



Triumphant Times

Monthly Newsletter for September 2025

Recipient VTR Newsletter Award 2016, 2018, 2021

<https://greencountrytriumphs.com/>

7-25
PAID
MEMB
ERS

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.
- 8.
- 9.
- 10.
- 11.
- 12.
- 13.
- 14.
- 15.
- 16.
- 17.
- 18.
- 19.
- 20.
- 21.
- 22.
- 23.
- 24.
- 25.
- 26.
- 27.
- 28.
- 29.
- 30.
- 31.
- 32.
- 33.
- 34.
- 35.
- 36.
- 37.
- 38.
- 39.
- 40.
- 41.
- 42.
- 43.
- 44.

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 September
16th
Dinner at 6:00PM
Meeting at 7:00 PM
Location: Roka
1616 S. Utica Ave
Tulsa, OK, 74104**

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

Last month I promised (threatened?) to write about my TR6 and the adventures Karen & I have had with it. I did not put a lot of thought into the purchase of the TR6. At the time I was driving a 1971 Ford LTD. It was a great car. It always ran well and could carry all of my worldly possessions. But it did not get fuel economy and that became important after the Arab oil embargo of 1973.



A small car was my goal. I was warned off of the Ford Pinto and Chevrolet Vega. An Opel Cadet looked interesting, and their commercials were clever. Maybe you remember them: an elephant and an Opel Cadet in a tug of war. I never did visit an Opel dealership because a friend suggested a Triumph TR6. Triumph Spitfire was familiar to me but not the TR6.

Within a few days I visited the Triumph dealer in New London, Connecticut. (I was stationed at the submarine base in nearby Groton, Connecticut.) They had one white TR6 in the showroom, as well as several TR7s. A test drive of the TR6 sold me on it, but that car was spoken for, and the salesman didn't know when they get another. He suggested the TR7, but they were coupes, so no deal.

I was doubtful that I'd get a call from the Triumph dealer, but I did. They had received

ACCESSORIES, EQUIPMENT AND ADDITIONAL COST ITEMS INSTALLED BY DEALER	
Manufacturer's label price	6435.45
Dealer-installed accessories:	
Dockage Fee	48.00
Equipment	
Undercoating	50.00
Additional dealer charges:	
Perma-Glaze	50.00
TOTAL PRICE	6583.45
Dealer's name	
This is the DEALER'S LABEL and is not to be confused with the MANUFACTURER'S LABEL that is required by Federal Statute — Law No. 85-506	

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

one TR6. I wanted British Racing Green, but this one was blue and it was unlikely any more would be received. You probably guessed that I bought the blue TR6 In January of 1976.

YEAR		MAKE	NEW USED	STOCK NUMBER	MODEL OR SERIES	SERIAL NUMBER	ENGINE NUMBER	KEY NUMBER
1976		Triumph	new		TR - 6 Conv.	CF 50270U	Blue	
TRADE IN		none						

<input type="checkbox"/> FIRE AND THEFT <input type="checkbox"/> COLLISION - AMT. DEDUCT.		<input type="checkbox"/> PUBLIC LIABILITY - AMT. <input type="checkbox"/> PROPERTY DAMAGE - AMT.	
OPTIONAL EQUIPMENT AND ACCESSORIES GROUP DESCRIPTION Tonneau CV AM/FM Stereo			
DEALER INSTALLED: This Motor Vehicle is Guaranteed by Leyland Motor Sales for 12 Months or 12,000 miles. There are now 14 miles on this motor vehicle. This is a True Bill of Sales.			
Notary Public			

SELLING PRICE	6583.00
office & transfer fee	10.00
TAX out of state	none
LICENSE AND TITLE	
TOTAL CASH PRICE	6593.00
FINANCING INSURANCE	
TOTAL TIME PRICE	
SETTLEMENT:	
DEPOSIT	1000.00
CASH ON DELIVERY	5593.00
TRADE-IN \$	
LESS LIEN \$	
PAYMENTS:	
AT \$	
AT \$	
TOTAL	6593.00

attended the Heartland All British Show in Merriam, Kansas (Kansas City area). Despite the threat of rain, there were about 100 cars. This is a very laid-back event which makes it all the more enjoyable.

