



Triumphant Times

Green Country Triumphs

Monthly Newsletter for April 2016

<http://greencountrytriumphs.org>

NEXT CLUB MEETING:

Tuesday April 19th
Dinner at 6:00 PM
Meeting at 7:00 PM
Location: Ricardo's
5629 E. 41st Tulsa

Officers and Committees

Jack McGlumphy – President
Denny Robinson– Vice President
Jim Murray - Member at Large
Jan Phillips – Treasurer
Adele Blom – Secretary
Tom Chronister - Activities
Art Graves – Car Shows
John Phillips – Newsletter, Parts,
Repairs, Appraisals, Membership
tr6@atlasok.com

From Vice-President *Denny Robinson*

Hi all! It was good to have a good group for last month's meeting. Also good to have new members attending. The Brothers Houligan Restaurant was one of the better ones we have been too. This month's restaurant for meeting will be at Ricardo's Mexican Restaurant 5629 E. 41st Tulsa.

It has not been the best weather for the little cars, but hope next two weeks will be better.

The St. Pats. dinner and get together was fairly well attended including the new members. A good time was had by all. The food was very good and friends better. We did miss Guy Fawkes this year.

We all need to keep in mind the Regionals that will be in Norman 4/20 through 4/24. We need all who can attend from our club to support the OKC club. They are also asking for help from all clubs attending for different jobs both on and off the field for Autocross.

I have been enjoying working on the 1964 Spit and feel that a lot has been accomplished, but so much more to do. I am sending John some photos to put in newsletter.



From Our President *Jack McGlumphy*

Due to pressures outside his control Jack has had to discontinue submitting articles for the rest of his tenure as President.



Figure 1 Frame sand blasted and ready for paint.

Minutes of the Last Meeting from Secretary Adele Blom

The March meeting of Green Country Triumphs was held on Tuesday March 15th at Brothers Houligan, 4848 South Yale in Tulsa. President Jack McGlumphy was not present so Vice President Dennis Robinson called the meeting to order at 7:03. The February minutes were accepted as posted in the newsletter.

John Phillips gave the Treasurer's report of behalf of Jan who was still recovering from surgery. The club gratefully accepted the Treasurer's Report as presented.

Car shows were discussed. Art Graves was not present but previously he had told us about this year's VTR Regional in Norman put on by the OKC club April. Register on line and call the Embassy Suites to get your room at a lower rate (mention VTR Regional). Other shows will be Hot Springs in May and Brits in the Ozarks in the fall.

John Phillips reported on parts. His own engine for the TR 8 will be ready soon so perhaps he will make the Regionals. Jim Lindsey's TR-4 is not running well. Rob Thompson's TR-6 has stripped or cross threaded threads in the front of the engine, which will require repair. Also the suspension bushings in the front will need replacement. Dennis Robinson bought a "new" spitfire which is in boxes. He reports that there are plenty of extra parts. The rebuilt engine is still in plastic. Dennis is looking forward to his new project.

Tom Chronister said the license plate frames have all been distributed. The baseball hats are also all sold. Most of the shirts are now paid for and distributed with a few remaining which he planned to bring to the St. Patrick's day party. They all look great. Thank you for your work Tom.

Activities were also reported by Tom. Kay and Dennis Robinson are doing St. Patrick's Night at their home. It begins at 6pm. There is a map available. Bring your own

bottle(s) and whatever you think would be an extra (i.e. salad, chips, something sweet) and come to Sapulpa for a great time. May 14th there will be a joint event with Oklahoma City's Club at Click's Steakhouse in Pawnee. Frank Woods may have been going to organize it but he has suffered a setback so someone please volunteer to arrange this event. Tom and Dorothy Chronister said the June 11th event is at their "Lake Estate." Same suggestions apply. Please bring something to go with the entrée and whatever hard stuff you want. There will be drinks less potent in nature available. It will be a good idea to bring folding chairs to Grand Lake if you remember by June.

