



# Triumphant Times

## Monthly Newsletter for October 2025

Recipient VTR Newsletter Award 2016, 2018, 2021

<https://greencountrytriumphs.com/>

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**Club Dues Are Due July 1<sup>st</sup> 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 October 21st Dinner at 6:00PM Meeting at 7:00 PM Location: Bricktown Brewery, 11909 East 96th Street, Owasso, OK 74055 918-321-2739**

**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](mailto:topaztr6@gmail.com)

### President’s Address by Art Graves

When I left you last month, it was 1977 and I was getting ready to drive across the United States in my 1 ½ year old TR6. As best I can remember, the first day I drove from Groton Connecticut to Steubenville, Ohio – just west of Pittsburgh.



Along the way I thought the valves were making a bit of noise and maybe an adjustment would be necessary. I had the repair and maintenance manual, but the procedure seemed too complicated to do on the road. So, I didn't. Knowing what I know now, I would definitely have adjusted them. As it turned out, the car continued to run well.

Over the next several days I made stops in Columbia, Missouri; Lubbock, Texas; and El Paso, Texas, where my parents lived. Somewhere between Lubbock and El Paso, the tail pipes developed a big hole making the car very noisy. I'm sure they rusted through due to salt on the road in Connecticut. New tail pipes – custom made since the Triumph dealer did not stock them – were fabricated and installed.

Karen flew into El Paso, and we drove together to Kingman, Arizona; South Lake Tahoe, California and finally to Sacramento, California where her parents lived. There my TR6 was kept in their two-car garage while I spent the next seven months in Pearl Harbor, Hawaii. Next month I'll relate our cross-country trip and eventual settling in Austin, Texas.

If you did not attend the Brits in the Ozarks show in Fayetteville, you made the right decision. It rained and then poured most of Friday and Saturday. However, the weather was superb for the party in the parking lot on Friday night. Even with the inclement weather there were over 150

**SEE PAGE 8 FOR OCTOBER ACTIVITY INFORMATION**

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



Figure 3 Tree of shame in Deal's Gap – the beginning of the "Tail of The Dragon". Pieces of crashed motorcycles are attached to this tree.

cars on the field, and everyone seemed to have a good time. I know I did.

Since then, I have driven to North Carolina for the 6-Pack TRials. The big attraction was the infamous "Tail of The Dragon", a twisty piece of road that motorcycles and sports car love to drive.



Figure 2 Triumphs lined up for a group drive to Franklin, North Carolina.

Saturday afternoon it was madhouse. I drove it on Sunday morning.

Now I'm getting ready to head for Marble Falls, Texas for the Texas All British Car show.

We had a great turnout for the September meeting. Everybody seemed to be having a good time. Some discussions were made for a drive sometime in October, since the weather is so nice. Stay tuned to your email or come to the October meeting for details.

Take care and hope to see you at the October meeting!



Figure 1 Welcome party at the 2025 6-Pack Trials in Fontana Dam, North Carolina. There were over 90 cars in attendance!

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



Figure 4 The 'official' start of the "Tail of The Dragon".

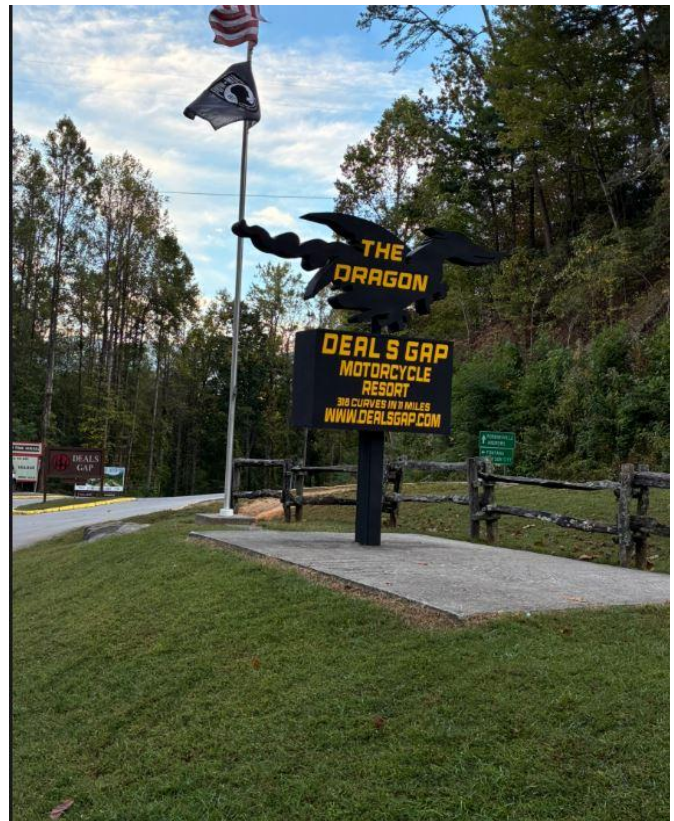


Figure 5 Can't have a Tail of The Dragon" without a dragon.