Rain has been a problem for me this year and it's been rare that I've been able to drive top down. But I did for the drive to Kansas City. The rain held off for the show the next day, but the threat of rain was enough to put the top up. During the drive home the rain came when I reached Coffeeville, Kansas. Drat, I almost made it.

There are several more shows in the next month. The Brits in the Ozarks show in Fayetteville is close, about 120miles. If you don't want to make it an overnight trip, leaving Tulsa early on Saturday morning will get you there in plenty of time. The show is over by 2:00, giving you plenty of time to get home before dark.

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



In the next 20 months, I drove that car all over New England, including Toronto, Boston and several trips to New York City. The only trouble was a broken headlight switch, which, I found out later, was a factory recall item.

Even though I lived in Connecticut, I kept my Texas residency and had the car registered in Texas. You may have noticed my personalized Oklahoma license plate 'TBPX911'. That was chosen since my first Texas plate was 'BPX911'. I had to add the 'T' to make it unique in Oklahoma.

In October of 1977 the submarine I was stationed on, the USS Skate, was ordered to Pearl Harbor in Hawaii. I was able to take leave during the transit to Hawaii and instead drove the TR6 to California. Next month I'll relate my drive across country and my move to Hawaii.

Back to present time, the weather has cooled and the stifling humidity has gone down - perfect for driving your Triumph! Last week I

Vice President's Article by Michael Burns

Tales from Wedge City -



Now With Extra Pontiac

My house is "wedge" city right now. Gavin, my youngest (senior this year), decided he wanted a Pontiac Fiero. I guess the apple doesn't fall far from the wedge-shaped tree, so we went and bought a 1984 Fiero from an insurance auction. A "deal" at two-grand plus. We'll see.

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

Anyway, it's funny how much these cars remind me of the TR7/8. Same wedge profile, two seats, pop-up lights, and a bit of that "what were they thinking?" charm. Of course, the TR is a front-engine, rear-drive Brit, and the Fiero is a mid-engine GM experiment, but they share that '70s-'80s futuristic optimism. The 80s are big with kids Gavin's age.

What We Got

We brought it home, rolled up our sleeves, and got it running. Engine runs fine, AC blows cold, radio works, and the interior is surprisingly decent. On the "needs work" list: headlights are dead, and don't pop up at all (surprise), the e-brake is busted, the clutch pedal feels like it's connected to a bungee cord, and the gearbox has more slop than a pig trough.

The Specs

This one's running the 2.5L "Iron Duke" four-cylinder with a 4-speed manual. That's... well... adequate for moving it around. My TR8's Rover V8 still makes me grin like a kid every time I fire it up, so you can guess which one feels faster.

Design Echoes: Fiero ↔ TR7/TR8

Feature	Fiero	TR7 / TR8
Body Shape	Distinctive wedge; two-seat coupe	Iconic wedge styling by Harris Mann
Configuration	Mid-engine, RWD (P-Body chassis)	FR layout with front-mounted Rover V8
Construction	Plastic body panels on a	Traditional metal body

Feature	Fiero	TR7 / TR8
	steel space frame	with monocoque chassis
Era & Intent	Low-budget sporty commuter; parts-bin GM build	Classic British sports car with performance bias
Designer Influence	Hulki Aldikacti & George Milidrag led the look	Harris Mann's wedge design

TR8 vs. 1984 Fiero – Wedge Battle

Feature	Triumph TR8	1984 Pontiac Fiero
Engine	3.5L Rover V8	2.5L "Iron Duke" I4
Drivetrain	Front-engine, rear-wheel drive	Mid-engine, rear-wheel drive
Horsepower (stock)	~135 hp	~92 hp
Transmission	5-speed manual (common)	4-speed manual
Curb Weight	~2,500 lbs	~2,500 lbs
Body Style	Convertible & Coupe	Coupe only (1984)
Headlights	Pop-up (manual cable assist)	Pop-up (electric motors... when they work)
Production Years	1978–1981 (TR8)	1984–1988

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

Why I Said Yes

Honestly, owning the TR8 made this possible. The Triumph taught me that with research, a little patience, and a lot of stubbornness, even a sketchy project can be brought back to life. So, when Gavin said, "Let's buy this mystery Fiero," I didn't panic. So, it's not a TR7 or 8. It's not British. It's definitely a GM parts-bin car. But it's *ours* now, and it's something we can wrench on together. And that's the point.