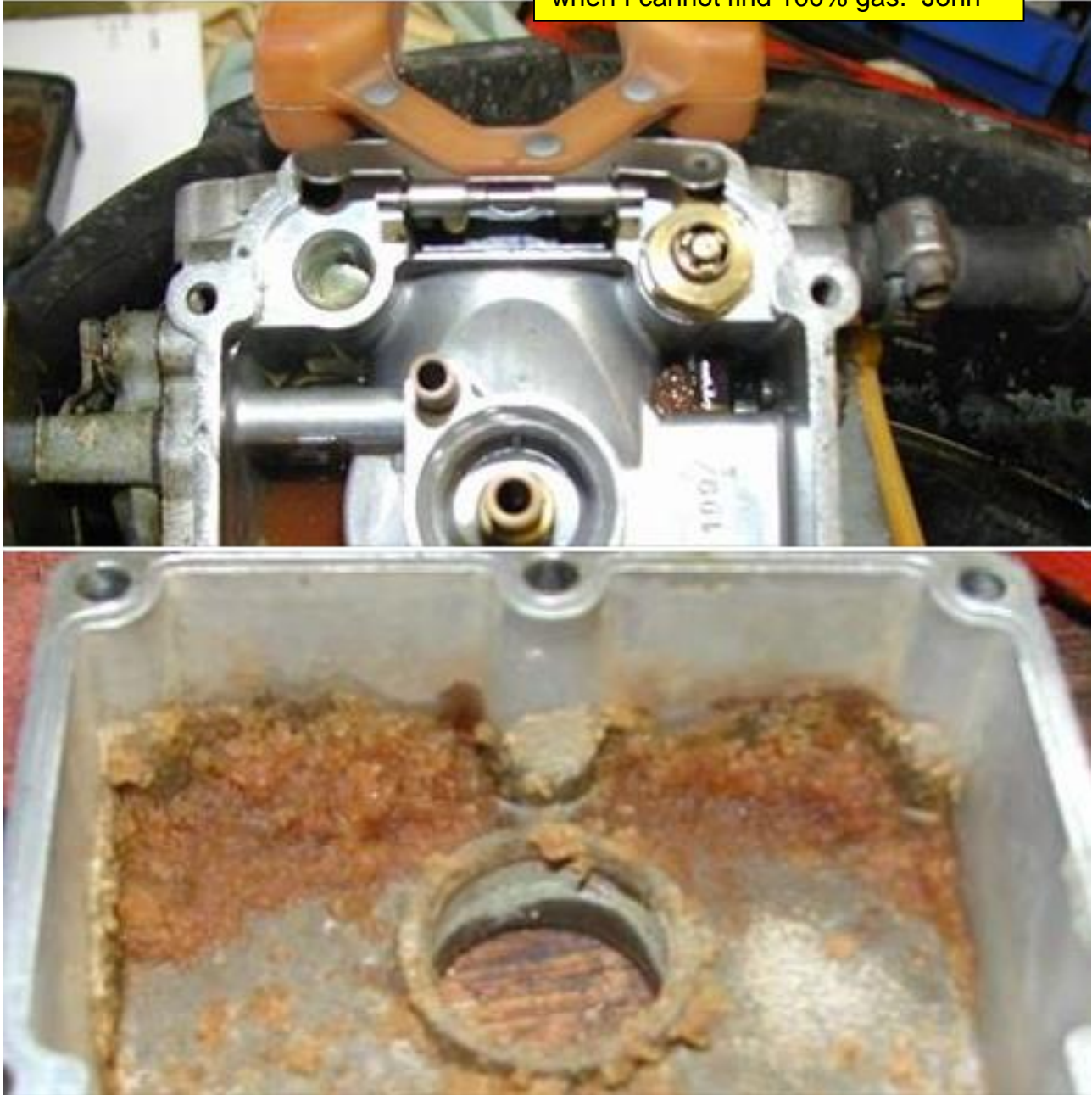
John Phillips brought up some new business. Our by-laws require two officers (one president or vice-president) along with the person making a debt in GCT's name as well as an invoice to be submitted to agree to incur an expense like in this case to buy 18 shirts at \$23 each in our name. Dennis Robinson and Adele Blom approved the expenditure for shirts which Tom Chronister had advanced. He will prepare an invoice for submission at Kay and Dennis's St. Patrick's day event on Saturday. I hope you come. It will be good.

We welcomed new members Carol and Glen Larson to our club. Glen has a TR-3 1963 and a Jaguar XKR 04, a Volvo C70 convertible, and an Audi A 70. They sound perfect for our club and will fit right in.

Brilliant people were setting up a lunch for April 14th in Okmulgee at the teaching school for chefs. Please let Tom Chronister know if you can come at lunch on this Thursday so a seat is reserved. It gets crowded. We adjourned promptly.

This is your carb on ethanol.

I bought and plan to carry Star Tron fuel additive in both my TRs for times when I cannot find 100% gas. John



Head Story

Tom Needham

I wonder if I've discovered the source of the ongoing intermittent engine miss that appeared out of nowhere last April in Kerrville:

When I removed the head recently for a valve job, I found 2 pieces of unidentifiable soft, fabric and plastic-like material trapped inside the #2 intake port of the head (possibly gasket material??) They were free to move around on top of the intake valve.

They were about 1 > 1 1/2 inches long, about the diameter (approx. 1/16 ") of a couple pieces of large spaghetti -- they were both black, dry, twisted and "chewed" looking as if they could have been banging around that intake port for some time. I was able to reach in with hemostats and remove them -- (I'm sorry I misplaced the mystery pieces before I took photos of them!).



Is it possible they were too big to get sucked into the combustion chamber and have been interfering with that valve??

Or did they fall in the hole during the head removal process??

The head is now at the machine shop awaiting a shave and a valve job -- the head alone

has been declared in good condition, magna-fluxed OK and is said to have **not** been previously milled -- but will receive new all valves, seats, guides, springs and pushrods.

btw:
Credit to John P. for suggesting a problem in the head after eliminating most everything else.

Regards,
Tom N.



2016 Club Activities

April 20 to 24	South Central VTR Regional	Norman OK
May 14	Joint event with OKC club lunch at Click's in Pawnee	Coordinator - Frank Wood
June 11	Visit to Grand Lake lunch and boat ride	Coordinator - Tom & Dot Chronister
July 3	Dinner and Fire Works	Coordinator – Dennis & Kay Robinson
Aug ?	Out and back lunch. Rock Cafe Stroud	Coordinator – Rob Thompson
Sept ?	Out and back Marland Mansion Ponca City	Coordinator – Kay Robinson
Oct ?	Visit and lunch Sequoyah Park (918-772-2545) Fort Gibson Lake	Coordinator Al and Janis Garbart + Rolf and Adele Blom
Oct 3 to 7	VTR National Convention	Lake Texoma Pottsboro TX
Nov 5 2016	Guy Fawkes dinner	Coordinator John & Jan Phillips
Dec 10	Xmas Dinner and dirty Santa gift exchange	Coordinator John & Jan Phillips

President and one other club officer. When an invoice is received for payment, it must be approved by the President or Vice President and one other club officer, then and only then submitted to the treasurer for payment.