## Vice President's Article by Michael Burns

**The Wedge Runs Deep: Learning, Wrenching, and Remembering Why It Matters**

By M. Burns



Our Fiero has now officially crossed the line from "new project" to "unintended lifestyle." After bringing it home from an insurance auction (as I wrote about in the last issue), we've gone from crossing our fingers to rolling up our sleeves. It's now the most unreliable member of the household and, somehow, also the most loved currently.

It was at the salvage auction because it had been totaled for a bump in the front. As far as big-ticket items go, we have added a new battery, an isolated headlamp relay, tires, new inner and outer tie-rods in the back, a clutch kit, and a flywheel shim. It's been keeping us busy. When we first brought it home from the insurance auction, I figured we'd be in for a little work. "Just a battery and some fresh gas," I hoped. You know

how that goes. Oh, and since the last article I can attest to the fact that the AC does not work after all. And it's R12...ugh. But the big stuff is behind us, and it's safe to drive now in any event.



The headlamps still don't automatically pop up. The emergency brake is still a mess (it's missing pieces, and it's going to be a project to get it fixed for sure). But it runs, it moves, and it's teaching us something: persistence, patience, and how to keep going even when the wiring fights back. Folks that badmouth Lucas Electric have obviously not dealt with GM fusible links in a Fiero. What a concept there, let me tell ya. Gavin may have wanted the Fiero for its '80s styling and "future car" vibes, but he's getting a master class

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

in flaky wiring, stubborn fasteners, and forgotten GM engineering quirks.

And me? I'm getting to watch him become a car guy in real time. Maybe. Hopefully. We'll see.

Owning the TR8 definitely laid the groundwork for this. When I first bought the Triumph, it was all potential and no reliability. I had to sort through alternator issues, a sketchy carb, bearings, A/C, and all the usual warning signs of a British car that hadn't been loved for a while. But bringing it back some gave me the mechanical muscle memory to take a deep breath and say, "Yeah, we can handle a Fiero." The boy had been talking about one for years, and even between both of us we didn't have the scratch for a working, restored one.

If there's a theme to these cars, it's optimism. Both the TR8 and the Fiero were trying to be something a little different: affordable, fun, dramatic. The TR8 was a Hail Mary for Triumph, and, to a lesser degree, the Fiero was one for Pontiac. They had big styling, ambitious intentions, and enough flaws to keep anyone humble. But they're still around. And more importantly, they're still worth fixing.

Paraphrasing Jay Leno, the TR6 is the perfect starter classic because it's easy to work on, well-supported, and teaches you to enjoy the process, not just the destination. That advice holds true for the TR8 and, against all odds, the Fiero too. Neither of them is fast by modern standards. But they've got character, and they can be repaired. Try saying that about a new crossover.

Gavin's not interested in new cars, and I get it. Most look like cloned jelly beans, indistinguishable, over-computerized, full of plastic, and designed for planned obsolescence. He wants something with angles, quirks, permanence, and history. He can feel the same nostalgia for '70s and '80s cars that I feel for the '50s and '60s. These cars are different. They're worth saving. Had it stayed in the salvage yard another year or two, that Fiero would have rusted away underneath completely.

Maybe there's another point here too. Though fixing the car is fun, and I know I've said it before, it's the time together that matters most. We've built something out of rust, plastic, and YouTube tutorials. We've brought something back

from the edge not just for the sake of driving it, but to prove we could. The Triumph gave me the nerve. The Fiero gave us the project. Maybe fixing the Fiero will give my 17-year-old some confidence as well, which would be great. In the end, maybe, we'll have two wedge-shaped reminders of it all.

Even if the headlights still don't always pop up when they should.



### **Minutes of the last meeting By Rolf Blom**

GCT Minutes for September 16, 2025

The July meeting of Green Country Triumphs was held at Roka restaurant, 1616 S Utica Ave, Tulsa. This restaurant seems to be a favorite of the members as the evening's attendance was 24 members and one guest who is considering acquiring a Triumph. Four members drove their Triumphs to the meeting: including Mike Burns, Art Graves, John O'Hara, and John Phillips.

President Art Graves called the meeting to order at 7:24 pm; somewhat later than usual which was perhaps caused by the servers delay due to the large attendance.