Also, it ensures that I have at least one wedge car running I can drive to meetings.



Minutes of the last meeting by Jim Murray for Secretary Rolf Blom

Minutes of the Meeting August 19, 2025

Jim Murray, GCT Member at Large

GCT President Art Graves called the meeting to order at 7:06pm at Big Whiskey's American Restaurant & Bar in Tulsa, OK. There were 19 members present. Four members had driven their Triumphs to the meeting. There were no guests in attendance.

A motion was made to forgo the reading of the July meeting minutes and approve them as published in the newsletter. The motion was seconded and passed with a unanimous vote.



Treasurer's Report – Jan Phillips: Jan was not present at the meeting. John Phillips presented the report in her absence. John reported 6 members had renewed their membership for an increase in the checking account of \$120. To date there have been 43 renewals. John provided information on the balances in the checking and savings accounts. A motion was made to accept the Treasurers report. The motion was seconded and passed with a unanimous vote.

Car Show Committee – Art Graves: Art reported on the upcoming Triumph related car shows. Refer to listings in the newsletter. Art also reported on planned far-future events: VTR South-Central Regionals in Marble Falls, TX April 2026, VTR Nationals in Kerrville, TX Oct 2026, and VTR

South-Central Regionals in Pawnee, OK April 2027.

Parts Committee – John Phillips: John reported he replaced the turn signal fuse for the TR-8. When out for a drive he noticed that one of the wheels was wobbling. Checking the wheels, he found one wheel with a missing lug nut and the other three lug nuts were loose. He also reported that Michael Ashley would like assistance installing a new wiring harness in his TR-6. He has both harnesses. Schedule TBD. John reported that during the last meeting, Dave Powers expressed interest in receiving help starting his TR-3. Schedule TBD.

Al Garbart reported that his TR-7 was now at Bodies by Bobby to repair the sideswipe damage he incurred.

Art Graves reported that Andy Wilmes is doing steering/wheel alignments again after being off attending to personal business. Art was also recently in Pennsylvania and had the opportunity to stop by The Roadster Factory (TRF) and talk with the owner, Albert Runyan. TRF is continuing to build back their parts & supplies inventory in wake of the devastating fire that destroyed their facility on Dec 25, 2023.

Sharon Parker asked a question about hydraulic jack maintenance. Various aspects of maintenance were briefly discussed.

Mike Burns ordered cowl latches for his TR-8. He has been using The Triumph Experience forum website <https://www.triumphexp.com/> to search for parts.

Activities: John Phillips reported that Central Oklahoma Vintage Triumph Register (COVTR) continues to include GCT in their events and activities notifications.

Oct 25, 2025 Poker Run for Autism (ed. The poker run is supporting The Griffin Promise Autism Clinic which serves families and children all over Eastern Oklahoma. The event will have bikes, cars, and more participating. There will be 5 stops around the Tulsa surrounding towns and will finish up back in Broken Arrow to celebrate. There will be raffles and prizes as well. <https://ourfundraiser.events/2025PokerRun>)

Old Business: Due Date for Vintage Triumph Register (VTR) Insurance – John Phillips agreed to request the Due Date from VTR.

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

New Business: Election of Member at Large GCT Officer – Jim Murray previously agreed to accept the nomination to the GCT Office of Member-at-Large. During the meeting no other nominees were proposed. The position of Member at Large was put to a vote. Jim Murray was elected to the position by near unanimous decision, with the one dissenting vote cast by the nominee himself.



George Tabor showed his TR3 in Jenks car show 9/6/2025. He did well.

Took one of the Top Three spots in the Foreign Car Class.



A Visit to The Roadster Factory in Homer City, PA

by Art Graves

This past August Karen & I drove to Pennsylvania (Pittsburgh area) for her family reunion. I enjoy the reunions, and it gives me a chance to visit the Roadster Factory, now in nearby Homer City, PA!