The only exception is prior approval may be waived by temporary authority which may be extended to a chairman of a convention or similar activity prior to an expenditure. There is no change for approval of



invoices.



The monthly meeting at Brothers

Houligan was well attended and we got to meet our newest members the Larson's. Under new business the process for disbursement of club funds was discussed to ensure that we adhere to established bylaws to keep everyone completely free from any appearance of impropriety.

Prior to placing a purchase to be paid for from club funds, obtain approval of the President or Vice







Many thanks to Glenn Larson for these pictures taken at this year's St. Patrick's Day party at the Robinson's. Great job Glenn, keep up the good work.

AMERICAN ENGINE USED IN TR 8

By Frank Wood

Bless the gentleman who gave the club his large collection of TRIUMPH NEWSLETTER, published by the Triumph Sports Owner Association (TSOA). At the meeting after everyone took what they wanted of the newsletter I took what was left, mostly 1972-73 issues. I believe Art picked all those related to the TR 7 and TR 8. What great reading.

For many years I was a member of the MG-T Register and their publication was top shelf but quite different from the TSOA newsletter. The main difference was the Triumph publication had lots of input from the car manufacturer and the MG-T Register was all member input. Lots of sales hype from Triumph which was a strong supporter of TSOA. What caught my eye as seen in our latest club newsletter was the TSOA issue introducing the new TR 8 and Rover V8 engine.

The mention of the choice of spheroidal cast iron for the crankshaft, flame hardened cast iron camshaft and cast 356 aluminum engine block with dry cast iron cylinder liners were featured. These engineering changes were significant for Triumph compared to their previous 4 and 6 cylinder engines.

Triumph engine blocks were much the same cast iron metallurgy as MG engines: cast iron blocks, flame hardened cast iron camshafts, forged cranks, and cast iron exhaust manifolds. For many years these British car makers relied on the contracted foundries for cast iron metallurgy choices. Until very recently all of the US major manufactures owned their own captive foundries. That is not to say they did not produce castings for other US automakers. US firms had their own staff of engineers who specialized in all aspects of engine manufacturing and their captive foundries were staffed by good foundry

engineers and metallurgists. These engineering groups conducted research extensively on engine component materials. When I was a metallurgist for Central Foundry Div. of General Motors in 1963, we had been casting ductile iron crankshafts in our plant since 1955. Ductile iron is called spheroidal iron in England and Europe however it was US foundries who brought it into mass production. While I worked at CFD before being called to active duty in the Army, we produced 750 ductile iron cranks a week; some for Ford, Chrysler, and AMC as well as for GM passenger cars. Our adjoining malleable iron foundry produced malleable iron cranks for GM and Chevy truck divisions who refused to accept ductile iron for many years on the basis of inferior fatigue life.

From the end of WWII American car makers had developed the chilled cast iron camshaft, eliminating the costly and sometimes inconsistent flame hardening process on the cam lobes. This chilled iron surface on the lobes was done by coating the lobe portion of the casting sand mold with a tellurium ceramic coating prior to pouring the mold. When the metal cooled a very hard white iron layer was developed at the surface of each lobe, leaving the interior of the camshaft soft. After machining and grinding of the camshaft the hard white iron surfaces of the lobe was 5 times harder than that achieved by flame hardening. The problem with the flame hardened lobes was soft spots which would wear over time resulting in setting the valves correctly and engine performance problems. I experienced this problem with the camshaft in my 1950 MG TD and my 1955 MG TF 1500 and would have had the same with my 1952 MG TD if I had not given up on its other mechanical problems. The 1958 TR 3 of low mileage I purchased in 1959 never got the chance to have a camshaft problem as it was totaled out in 1964.

When GM began to produce cast aluminum engine blocks (aluminum heads came later) they chose cast iron cylinder liners

using a process developed by the Hastings Piston Ring Co. Their process of making cast iron liners insured that long graphite flakes were in the metal matrix and especially on the ID. This was accomplished by a special molding process to insure such structure was formed when the cast iron solidified under closely controlled cooling conditions. GM used these liners until the special aluminum alloy was developed which had a hard aluminum silicide compound in the structure thus eliminating the need for cylinder liners. This is where the Triumph Rover V8 aluminum block fell short. No special attention was given to the composition nor structure of their cylinder liners. The result was excessive wear and oil consumption unheard of in 1970's and 80's. Owners raised bloody hell. The Rover V8 also had other problems that agitated owners. Triumph abandoned the Rover V8 for the TR 8 and purchased all of the tooling to produce the 3.5 aluminum block from Buick Div. GMC. Triumph bought all the Buick tooling and some production technology that included the foundry patterns to produce blocks, intake manifolds, heads, jigs/fixtures for machining, honing equipment and the special Hastings process to cast the cylinder liners. So the Buick V8 replaced the sorry Rover engine. This was a hard pill to swallow for Triumph management and engineering and resulted in a major shakeup in Triumph engineering department. Just another thorn in the side of a firm who was also having major union problems. Noteworthy also was that the as-cast water passages in the Buick block and other components had much smoother surfaces as the English foundries improved these surfaces considerably using core wash technology from Buick production processes originally developed by Foseco Inc. a British firm!

It appears politics prevailed at Triumph in the choice of carbs for the TR 8. Zenith-Stromberg 175CDSET dual carbs were selected to top the Buick engine over carbs

offered by American Companies such as Holley and Rochester. The TR 8 ran great with the Z-S setup but bogged down by EPA requirements here in the US. It was still a good car and gave the Datsun Z cars fits on race circuits. John Phillips is fitting modified intake manifold and a big ole 4-barrel carb to the car he is putting back in action. It should be a barn burner.