Approval of the August minutes: John Phillips made a motion to waive reading of the minutes, as prepared by Member at Large Jim Murray and published in the September newsletter. The motion was seconded by John O'Hara, and the minutes were unanimously accepted as written.



Treasurer's Report: John Phillips gave this report for Treasurer Jan Phillips who was not attending the meeting. He reported no new memberships received since the end of the prior meeting, and that he had dropped four prior

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

members form non-payment of dues. Apart from a payment of our VTR club insurance premium there were no other financial transactions in the month. Checking account and savings account balances were reported and remained healthy. Rolf Blom moved to accept the Treasurer's report, which was seconded and then approved unanimously.

**Car Shows Report:** Art Graves mentioned the "Brits in the Ozarks" show coming up September 18th through 20th in Fayetteville saying he had "hoped for nor rain ... but." Next is the 6-Pack Trials at Fontana Dam, North Carolina (near Ashville) on October 2-5, and lastly the Texas All-British Car Day in Marble Falls, Texas (near Austin) on October 10-12.

**Parts Report:** John Phillips mentioned that he had acquired a new antenna for last month and he "still has it." Also, he reported that the Tachometer on the TR8 is "not doing well." Steve Anagnost had hoped to schedule tech sessions and/or repair projects to help younger members learn; however, John reports he has not been able to schedule them regularly. He has developed a list of projects that members of the club and perhaps non-members others can use help on. He mentioned eight projects on his list which ranged from replacing the fuel pump on a TR3 with a new unit, to changing a clutch on an unknown MG.

One member asked for advice on who is a good source of a new wiring harness, and John recommended British Wiring (<https://www.britishwiring.com/>) which has been known to the club for many years. Al Garbart got his car back from the sideswipe accident repair and reported that the paint job appeared to be well done.

**Activities Report:** Art Graves reminded those present that the job or activities chairman remains open and found no one volunteered for this position. He mentioned a question from COVTR on our interest in joining them for a trip to a bowling alley in Chandler, and there were three expressions of interest.

On October 25th The Griffin Promise Autism Clinic is promoting a "Poker Run" for any motorcycles or cars which care to participate. The Entry Fee is \$25 dollars and the event starts at 9 am "Kickstands Up" from their location at 3100

South Place, Broken Arrow. November 5th will be our annual Guy Fawkes Day remembrance at the Phillips residence. Later in that week, on November 7-9 will be the "Red River Shootout" in Nocona, Texas. This is an annual event put on by either COVTR or the Red River Triumph Club.

Sharon parker mentioned two possible activities involving outings involving drives to food sources. One was Jincy's Kitchen, 31392 S. Qualls Road, Park Hill, Oklahoma, west of Lake Tenkiller; the other being the Countrymen BBQ in Inola, OK. Steven Anagnost also mentioned that he had been overtaken by family events such as funerals and getting children to college which prevented his scheduling his cookout but it could still be possible if he can figure a date.

**Old Business:** Art Graves mentioned that the only unfinished business from August was that we had paid our VTR club insurance and this had been mentioned during the Treasurer's report discussed above.

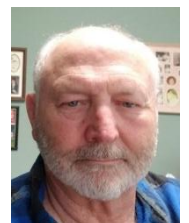
**New Business:** No new business was brought up.

At this point John Phillips moved to adjourn the meeting, it was seconded by Adele Blom. The membership unanimously agreed with the motion and the meeting ended at 7:56 pm.



### Membership, etc.: by Editor John Phillips

A regrettable message from Robert Avakian, "**Please remove Barbara from my roster listing as she has passed way.**" Best wishes to you Robert, very sorry to hear the bad news.



The September meeting was well attended with 23 current members present along with one visitor (Jeff Drouin) and one new member, (Phil Hoey). Welcome Phil, we wish you a lot of enjoyment from your membership.

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



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**THE CHECKERED FLAG IS OUT !!**  
**THE TRADITION OF A CHAMPION HAS ENDED !**  
**ONLY FOUR LEFT**  
PRODUCTION OF THE BRITISH TR6 HAS COME TO AN END

**\$5995\*** Excludes prep-handling & transportation, and State tax



**CHAMP**

THE 1975 SPORTS CAR CLUB OF AMERICA D PRODUCTION CHAMPION FROM THE LAND OF BRITISH RACING GREEN. **TRIUMPH TR6**

**TRANS-ATLANTIC MOTORS**  
747 Main St., Stamford 325-4313



*Figure 6 We had a great day at the Mounds Car Show. We love that show. Paula took home 3 trophies, including ladies' choice.*



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

### ACTIVITIES

|                          |                                             |  |
|--------------------------|---------------------------------------------|--|
| October 25th             | See Below for drive information             |  |
| November 5th             | Guy Fawkes Day Celebration at Phillips Home |  |
| December 6 <sup>th</sup> | Christmas Party at Phillips Home            |  |
|                          |                                             |  |
|                          |                                             |  |

Fall is a perfect time to drive our Triumphs with the crisp morning air bringing relief from summer's heat. In August Terri and I scouted out a drive with a stop for lunch at JINCY'S KITCHEN in Qualls, Ok.