Like many other Triumph and MG owners, I was devastated by news of the fire at Roadster Factory. I did not even read the news accounts of the fire. This trip I decided to drive to Armagh, PA to see the remains of The Roadster Factory.

What I saw was the brick façade that was the entrance to the building and the parts counter. And that's about all there is.

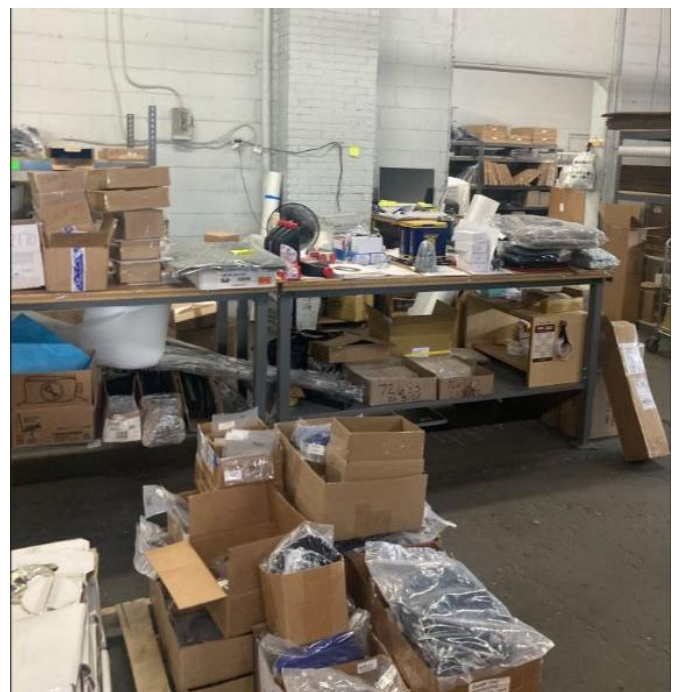
Fortunately for us, Albert Runyan is working hard to keep Roadster Factory going. His new location is in Homer City, PA. He and his staff have done a lot of work, but much more needs to be done, not to mention the restocking of inventory. I wish him the best and look forward to seeing him again after Karen's family reunion next year.