So that is my story about the adoption of an American engine to a British production car.

Engine Noise

Snippets from e-mail, etc. worth sharing.

Hey John,

How do these people keep electing me to be Member At Large?? In reality, I am happy to continue to hold the position in the event that we have a "situation".

I continue to scan your updates on Tinkerbelle and am envious of your ability to commit time. My work schedule has been extremely challenging (note absence from club activities) but interesting and rewarding. They say the key to successful retirement is to have a good hobby. That said, and now 6 years away from 65, I want to get on your 10-year plan schedule to redo the '3. Her '78 restoration is looking pretty tired these days, but her "ticker" continues to keep pace - now better than my own...

I used my British Pint cup from the VTR Nationals in Los Colinas today. I looked at the 2006 date and wondered where the time has gone...

Cheers,
-Jim Murray

South Central VTR Regional

Hosted by COVTR

Norman, OK



Land Run Monument by Paul Moore. Used with permission.

The Oklahoma Run • April 20–24, 2016

Join Us in Norman, Oklahoma in 2016!

Dave Hogan (405) 227-8467 David.I.Hogan1@gmail.com

Marriott Conference Center

2801 East State Highway 9

Norman, Oklahoma 73071

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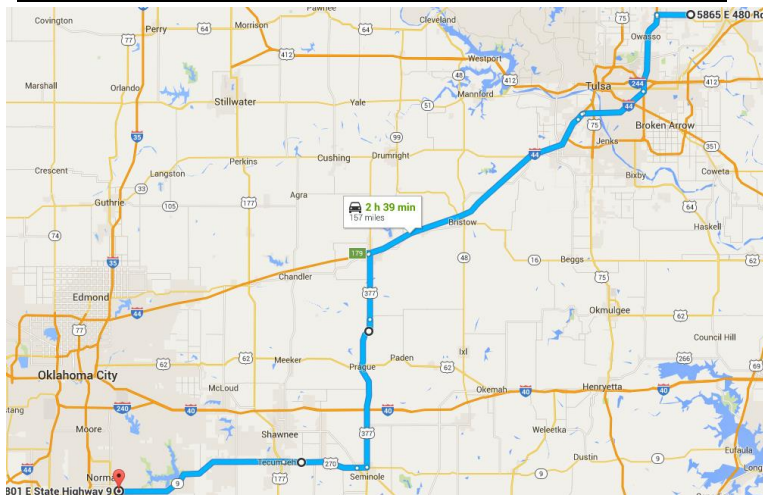
Highlighted shows occur before next newsletter

VTR South Central Regional Convention

Location: Norman, Oklahoma

Date: April 20 – 24, 2016

Web: <http://www.triumphsokc.org/#lscvtr-regional-2016/ch5d>



SOUTH CENTRAL VTR REGIONAL 2016
THE OKLAHOMA RUN
APRIL 20-24
NORMAN, OK

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[SCHEDULE](#)
[EVENTS](#)

The Oklahoma Run • April 20-24, 2016

SWAP MEET INFO

NCD CONFERENCE CENTER AND HOTEL

Unique Upscale Hotel Near The University of Oklahoma

Welcome to NCD Conference Center and Hotel, the largest of its kind in the state of Oklahoma. With resort-style amenities and warm hospitality, our full-service, 100% smoke-free property near Oklahoma City and the University of Oklahoma is an ideal destination for vacation travelers or corporations seeking a first-class meeting venue and convenient hotel.

Our saline outdoor pool, regulation gymnasium, health spa, and free Wi-Fi make every stay with us an upscale retreat.



LOCATION

NCD Conference Center and Hotel
 2801 East State Hwy 9, Norman, Oklahoma 73071
 Phone: 405-447-9000 | Fax: 405-366-1865 Email: nccdreserv@marriott.com <http://cc.ncd.com/>
 Rated: 4.8 out of 5 Based on 5 Reviews

RESERVATIONS

FOR ONLINE RESERVATIONS PLEASE CLICK
 BUTTON BELOW. ONLINE RESERVATIONS
 WILL INCLUDE THE SPECIAL RATE. FOR
 PHONE RESERVATIONS PLEASE CALL 405-
 447-9000 EXT. 0
 ASK FOR SOUTH CENTRAL VTR REGIONAL
 RATE.

ONLINE RESERVATIONS

**SPECIAL RATE ONLY AVAILABLE UNTIL
 MARCH 30TH**

24th Annual British Car Days

Location: Mesilla, New Mexico

April 29 – May 1

<http://www.bmc-snm.org/british-car-days/>

24th Annual British Car Days

On the plaza of La Mesilla, New Mexico

April 29-May 1, 2016

Hosted by the British Motorcar Club of Southern New Mexico
 Car show on the plaza Saturday, April 30, 9am - 1pm
 For more information visit our website: www.bmc-snm.org

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas

Date: May 1, 2016

Web: <http://www.kipmotor.com/abcd.htm>

All British & European Car Day

SHOES FOR ORPHAN SOULS

Our 32nd Annual Exposition Sunday May 1st, 2016 at White Rock Lake Park

Last May, we were blessed with SUNSHINE! Chrysler Club Point has concrete parking in case it rains and a lovely grassy show field.

Join us for our annual celebration of British and European modern & vintage motoring. Bring any British or European car or motorbike, driver or show vehicle to compete for trophies determined by popular voting.

This is a fun, family friendly day relaxing at the park, picnicking and visiting with other antique vehicle aficionados.