Some backstory about JINCY'S KITCHEN, it was used in the film 'Where The Red Fern Grows' as the general store and remains a tribute to that era and film. Qualls is in the middle of nowhere and I promised John no gravel roads.

The black top is in good condition and route down the back roads has plenty of turns. After lunch we will drive around Lake Tenkiller via Indian Road and return home early afternoon. The date of the drive will be Saturday October 25. The starting point will be VA Outpatient Clinic, 8921 S. Mingo Road. Meet on the south side of the building near the front entrance and flag poles. We will meet at 10am and depart shortly after.

JINCY'S KITCHEN has a Facebook page and is a CASH ONLY restaurant. Any questions can be addressed at the meeting on the 21 st .

### 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.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/>

## **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.britishironwa.org/>

## **6-Pack Trials**

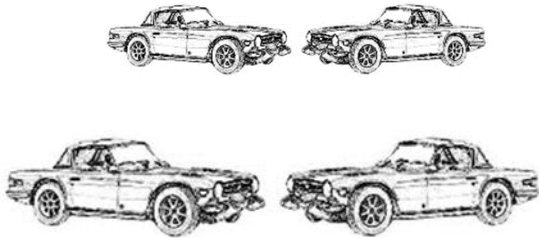
Location: ??  
Date: ??  
Web: <https://jimholewka.wixsite.com/trials2025>

## **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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It was a rainy show in the Ozarks this year. Art was parked beside my old project car.



# HCTC & SCVTR 2026

Jacques Welter

**H**ey 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

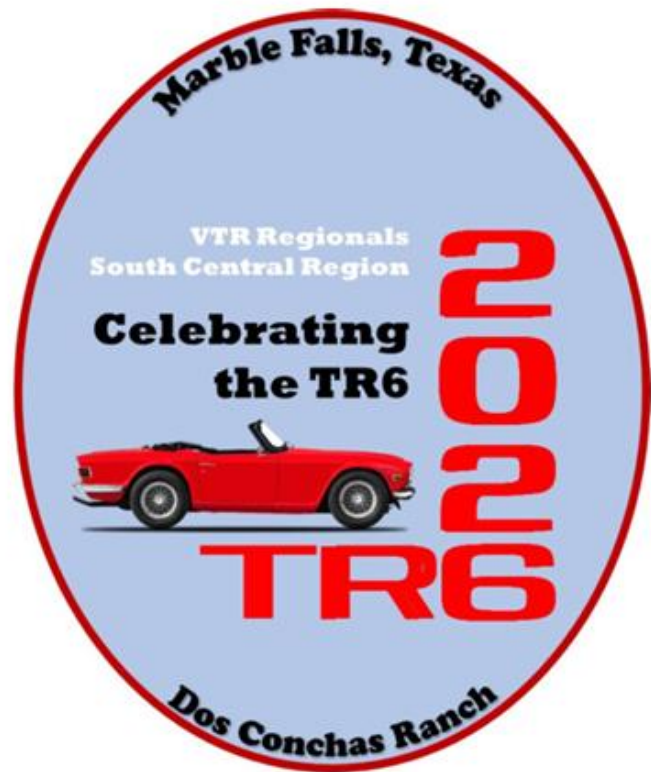
**Headquarters:**

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](http://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](http://www.stta.club/VTR2026)

## Spitfire Clutch Hydraulics Replacement. By John Ohara

After several months of other activities over the Spring and early Summer, we finally had a cool weekend at the beginning of August where I could get in the shop and work on the Spitfire.

I had ordered a new replacement clutch master and slave cylinder last Winter after determining the master cylinder that was on the car was not a good candidate to be rebuilt, I had removed it last January from the car.

As with my brakes, I decided to use DOT 5 brake fluid, so I had disconnected the hydraulic line from slave several months ago as well and flushed it out with brake cleaner to remove any residue of the old DOT 3 and DOT 5 does not mix with DOT 3 or 4. First step was to remove the old clutch slave cylinder, fortunately, since my Spitfire is non-roadworthy at the moment, the tunnel cover is not on, in fact when I acquired the car, it did not have a tunnel anywhere to be found. Since the transmission was rather greasy, I thought all I had to do was remove one bolt that held the cylinder in, I soon figured out I need to remove the holder that the cylinder fits in.