TRF2 – Inventory on pallets



TRF1 – Art at entrance to The Roadster Factory in Homer City, PA



TRF3 – Shipping counter

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



TRF4 – Inventory on pallets



TRF6 – Front of what is left of the 'old' Roadster Factory



TRF7 – Rear of what is left of the 'old' Roadster Factory



TRF5 – Albert Runyan's office

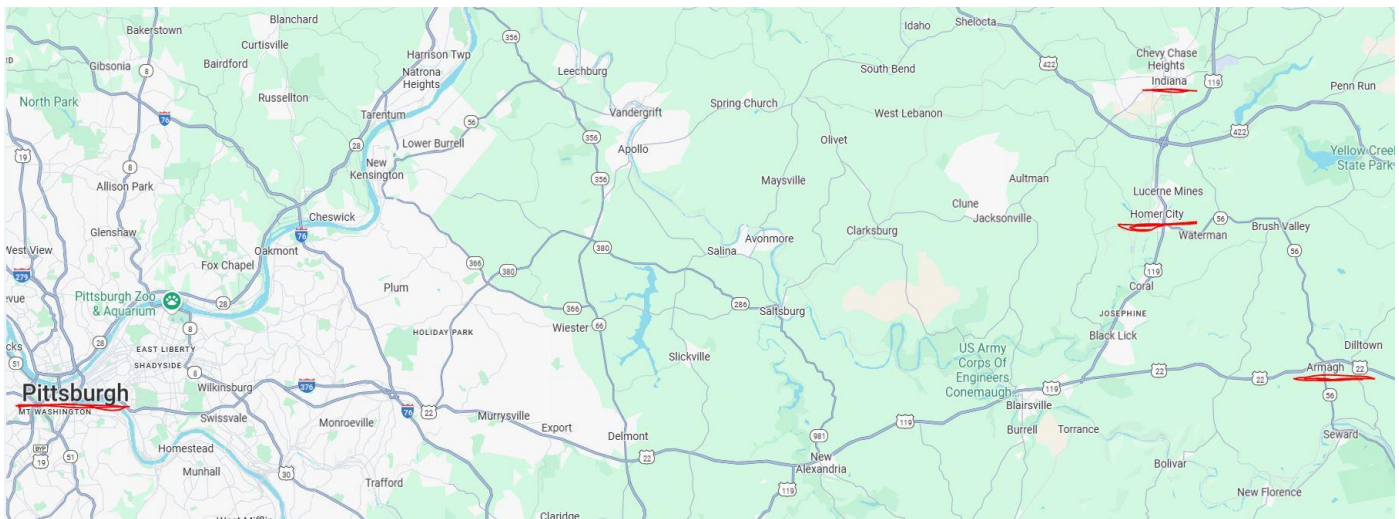


TRF8 – Floor of building that housed many, many shelves of parts

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



TRF 9 – Coventry Inn was one of Charles Runyan’s business ventures. It has since been sold, but is still not open and there have been no apparent changes



TRF10 – Map of Western Pennsylvania

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

Scheduled Club Activities

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

Become a VTR Member

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

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

VTR National convention

Access to a large number of local clubs

Website with reference material and members-only sections

Record Trace Certificates TR2/TR3/TR3A/TR3B

Factory trace documents on other Triumph models no longer available

Clothing, regalia, exclusive items

Specific vehicle consultants and experts

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





2025 CAR SHOW LIST
by Art Graves

New Orleans British Motoring Festival

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

Dallas All British & European Car Day

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

VTR South Central Regional Convention

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

The Wedge Shop Gathering

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

Euro-Expo Car Show

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

TRA National Meet

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



Greater Ozarks British Motoring Club Car Show

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

VTR National Convention

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

Kansas City All British Car Day

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

British Iron All British Car Day

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

Brits on the Bluff

Location: Natchez, Mississippi
Date: September 19 – 20, 2025
Web: <https://www.msemc.org/events/>

6-Pack Trials

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

Triumphest

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

Texas All British Car Day

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

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



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



BRITS in the OZARKS

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

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

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

ALL PROCEEDS BENEFITTING THE ALS ASSOCIATION

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

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

Brits in the Ozarks

Sept. 18th:

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

Sept. 19th:

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

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

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

Sept. 20th:

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

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

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

SPECIAL GUEST: To Be Announced.

Limited tickets will be available when registration goes live.

No vendors per U of A Agri Park regulations.

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

Texas All British Car Days 2025



PRESENTS
34th ANNUAL TEXAS ALL BRITISH CAR DAYS

Self-Guided Fun Drives
Fri.- Happy Hour
Sat.- Car Show & Awards Dinner
Food Trucks! Vendors Prizes

10- October
12 2025

Supporting the **Eddie Shell & Cloyce McLean Community Foundation**

At the beautiful **Dos Conchas Ranch, Marble Falls, TX**

Sponsored By:

- BEAR KING
- RECORD ROLLERS
- THE RIDGE
- THE GARIBOLDI'S
- LAWRENCE

Hotel, Registration and Schedule INFO online at:
www.txabcd.org



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

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

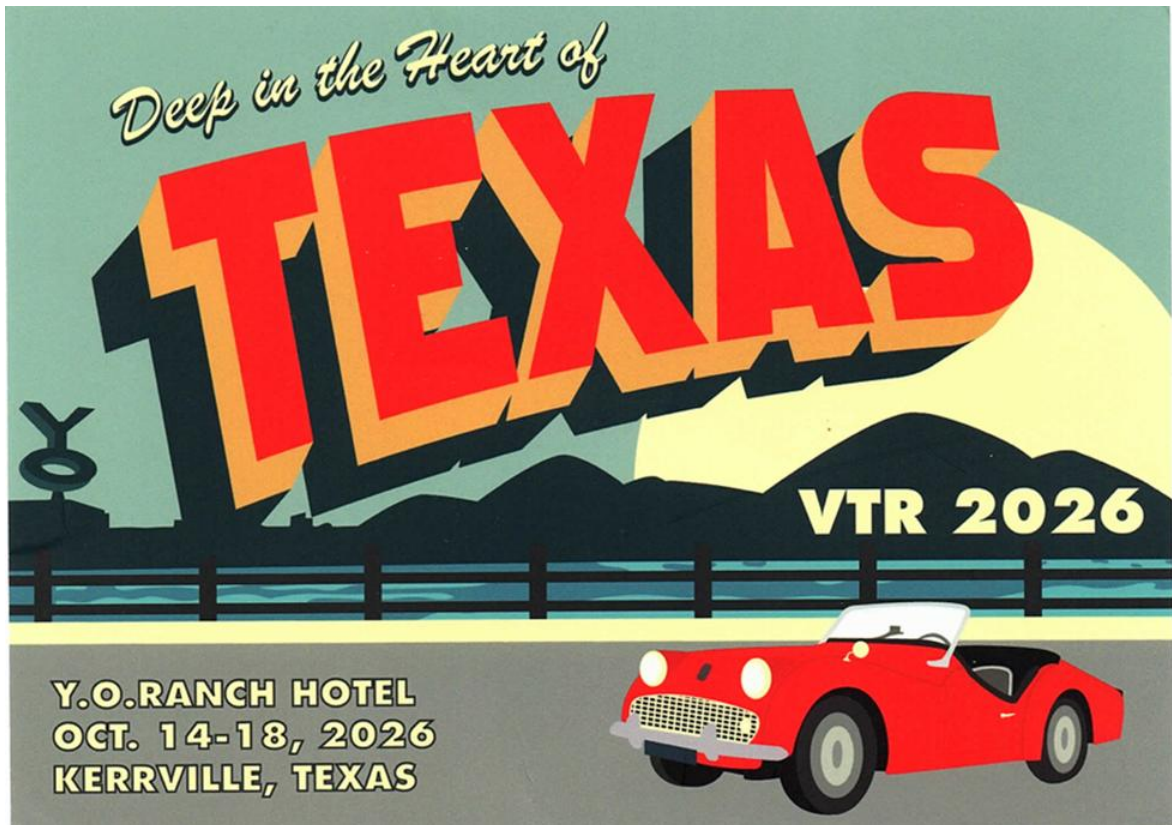
Accommodations:

Hidden Falls Inn

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



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



**Greetings from:
Deep in the Heart of Texas**

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

Event Dates: October 14-18, 2026

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

This year's 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, antiques, 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 missed event!

Best Regards,
David Cochran, President STTA



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

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



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.

The last two days of the Labor Day week end turned out to be labor days. Dewayne Pass came out Sunday to work on his suspension and horn again. The upper A arms continue to deform the bushings and move themselves forward. We tried some new front A arms to see if something was wrong with the old ones.

We also installed some new poly bushings although the old ones were still in pretty good shape except for the areas that were compressed from the arms moving forward. Hopefully this will resolve the problem but I feel that nothing has been changed by much.

Having put that work behind us by noon we decided to tackle the horn issue. This has also been going on for a while so we decided to replace

the steering column bushings since the horn ring appeared to be in good shape. You forget from time to time how much stuff has to come off to do this job. We did it by the book, well mostly, so we made good time except that there was still stuff in the way so we took off more stuff.

The column had been out before and when we got it out of the car and took out the horn ring it was apparently the cause of the problem. It had been broken and glued back together but there was wear on the front from bad spacing of the steering wheel from the firewall so you could not tell that it was suspect.

While we had it out we decided to go ahead and replace the bushings but as usual the cause of the horn honking turned out to be something else. I have never changed a set of bushings that really needed changing. Horn rings almost always need changing because they get broken when the steering wheel distance is not correct.

Anyway, we took it all apart and put it all back together again; improving things as we put them back in.

We worked on and on replacing all the stuff that came off. There were a couple of trips to town for parts and tools. We needed the easy out that I had previously broken and had not replaced so

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

that was one trip. The bolts that hold the steering lock together needed to be Allen head screws with round heads to keep from tearing up the lock. These come with bolts that have the head broken off intentionally so that they cannot be easily removed. This is supposed to be a theft deterrent. No one really wants to mess with these after they are removed the first time, so the Allen head screws are a great alternative.