This show benefits Shoes for Orphan Souls. Please bring a pair of NEW, closed-toe shoes to donate for those in need.

Jaguar Classic, Photo by Valentine Photography

When: Sunday May 1st, 2016
 10 am - Show Field Opens
 9 am - Vendor Setup
 2 pm - Voting Ballots Due
 3 pm - Winners Announced

Where: White Rock Lake Park - Dreyfuss Club Point
 Park entrance at Buckner Blvd and Lake Highlands Drive. Follow the ABCDE signs.

Registration:
 Online pre-registration will begin in late February. On-site registration is available for those last minute procrastinators!

2016 CAR SHOWS

All British Car Week National Meet

Location: Blythesville, Arkansas

Date: June 2 – June 4, 2016

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

TRA National Meet

Location: Painesville, Ohio

Date: June 15 - 19, 2016

Web: <http://triumphregister.com/tra-national-meet>

Greater Ozarks All British Car Day

Location: Carthage, Missouri

Date: July 22 - 24, 2016

Web: <http://carthagecarshow.com/>

Roadster Factory Summer Party

Location: Armagh, Pennsylvania

Date: August 4 – August 6, 2016

Web: <http://www.the-roadster-factory.com/indexmain.php>

Kansas City All British Car Day

Location: Kansas City, Missouri

Date: September 3 - 4, 2016

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

6-

15th ANNUAL
BRITS in the OZARKS
ALL BRITISH CAR & CYCLE SHOW
Benefiting the ALS ASSOCIATION
"Fighting Lou Gehrig's disease"



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BRITISH IRON TOURING CLUB
OF NORTHWEST ARKANSAS

PRESENTED BY
Castrol

University of Arkansas Agri Park
Fayetteville, Arkansas
September 10
SPECIAL GUEST
Mike Dale, CBE
Former Employee of Donald Healey Motor Company,
Former President of Jaguar Cars North America

Car Display • People's Choice Judging • Concessions Available
Host Hotel
Holiday Inn Convention Center of Northwest Arkansas
I-49 and Highway 412, Springdale, AR

FOR REGISTRATION INFORMATION CONTACT
BILL WATKINS OR DOUG SCHWARTZ
479-636-2168 OR 479-531-1781
www.britishkansasoza.org doug@kansasoza.org



Pack Trials

Location: Loudonville, Ohio

Date: September 8 - 11, 2016

Web: <http://www.6-pack.org/j15/>

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: September 10, 2016

Web: <http://www.britishironnwa.org/show15.html>

Triumphest

Location: Ventura, California

Date: September 8 - 11, 2016

Web: <http://www.triumphest2016.com/>

Texas All British Car Day

Location: Round Rock, Texas

Date: September 23 - 25, 2016

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

VTR National Convention

Location: Pottsboro, Texas

Date: October 3 - 7, 2016

Web: <http://www.VTR2016.com>

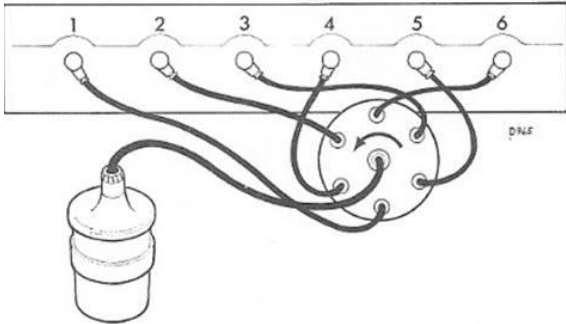


About a 200-mile drive to the national convention.

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.



1 Release top from rear bow and snaps at the sides then spread out over back of car.



2 Fold top forward without folding back window



3 Fold side windows at vinyl onto back window. No folds in any window. Add cover

Products Appropriate for Your Car

Not the only option but good ones.

Standard TR6 Tire Size: 215 X 65 X 15

<https://www.tacomaworld.com/tirecalc?tires=205-50r15-185-70r13>

Motor Oil: 5W50 Castrol Edge with Syntec API SN, synthetic, formerly Castrol Syntec, *black bottle* = 75,409 psi ZDDP 1200 ppm

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

Gear Oil: GL4 grade which is lower in sulphur. GL5 not recommended

Overdrive and 5 Speed Transmission: GM Fluid 88900399 Synchronesh Friction Modified Manual Transmission Fluid

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

Brake Booster Test

Air Tightness Check Under Load

- Depress the brake pedal when the engine is running, then shut off the engine and wait—with your foot on the brake still—for about 30 seconds.
- If the brake pedal position does not change in that 30 seconds, the brake booster is functioning normally.
- If the brake pedal moves up, the brake booster is defective.

(TWOA Newsletter)

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

<https://www.tacomaworld.com/tirecalc?tires=185-70r13-195-55r15>

YOKOHAMA
Yokohama AVID
ENVigor (H- or V-Speed
Rated)
195/55-R15
\$86 each

KOOL
Hankook Optimo H426
195/55-R15
\$80 each

[195/55-15 Tires \(33\)](#)
[Find metric sizes](#)

TIRE SIZE CALCULATOR


Current Tire Size: 185 / 70 R 13

New Tire Size: 195 / 55 R 15

Your Calcs (x): 185 / 70-13 - 195 / 55-15

Calculate

☒ Side by side ☐ Overlay



185/70-R13195/55-R15

	185/70-13	195/55-15	Difference
Diameter inches (mm)	23.2 (589.2)	23.44 (595.5)	0.25 (6.3) 1.1%
Width inches (mm)	7.28 (185)	7.68 (195)	0.39 (10) 5.4%
Circum. inches (mm)	72.88 (1851.03)	73.65 (1870.82)	0.78 (19.79) 1.1%
Sidewall Height inches (mm)	5.1 (129.5)	4.22 (107.25)	-0.88 (-22.25) -17.2%
Revolutions per mile (km)	869.43 (540.24)	860.24 (534.52)	-9.2 (-5.72) -1.1%