Once removed, I was able to remove the old cylinder from the

holder and clean the holder up. It was at that point I was glad I had decided to replace the slave cylinder rather than try to rebuild it, the inside was all corroded with no sign of the piston that should be in there.

As you can see, there isn't anything in there, this is after I dug out quite a bit of the corrosion!

After I cleaned up the holder, I inserted the new slave cylinder into it and bolted it in.



I made sure the Pin that attaches to the clutch fork was in proper position and removed any residual seal from the pin and cleaned the area around where the slave cylinder mounted with some brake cleaner.

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I then bolted the new slave cylinder to the transmission and the new clutch master cylinder to its location on the firewall and attached the hydraulic line between the two. Bleeding the clutch system was pretty easy using the same one-man bleeder valve I had used with my brakes. Hook one end to the open

bleeder valve and run the other end into a bottle, fill the reservoir and pump the pedal. However, once I was getting fluid through and I pumped the pedal one or two more time, I was getting air.



Dang!! The reservoir was so small, just a few pumps of the pedal could empty it, so I refilled it, pumped it 3-4 times and refilled it. Closed the bleeder valve and it feels like I have a good pedal feel.

I still need to start it up, which I haven't had it running since last fall, mount at least my rear tires and try to run it through the gears to see if the clutch works. I have read where, after sitting for a number of years, the clutch gets stuck and won't disengage. I will cross that road if it comes up. I did have some trouble mounting the rubber boots that cover the pushrod for both the clutch and brake master cylinder, it seems the aftermarket ones are molded just a bit bigger than the cutouts, but I have these in as good as I can get them at least for now.

Next up: new engine and transmission mounts, replace water pump gasket, dash wiring, heater core and hoses to it, reroute fuel line, wiring, secure the fuel tank, etc, etc, etc.



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



### Greasy Hands Garage North Update by John Phillips

*Since I spend very little if any time in the shop anymore, I plan to rerun previous articles to fill this space. Many of our members are “new” since they were originally provided so they still apply to our cars. This will allow me to have good information in this space although written previously. Time marches on.*

**Shop Creed:** No job so small we can't mess it up.  
**Warranty:** If it breaks you get all the pieces. *The work discussed is mostly the reassembly of Wayne Burris' TR6 after a repaint.*

**10/9/2013** – After the cardiologist visit where I learned again that I am too fat but otherwise in pretty good shape considering the heart disease, sleep apnea, bad rotator cuff, etc., I came home to a lunch of tomatoes and cucumbers after which I went to the shop to try out some different rivets that appeared they might work for the installation of Wayne's luggage rack.

Unfortunately the land area was too small so after searching the internet for a blind fastener that works and looks great, I gave up and used



pop rivets but added a small screw to give them a different look. Some folks may wonder what the heck is that thingamabob.

Still might be able to get a better looking screw that will dress it up a little. I will be on the lookout for some.



Today was also the day for starting to figure out what the heck is here and what is not. While doing that I found the clips, waste seals and weather strip for the windows so I installed those to prevent doing it after the panels are on, it is just easier that way. I remembered that while working on Jack's doors.

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

Speaking of Jack's doors, that is tomorrow's job unless Tom shows up in which case we will attempt to install Jack's windshield.



I found some old windshield sealer so I may try to put some in before we install the assembly. Art and I did not have good luck doing that but mine went in with little difficulty. They are all different.

Ok, Tom did show up and we did add sealant to the windshild seal prior to installation, we have a new seal on order. Art, no more sealant prior to installation, I promise.

**10/13/2013** – It is Sunday and I was lazy so it was about noon before I went to the shop. The first thing I did was reinstall the NEW gas tank in Wayne's car. The original task was to remove the new tank and put the old tank back in because it had a vent tube the new one did not. After evaluating the old tank I decided to fabricate a vent tube for the new tank and use it. There was a pretty good rust spot on the bottom of the old one. I think this is the best action for the long haul.

I started at the back of the car trying to install everything or at least see if we had everything. It took about two hours but I finally found the switch for the trunk light. Also found the light and the panels. The rear wiring harness previously installed missed one chase but I can live with that since it is behind the panels and is not subject to damage where it is.

As soon as the evaporative loss components are installed I have the stuff to finish the boot area.

Discoveries made include new rear motor mounts that were not used so the old ones will have to be replaced. Also, the gaskets for the door handles were not used so the handles will be removed and the gaskets put in place. There is a ton of stuff to do on this car without redoing what was done at the shop from whence it came.

Sorting through all the stuff is still only half done. There are lots of redundant parts that have to be dispositioned. The stuff that is visually worn out like the old floor mats will be discarded. When I am sure the parts needed are not in the pile I will try to make a list so that Wayne can provide them. Big job.