The plastic washer between the clamp and the firewall was missing so I used a water hose washer as a substitute. With all the mechanical and electrical connections made, the gauges back in and the seat reinstalled it was time to call it a night as soon as we tested the horn. No luck. The horn relay had failed so we have to get a new one to make sure the horn problem is really fixed, which I think it is. When we finished it was 8:30 p.m. Right, eight and ½ hours to fix a horn problem that could have been completed in a couple of hours if we had known that the horn ring was bad. Well, there is no doubt now that all is well with the steering column in Dewayne's car. We're done with that job.

Monday had been promised to Ted Dorton to finish up his car. He arrived around 8:30 a.m. which considering Sunday was a little before I was ready to start again. We started with the new Green Stuff brake pads on the front which did not take long. We then tackled the rest of the carpet and a non-functioning radio.

Ted had previously glued all the backing to the carpet and the sections under the seats and over the rear tunnel and package tray were complete. We removed the center dash support and seats and started

with the side panels because they are difficult to install. After the normal sweating and cursing we moved onto the floor and tunnel sections. Ted was having some difficulty with the carpet snaps, and the dash support gave us a bad time, but we eventually prevailed.

The radio was missing ground wires to the speakers. No, I don't know why but with that small oversight corrected the radio was again functioning. We made one trip to town for some small speaker size wire terminals and had some tacos then came home and finished up. Ted's

interior is now complete, I think. He is all set to take on Brits in the Ozarks.

Next up is Jim's TR3. We plan to move it to the shop on Saturday the 8th and start the teardown to see

what is going on with the clutch. A rebuilt starter may also be in the works. Lots going on now. *Ah, the good old days.*

8/18/2025 – An actual current event to write about.

On Sunday last, Kirk, my oldest stepson, drove the TR8 to pick up a pizza. I was with him and the car seemed normal on the way to the parlor.

On the way home we discovered the turn signals were not working and the brake lights were similarly affected. When I checked the fuses the one in the 15-16 slot was burned out. It was replaced with a



25-amp fuse. The next thing we noticed was that there was a shimmy in the front of the

Figure 1 Notice the correct slot is noted by the fuse and slots are also identified on the wiring diagram. Very Handy

car. We stopped to see if we had a flat but no, so we drove the short distance to the shop.

That night I had a scare that another heart attack was happening but no, it was something else, A fib I was told. It will still cost me an ambulance bill along with a night in the emergency room, but it could have been much worse.

Today is Tuesday and I wanted to drive the 8 to the meeting so I turned the air conditioner on in the shop, raised the car on the lift, shook all the wheels and the front right was loose, in that one lug nut was missing and the others were loose.

Thankfully there was no trace of bearing damage so off to O'Reilly's for a lug nut. I had to buy 4 and when I got them home, they required a 21-millimeter socket instead of a 19-millimeter that the old nuts required.

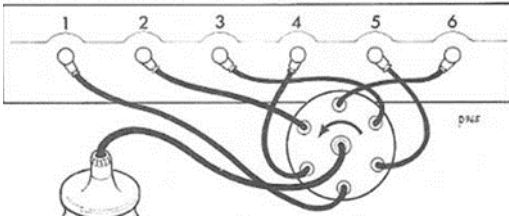
They work but the next time the wheels come off I will forget that and get tweaked off while getting the other socket.

I took a test drive into Collinsville to get some gas and the car drives just fine. I even had the air conditioning on, and it sort of cooled the car. Tachometer quit working, More later.

JOHN'S QUICK TIPS

Plug Lead Positions (Fig. 55)

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



TR6 Soft Top Folding

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



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



2. Fold top forward without folding back window



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

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

Products Appropriate for Your Car

Not the only option but good ones.

Standard TR6 Tire Size: 215 X 65 X 15

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

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

Classic Car Motor Oil
PennGrade 1, 20W-50



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

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

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

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



For TR8

Differential: Red Line Heavy Shockproof Gear Oil



Brake Fluid: Valvoline Synthetic DOT4/5

Spline Lubricant – CV Joint Grease

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



Lubrication for front trunnions on TR6

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



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!!!!

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

Classified Section



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

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.

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

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

LiteZupp Industries, LLC

LED lighting for your Classic British Auto



Exterior LEDs
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 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 PHILLIPS
 5885 E. 480 RD
 CLAREMORE, OK 74019
 (918) 283-7017 (leave message)
 maudjpp@gmail.com

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