Forum embed code ? : [url=https://www.tacomaworld.com/tirecalc](https://www.tacomaworld.com/tirecalc)

Speedometer Difference

Speedo Reading	Actual Speed
20 mph (32.19 km/h)	20.21 mph (32.53 km/h)
25 mph (40.23 km/h)	25.27 mph (40.66 km/h)
30 mph (48.28 km/h)	30.32 mph (48.8 km/h)
35 mph (56.33 km/h)	35.37 mph (56.93 km/h)
40 mph (64.37 km/h)	40.43 mph (65.06 km/h)
45 mph (72.42 km/h)	45.48 mph (73.19 km/h)
50 mph (80.47 km/h)	50.53 mph (81.33 km/h)
55 mph (88.51 km/h)	55.59 mph (89.46 km/h)
60 mph (96.56 km/h)	60.64 mph (97.59 km/h)
65 mph (104.61 km/h)	65.7 mph (105.73 km/h)

Speedometer forum embed code: [url=https://www.tacomaworld.com/tirecalc](https://www.tacomaworld.com/tirecalc)



Greasy Hands Garage North Update

3/10/2016 – Today I contacted Ben Laster since his is in the paint business to see if he knew of a way for me to get rid of used mineral spirits used to clean parts. He graciously offered to include my stuff in his commercial waste stream so I did not end up doing something stupid with it. I will drop it off on my next trip to Tulsa for mower parts.

I worked on two projects today. The first was to install the new boot/trunk mat and get rid of the original one that was worn out. Using the old one as a pattern for locating the snaps, holes were punched and the snap installation started.

Well, guess what. As usual the shank of the snaps was about 1/3 as long as needed to reach through a steel washer, the mat pad, a padded washer and the female end of the snap. The longer parts were not long enough either.

I finally thought of using a pop rivet which did reach and was easy to install from the underneath side using a backup washer on top.

Worked like a charm and I did not have to wrestle snaps.

A permanent marker was used to make the backup washers and rivet stumps black and everything looks pretty much like it should. You have to look kind of close to tell the difference.

I think it looks ok and works as it should.

The next project was to install the snaps on the new top bows cover used when the top is down. I got the first hole punched and reached for the snap installation tool. Well, the darn thing is worn completely out. Ok, I am not making more trips to Tulsa than necessary so when I get the call to pick up the mower parts I will drop off the mineral spirits at Ben's place, go by Hancock's and get a new rivet tool then go on to Smith's and get the \$140 worth of mower parts needed to get it going.





3/11/2016 – Yesterday I started installing the snaps on the hood cover. But first I had to replace the old snap installation tool that I bought at Hancock's many years ago. It was broken in 3 places and refused to install anything anymore.

I went to Hobby Lobby and bought the identical tool that had served me well enough for many years and paid about \$30 for it. Back at the shop I barely managed to get 8 snaps fully installed and ruined 3 before the grips were so fatigued they touched before the anvils would meet. Junk.

This morning I returned the junk for a refund and went find a more adequate tool. Neither Steve's nor Harbor Freight had any. At American Upholstery I found one of professional quality with the very professional price of \$140. Ouch. I hope I can figure out how to use it before destroying parts or snaps.



In addition to picking up needed mower parts I continued my search for tires and wheels.

Discount Tires is still trying find what I want as is Dino's. They really are not having much luck.

I did enough research that I found what I want but the wheels are very expensive and the tires are no longer made. It will be interesting to see what they come up with. I am afraid it will be nothing.

3/12/2016 – Today I dumped used oil at O'Reilly's and got more snaps at Walmart. The new snap installation tool is great. The bows cover was finished in no time and turned out to look pretty good.

Now I need to list the black cover for sale since the tan one is done.

3/13/2016
– Since it is Sunday and the clocks moved



forward to accommodate daylight savings time the morning was spent watching the political news on the various networks. Yes, someone really does watch it.

After that the shop was calling so the first thing that caught my eye was the incorrect fastener I had installed on one of Jim's TR4 headlight buckets. I found the blind nut and correct screw and made them work to hold the bucket in. Better.

Next the shop was horribly disorganized so some time was spent moving the small yard trailer to a different location and more properly storing wood scraps used for multitudes of uses.

With that done Tinkerbelle was positioned on the lift for preparing the car to receive the rebuilt engine and transmission. The first step was to remove the wheels/tires which then led to cleaning the lug nuts to get 35 years of dirt off and shine them up a little.

Since finding the tires I really want and the wheels cost more than I want to pay right now I may have to clean the original wheels and use them for a while. It should not be a problem even though the tires were made in 2005 they show no check marks or cracks and appear to be in pretty good shape.

The next step was to hang the brake calipers under the wheel wells. The bolts had been left loose since with no engine the car was going nowhere.

The car was lowered to the floor at the back but the front was left up using jack-stands. This puts the car in the proper attitude to receive the engine/transmission assembly when available.

Next a jack was placed under the sub-frame and the nuts holding the front suspension struts were removed. With the jack supporting the sub-frame, the 4 main bolts that hold the sub-frame to the frame were removed.