**10/18/2013** – Yesterday I finally finished installing the back bumper on Wayne's car. The bumper was hanging on the car when we picked it up but was flopping around. When I looked at how it had been attached it was obvious something was missing.

There were two structural pieces in the pile that I did not recognize that turned out to be brackets that attached to the frame as a mount for the bumper. Missing were two spacers that positioned the mounts outboard from the frame by .64 inches. A quick check of various part suppliers showed the parts no longer available so I looked through the stack of old washers and found a combination that provided the correct thickness.

It took 6 washers on each side so to hold them together while getting the bolt through them I taped all of them together around the perimeter which gave me 1 piece to hold up in place instead of 6.

I also was able to find the correct length of bolts among all the salvaged hardware from other jobs and the pile of stuff we got from Bret Christian.

This one task of assembling and installing the bumper took 4 days of shop effort so you can see that this job is going to take a while.

**10/19/2013** – Jack came out today to work on his TR6 so we tackled installing the windshield. We had about 4 false starts but finally coaxed the wire around the seal and it fell in place. If I do no more windshields that is ok with me.



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Jack brought the wood dash fascia and newly refurbished gauges today so the small gauges were mounted on the wood part along with the rheostat for the dash lights and the installation began. The next thing to go in are the new air ducts for the heat/fresh air system. Then button up the wiring under the dash.



Jack removed the old dilapidated transmission tunnel and when Sharon showed up he put her to work applying Dynamat to the new tunnel. When the tunnel is in place the carpet installation can be completed. The new handbrake tunnel was also installed today.



I have officially given up on the door. It is going to take a body person to work the metal properly to get the check strap to work. The job is simply beyond my capability.

**10/24/2013** – Wayne came out this week to pick up the air conditioning system for his white car to give me a little more room in the shop. Also Ray Brown came by to return the SU Rebuild CD. I guess since he sold his car to Rodney Ray he figures he does not need it anymore.

Last weekend my son bought another car which supposedly needed a new CV axle on the driver's side. The previous owner had taken it to a couple of places and was given this diagnosis along with an estimate of over \$600 to do the job.

She already had a shop manual so I figured I would buy the axle and do the work,

which I did. Getting the old one off the transmission was very difficult but I figured out a way to do it. The axle was a little over \$60 with tax and all.

Before lowering the car I was shaking stuff to see if all the play was gone as expected. It was not gone. One shaft that connected the steering rack to the strut was very loose. Research.

The most obvious problem was a bad bushing where the shaft connected to the steering rack behind and under a bunch of stuff. Took everything apart and saw the bushing was completely gone.

The new bushings cost a little over \$8 but it took two days to get everything apart and back together again. The axle and bushings together took 4 days and there are still a couple of parts to get to have the car road ready but I think the old car is much better than his current one. We'll see.

**10/26/2013** – Frank called to see if anything was going on in the shop today (Saturday) and I said sure, come on over then went to get my shop cloths on since I was still in my sweats.

I started by stowing another gas tank and two more side windows in the attic. Wayne had a few extra parts donated to the club so better up there than in my way. We really have accumulated a lot of parts for TR6's if anyone needs something.

Since Jack had a conflict for today I asked Frank to help get the tunnel ready to go in Jack's car. Sharon had already applied the Dynamat to the exterior so we located and drilled all the holes for the fasteners. The side holes were dimpled in the tunnel to locate the drill locations but the holes for the firewall attachment had to be laid out then drilled.

With holes drilled it was time to glue on the seals to front, back & sides. We removed the mold release with lacquer thinner so the glue would stick then applied the glue, let it dry and applied the seals. The glue had puddles at one spot and had not dried when we applied the seal so Frank suggested using a heat gun to speed the

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drying process and that worked great. With seals in place we used a leather hole punch to make holes in the seals for the fasteners.

The clip nuts used around the firewall flange were either replacements or gone for the most part so after Frank left I made sure the clip nuts were adequate for service then went to the hardware store for the correct screws to complete the job. (Note: Found clip nuts 11/7 after it was too late.)

Since I was stopped anyway it seemed like a good time to finish watching OSU defeat Iowa State.

**10/27/2013** – Jack came out to help put the transmission tunnel back in and had a little difficulty getting the bolts in, which is no surprise since this really is a job that tests your patience. At the end of the day we got them all in but the top two over the firewall flange. The holes would just not line up or the screws would not reach or the holes were not in the right place or whatever. Anyway we called the job finished.

While Jack was putting in his bolts I worked on changing the hoses that run from the heater to the firewall. The next little task was putting one of the new air ducts on the windshield air outlet. That task is to be continued as Jack and I were both tired of shooting ourselves in the foot so we called it a day.

