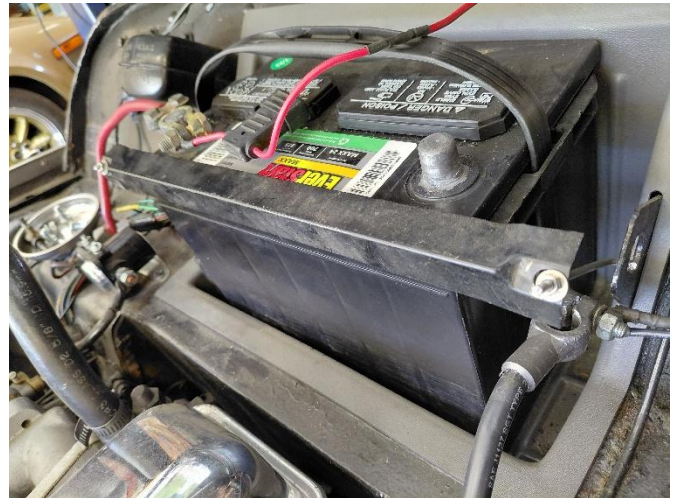
Later in the day Sam came up to see if we could get the car started. After a quick trip to get 3 gallons of gas that I forgot, the fuel was added to the new tank, the battery was connected, some Brake Clean was sprayed into the carbs and the newly conditioned starter engaged.

After a couple of attempts the engine picked up fuel from the pump and settled into a nice sounding run. Soon the car would idle on its own and still sounded great, but there was a bright red light glowing on the dash.

Sam said, "it's not charging". A voltmeter agreed, the volts did not change at all when checked at the battery.

The engine was shut down, and a call was made to Dave to let him know and get his concurrence about having the generator removed and taken in for correction of whatever is causing the problem.

In between the other activity I was attempting to create some hold down rods for the battery hold down system.



These should work until I can find the original parts in the shop, I hope.

Some 1/8" wire was cut to length, a hook bent on one end and some threads cut on the other end to accommodate a washer and nut to hold the assembly to the battery. I hope it works.

11/5/2025 – The other day I drove the TR8 to the ACE Hardware store but did not get there all the way. The car died enroute. I started it again and it ran for about 10 seconds then died again. This was the trend as I returned home to get the truck.

Today I tried again, got about a mile out and the car died again. It started and I got up a little speed and it died again and again until I made it back to the shop again.

Today I tried to fix it by replacing the fuel filter. For the first time in my life that this actually worked. The car is running fine again.

The day before this problem started I bought fuel at a new location, a Maverik station. I had pulled in there to see if they had the gas that I use and they did. I decided to give it a try followed by having to replace the fuel filter. Related? Beats me but no more fuel from Maverik gas stations.

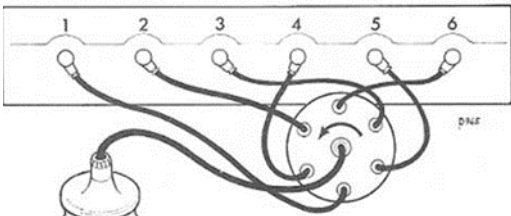


Our Fourth Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends

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.classicarmotoroil.com/>

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

*Coolant: Option 1; Evans Waterless High-Performance Coolant is specially formulated for gasoline engines in classic cars and high-performance vehicles. <http://www.evanscooling.com/>

Coolant: Option 2; Peak anti-freeze, no water.

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



For TR8

Differential: Red Line Heavy Shockproof Gear Oil



Brake Fluid: Valvoline Synthetic DOT4/5

Spline Lubricant – CV Joint Grease

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



Lubrication for front trunnions on TR6



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

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

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

What is your car worth? Hagerty Valuation Tool

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

GCT Merchandise

SEE NEXT TO LAST PAGE

LESSONS LEARNED

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

When diff seals leak, clean the vent.

Cleaning the vent releases pressure in the diff and many times stops leaks.

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

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

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

Find paint codes at

<https://www.automotivetouchup.com/>

Early TR6 Seat Backs Won't Stay On

Cause: Straps in seat back are stretched. Repair: Remove cover and shorten the straps to tight. Not too hard.

Gasket Sealant Aviation Grade

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



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

Classified Section



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

John Phillips at topaztr6@gmail.com 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

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

1962 Triumph TR3 parts available:

New Listings

Several drive shafts
2 frames, 1 with small hubcaps
Several fuel tanks
Several rear ends
Several small engine body parts

For more information contact Dennis Robinson @ 918-346-0900.

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Classified Section

Bits of Triumph



Wynnell Gorman
wynnell@bitsoftriumph.com



To explore website:
Scan here

*Embroidery Inspired by
Triumphs & their Drivers*

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

LiteZupp Industries, LLC

LED lighting for your Classic British Auto



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Dash LEDs
LED Headlamps
Flashers
LED kits

sales@litezupp.com
www.litezupp.com
www.facebook.com/litezupp

We can see you now!

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



GCT Merchandise

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

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

Andy Wilmes

Retired Owner
Admiral Alignment

+1 (918) 232-3273 Mobile
awilmes@atlasok.com

13503 N 155th East Ave.
Collinsville, OK 74021



TRIUMPHWORLD SERVICES, Inc.

Specializing in restoration, repair and
parts for the English sportscar

TRIUMPH

John R. Gauldin
Edmond, Oklahoma

(405) 250-0903
trdr@cox.net



Land's End Merchandise & Club Logo

Inbox



Art Graves

to me, Rob, Dennis

Hi John, Rob & Denny,

Please review my message below and set up your own accounts with Land's End. If all looks good, John, please distribute to the club.

Thanks,
Art

Green Country Triumph Club Members,
As a result of some discussion at the June business meeting, I have taken steps to make available shirts and hats with our club logo using Land's End as the retailer. Actually, you can get almost anything embroidered with our club logo from Land's End. (Even pajamas, as I half-jokingly stated at the meeting.)

Each member can order as many items as desired; we do not have to make a bulk order.

To do this, log in to Land's End using this link: <https://business.landsend.com/>. In the top right corner click on the "MY ACCOUNT" icon to create or sign in to your account. You must have an account to order merchandise. Once you have an account, click on your "name" icon, located in the same place as the "MY ACCOUNT" icon, and select 'My Logos'. Then click on "ASSOCIATE A LOGO TO MY ACCOUNT". Enter Logo Reference Number "1617508" and Customer Number "4853648" and click "ADD TO LIBRARY".

Now that you have an account and the club's logo associated to it, 'Commence to shopping', as Jed Clampett would say. The charge to add the logo to any garment is \$6.95, so a \$50.00 pajama bottom with our logo will cost you \$56.95.

The logo size is 3.5" X 3.22". The colors of the stitching may be changed at any time for any color fabric. For example, if the fabric were black, the Oklahoma outline could be made white. This example shows the logo on a light blue garment.

I believe Land's End products are of high quality and are priced accordingly. However they are forever having sales, promotions offering to add a logo at no charge and free shipping.

Cheers,



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

GREEN COUNTRY TRIUMPH CLUB MEMBERSHIP APPLICATION & RENEWAL

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

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

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

CAR MODEL	YEAR	COMMISSION#

SEND YOUR DUES TO THE CLUB TREASURER: \$20

Make Checks Payable To GREEN COUNTRY TRIUMPHS
 Check # Check Date

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

Dues are payable on July 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.**