The sub-frame was then lowered to the floor and set aside to await reinstallation after the engine and transmission are raised into place using the forward arms of the lift. I am ready.

3/14/2016

More cleanup today to make sure all things removed from the car during disassembly were clean and in good condition. Remaining fittings were cleaned, the grounding strap and various bolts went by the wire brush on the grinder.

One part was found to be either broken or modified to work on a TR8. The part was the switch for the oil pressure warning light on the dash. I decided to order the part that was designed for the TR8 from The Wedge Shop. I have a little more confidence that it will read correctly.

Chad says this weekend on finishing the engine assembly so

Tinkerbelle may make it to the regional convention after all. No trophy expectations but the ride down may be more fun in a different car.

3/15/2016 – Cleaned

up more parts today and discovered more parts to order. Four of the sheet metal keepers that hold the exhaust manifold bolts from loosening up were missing and the other 4 were damaged so they will be replaced.

One of the small plastic parts that hold part of the transmission shifter in place was broken so it will also be replaced. More snap buttons were ordered as well since I ran out while working on the bows cover.

Meanwhile, Chad is procuring upgraded valve cover gaskets and valley cover for under the intake manifold. Since time is short



it will be difficult to have everything ready for the regional convention.

3/16/2016 – Today the air conditioner compressor goes back to Bryant to make sure it has the correct amount of oil after I spilled some while unloading it. Done deal. Just need to get it installed and back to them for the testing and charging.

Also exhausted any hope of getting wheels locally and ordered the wheels I like from The Wedge Shop. Still have to decide on tires but leaning towards Michelin Premier or Goodyear Eagle Sport. More research required.

3/18/2016 – Will probably buy tires today in preparation for mounting on Thursday. Wheels due to be received on Wednesday. Excited.

I continue to clean fasteners, supports and anything else. The spark plug wires and distributor cap were cleaned up using WD40 which works great at removing grease and dirt from lots of surfaces.

The clutch pressure plate was cleaned up in the parts washer and looks to be in good condition. I thought about replacing the throwout bearing but it is nice and tight so going to take a chance on it being good.

Will install the new alternator and starter that came with the car and keep the used ones as backup. The power steering pump is a rebuilt unit but is fresh. The hoses are new. Anxious to get the engine back so I can start re-assembly.

3/21/2016 – Chad has underestimated the time needed to complete various tasks related to getting the TR8 engine back together and the result is that the weekend came and went and he still has it in his shop. It is promised this week however.

When I left his house Sunday the process of installing the pistons had begun. The measurements taken indicate that so far everything falls within tolerance which is a good thing.

The cam timing has also been set. He is confident that the engine will be ready this week and I stand ready to go get it and get it home for installation preparation.

Meanwhile, the wheels are ordered and due here on Wednesday. They will be delivered to Discount Tire where the tires were purchased for mounting and balancing. The tire finally purchased is the latest technology Michelin Premier All Season chosen for ride, quiet, handling and long wear. I figured what the heck, I will probably never buy another set of tires for Tinkerbell.

3/23/2016 – Well, it is Wednesday, big day for Tinkerbell. The wheels arrived around 2 p.m. and here it is 3 p.m. and the mounted tires are on the new wheels and ready to be put on the car. When the car is finally rolling I will schedule an alignment check.



Chad says the engine should be complete this evening so things are moving ahead.

Jim is still waiting for his painter to show up and check for correct color and pick up the windshield frame for refinishing. Someone has him working on something besides his car so it has not been worked on much the last couple of weeks.

3/24/2016 – This morning's text from Chad set Friday, tomorrow morning as a pickup time for the engine. I am ready. In the 4 months since the engine was dropped off for rebuild a lot of improvements have been made to the rest of the car so the time was well spent.

Tires and wheels will be offloaded into the shop from the truck to make room for the engine transit. I am wondering how Chad and I will get the engine off the engine stand and into the truck. His hoist is not very accessible so not sure what he has in mind.

3/25/2016 – I arrived at Chad's house about 8:38:39 approximately this morning to help wrap up remaining tasks before transport to GHGN. That included installing the rear main seal, installing a speedy sleeve on the harmonic balancer to provide a good sealing surface for the front seal, installing the valve covers after lubricating the valve train, and installing the flywheel. I am sure I have not remembered everything but that was most of it.

After that we moved the engine to the truck and dropped it in, tied it down for the ride home.

When the engine is back in the car and the water pump is available he will come up and do all the little last minute stuff I have not done or done wrong and hopefully get it running.



With engine out of the truck and in the shop I started trying to figure out how to mount all the fittings for the air-con compressor, power steering, alternator and support pulley but had no luck. With the water pump not on the other component attachment was not that obvious. Will have to study some.

Moving on to something more familiar the clutch plate, pressure plate and transmission were put in place with no difficulty. The darn dust cover for the transmission went on and off a couple of times before I got it right.

After that the starter was put in place as was the slave cylinder for the clutch. The motor mounts with brackets were attached to the engine one of which included the grounding strap and then the oil pressure switch.

Tomorrow perhaps enough progress can be made to justify putting the engine/transmission in the car. That would be nice.



3/26/2016 – If not for running out of parts the engine and transmission would be back in the car. The gaskets for the exhaust manifolds were not in the kit that Chad bought to do the engine so I had to special order them. Since I was at O'Reilly's for the second item, a belt for the air conditioner, I just ordered the gaskets from them. Tuesday, so not much will get done until mid-week but given those two items availability the engine will be in before the third item is received.

Chad sent the water pump to a rebuilder and it is not yet done so that will probably be the clincher as to when the car is back on the road.