**11/1/2013** – On Wednesday I installed the handbrake tunnel on Wayne's car, incorrectly. It will have to come back off so the handbrake cables can be installed.

Today, Friday, I worked at the computer all morning then took the torque wrench that Sarah Ann gave me over to a place in Claremore to have it properly calibrated.

When I got home I decided to work on Jack's car for a while and got the glove box back in and the vent hose for the defroster on the passenger side. Also was able to get the under dash panel installed. By then I needed a breather so the duct work will resume in the morning, along with more wiring hook up.

**11/3/2013** – Finished up the duct work under the passenger side then moved to the left, physically speaking of course, to see what was going to be the next challenge. It did not take long to find one. I decided to hook up some wires and started with the ignition switch.

This particular switch configuration, of which there are many, has lucar connectors on the back to which you connect the wires from the harness.

Each connector on the switch is numbered and a check of the wiring diagram will show which color of wire goes on which number.



The numbers however were not visible under the dash because of bad vision and the application by the last one to work on the switch of copious amounts of JB Weld presumably to hold the switch together and simultaneously hold the switch into the key lock assembly.

My chisels were all too long so I made one from an old inspection stamp, and got on my back under the dash to slowly remove the JB Weld. With the switch now free I took it out to map the connections to make sure the correct color of wire was attached to correct number. Upon removal the switch promptly fell into four or five pieces.

I checked TRF listings for a replacement but their information was less than helpful so I started looking for one in our stash of used parts. I found one that would work but also wondered if I could reassemble the old switch since it was a more correct configuration.

I did get the switch back together and crawled back under the dash to install it and hook up some more wires. Dimmer switch wires, check. Turn signals, Jack wanted to install a new switch since the current switch does not cancel the signal

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so I removed the escutchen from the steering column and pulled the switch out enough to see what was wrong.

A visual check of the switch did not identify any problem and it worked as it should. I checked the tripping clip on the inner steering shaft and it was located and positioned properly. I decided to lubricate the switch with some silicone grease and see what happens. If the switch will not cancel then we can replace it later.

I attached the duct work to the output grill at the windshield and wanted to get the duct attached before installing the tachometer but played out before getting that done. I plan to work more tomorrow in hopes of getting finished with the car to the point that it can be take to a welder for replacement of frame components under the car. Since I have to take it easy after cataract surgery it only seems logical to try and get the car going before I have to stop working for a while.

Wayne's car is waiting on the lift. I am finding so much half done that I want to get the engine and transmission stablized before covering access to a component that needs completion.

**11/5/2013** - First things first, enough of this moving cars around every time I want to work on one.



Organize!!! Shift the pile of parts for Wayne's car to the left out of the middle of the floor. Place the Pumkin sideways in front of the other two so none of them have to sit out in the rain while work is being done. Great, now no time is lost getting cars out to start and back in to finish up.

Jack's car is getting really close now. There are still a few wiring issues to resolve mostly due to the new wiring harness being even more screwed up than usual. Today I had to run a green wire to the heater fan switch since the one



that was supposed to be in the harness wasn't. There were three bulb holders missing, one for each of the tach and speedometer as well as the key light. Two of the existing bulb holders will not accept a bulb so I will probably have to replace them.

Some of the bulb holders require bulbs that even Jack does not have. British Wiring Harness may be the best in the business but based on this harness they are not very good anymore.

The last piece of carpet to be glued took the last of the glue but it is done, installed against the firewall over the transmission tunnel. The tunnel is covered and the dash support is in place.

**11/7/2013** – It is Thursday and a full day was spent in the shop but a lot of headway was made. The interior is more or less complete. I ran out of snaps for the carpet so I borrowed six from Wayne which was all that I found in his parts stack. Actually he had five and ½ so the front carpet still needs one snap under the gas pedal.

The other thing still needed is some adequate fuzzy door seals. Jack purchased some but the quality is non-existent so I am going to try to talk him into getting some from a better source. This looks like Victoria British stock. Oh yeah, the

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I dug some seat belt receptacles out of the attic and cleaned them up to the point that they looked pretty good then installed them. Not too bad. Replaced the boot seal and installed the light bar over the dash support.

Started to install the bonnet release but discovered it was too short and asked Jack to give the old battery a boost. One cell needed some water so that was added. The spare tire also needed air so it was topped up.

Tomorrow I plan to switch Jack's car with Wayne's so I can get started underneath his car. I want

speaker pads still have to go in as well as a radio which Jack and I need to discuss. Also need the seat belt receptacles for the original seat belts.

The interior went in well probably because I took my time and really tried to make sure everything was done in sequence and correctly. About the only thing I wish I could do over is the right wheel arch pad.

This part of the work is quickly coming to a close so Jack may be able to get the car over to the body guy soon for the frame component replacement that is badly needed and maybe even get the driver door check strap repaired. Then back to the shop for installation of the new exhaust system.

**11/8/2013** - On Friday I started going through the remaining parts that Jack had on hand and installing the ones that I thought should be installed. Of course you have to take into account the condition of the existing component and the difficulty of the job.

The seal for the hood to windshield frame was in good shape and is a difficult job so it did not get done.

to make sure everything won't fall out at some point.

order a new one. Put some of the stuff back in the boot and cubby and hooked up the battery charger to give the old battery a boost. One cell

**11/9/2013** – First on the agenda was to install the backup bonnet release in Jack's car. I am very impressed with this kit, it is by far the best design I have seen yet. Jack may opt to just use it instead of a cable..



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If you want some insurance against your bonnet release breaking I think this set up would be hard to beat.

Source Information:

Macy's Garage  
Mark Macy  
4200-B Lisa Drive  
Tipp City, OH 45371  
[WWW.macysgarage.com](http://WWW.macysgarage.com)  
937-266-1831  
[mark@macysgarage.com](mailto:mark@macysgarage.com)

*Editor's note: The last bonnet backup latch installed had a design flaw. The latch would travel too far aft, and the lever would fall under the latch. See the circle on the picture. To correct this problem, a small screw, a washer and a nut can be inserted in the existing hole, see arrow. The washer should be on the under side of the latch housing to serve as a stop for the lever to limit the travel and eliminate the problem.*

Tom answered my plea for assistance today so when he arrived we moved cars around and set Wayne's bonnet on the bench and against the wall until time to install it.

With Wayne's car now on the rack we can finally see what is wrong and what is right. One brake line was removed so we reconnected it under the car. Also connected the fuel line to the gas tank.

The rear engine mounts were then installed in the bracket and the bracket located under the transmission. Bolts were dropped in the holes to align everything and nuts and washers will be added tomorrow.

I also noted that the evaporative loss line was actually in place so now I can finish the trunk and move on to the interior. Also uncovered were the pads (?) for the top of the doors so we can go forward with that.

More on Wayne's car as work progresses.



## More Engine Noise

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

Hello John,

I am sorry to hear of your dissatisfaction with the harnesses that were sold to Jack McGlumphy back in 2011. We are fully aware that during a period of time, there was a manufacturing issue with the metal bulb holders that our harnesses were manufactured with. By the time the problem was discovered, many harnesses were sold and shipped out of our shop with these defective pieces. Mr. McGlumphy's harness was one of these such harnesses. Since then, a new manufacturer was secured in the UK to manufacture these bulb holders, and the problem has been solved. As with everyone who have purchased harnesses from us, and found these bulb holders to be defective, we would be happy to send you replacement bulb holders if wish.

As far as the missing green wire for the heater motor switch... Again, I apologize. This is the first time I have run into this in the 50 some 894 harnesses I have sold since 2007. I can only assume that, since all of our harnesses are made by hand, this particular wire was missed during production. I realize that does nothing to solve the problem you had during installation, but it is the only answer I can honestly offer.

I must honestly say that I am disappointed however, that we were not given the opportunity to solve, and correct the problem, be it with some wire and harness tape to add the missing circuit, or even replace the defective loom with an entirely new harness.

We pride ourselves with quality products and customer service. It is unfortunate that we have fallen short with you expectations, and for that I am sorry.

I wish you luck with the remainder of you project.

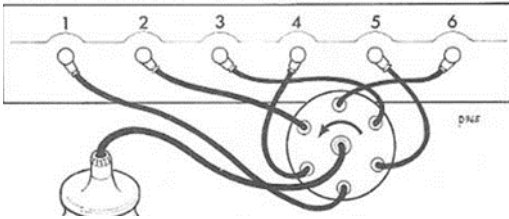
All the best

Josh (British Wiring)

**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](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**

**<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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## 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](mailto: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](mailto: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](mailto:cartravel@pobox.com)**

**New Listings**

#### 1962 Triumph TR3 parts available:

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**  
*Embroidery Inspired by  
Triumphs & their Drivers*

**Wynnell Gorman**  
wynnell@bitsoftriumph.com



To explore website:  
Scan here

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

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[www.facebook.com/litezupp](http://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](mailto:awilmes@atlasok.com)

13503 N 155<sup>th</sup> 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 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,



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## 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# |
|-----------|------|-------------|
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SEND YOUR DUES TO THE CLUB TREASURER: \$20

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

Make Checks Payable To GREEN COUNTRY TRIUMPHS  
 Check # Check Date

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