Figure 3 Waiting for remainder of parts

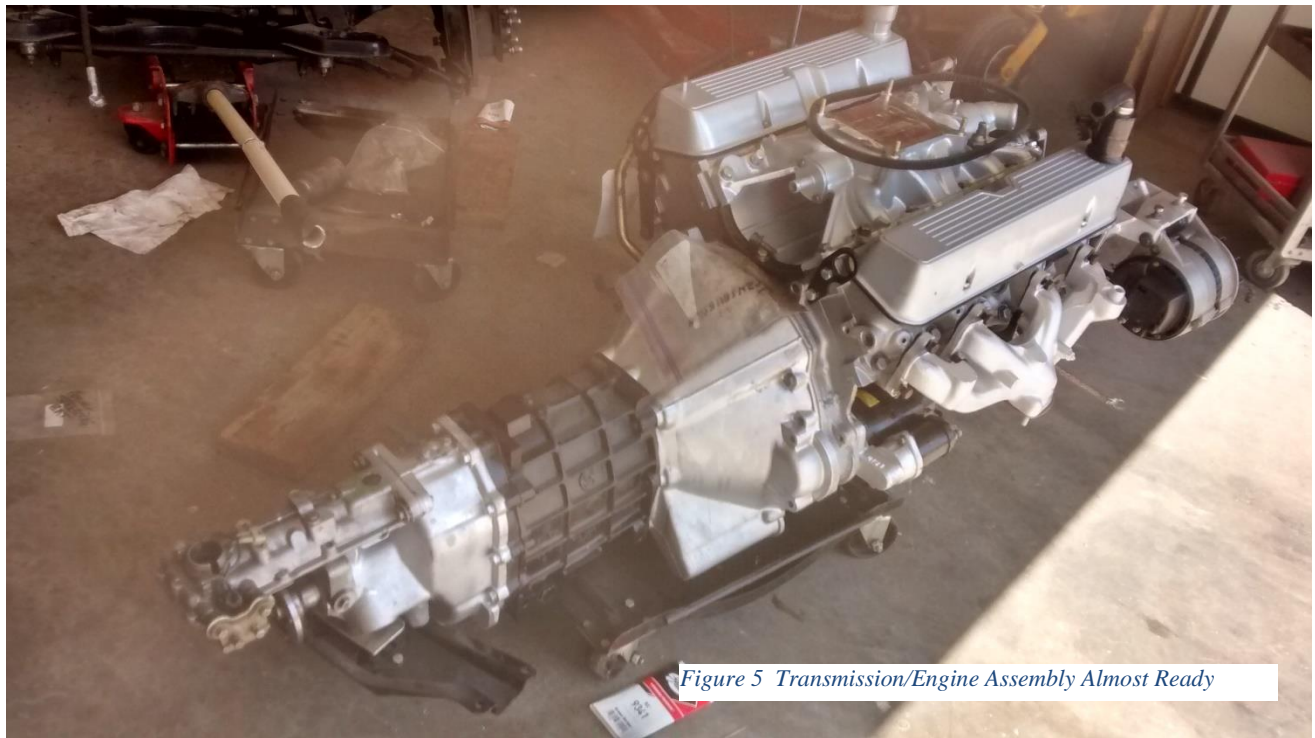


Figure 5 Transmission/Engine Assembly Almost Ready



Figure 4 About ready to shove it under and lift it up into place.

Tomorrow will be spent cleaning the distributor, installing the spark plugs and probably the carburettor. I looked into putting the exhaust pipes on the manifolds but there is just no room to do that until the engine is in place.

A dry fit was done on the air condition compressor to make sure the mounting process was correct and all the parts were available. Good shape. It will come off before the engine is lifted into place as there is no room for everything to go straight up.

3/28/2016 – Thinking I was finished with the preparation for reinstalling the engine the visit to the shop was just to see if I could find something to do. The only thing on the list was to clean the distributor.

That was done and the hold down clamp was painted. There were lots more small pieces to clean, paint and attach one of which was the dip stick and tube.

While working around the firewall a connector on the engine wiring harness

was cleaned and it broke off. On closer inspection it was obvious a new harness was needed. Fortunately, British Wiring had one in stock and it shipped within an hour of placing the order. Come on UPS.

One more trip to the hardware store for some lock nuts and O'Reilly's for gaskets and a belt and I am through for the day. Lot more work than I expected. Tired.

3/29/2016 – Less than 3 weeks to Regionals and it was back to O'Reilly's to pick up the gaskets and belt I had hoped to get yesterday. Also picked up some spark plug wire looms and an oil filter. The wiring harness for the engine is due on Friday.

Back at the shop I installed the new manifold gaskets, bolt hold downs and applied anti-seize compound to the threads and put them in place. The bolts were torqued to 16 foot pounds and the bolt hold down tabs were bent into place to keep the bolts from backing out.

Today has been one of those days where you just fight everything that you do. The wind even blew away a good part of my TR8 manual so Tom Needham and I spent some time trying to gather all the pages from my yard and my neighbors.

Raising the engine and transmission into place went pretty well as expected. The difficulty started with getting the transmission mount into place and getting the nuts and washers on the bolts.

After that we moved to the front of the engine. I had already decided that there was not enough room for lifting the engine into place with the air

compressor and alternator in place so they had been removed. As it turned out they probably did not need to be removed.

When Tom and I had fought the beast to about 2:30 I was exhausted and surrendered for the day without having the sub-frame properly attached to the frame. First job in the morning. Nap time.

3/30/2016 – This morning Chad let me know the water pump was ready for pickup so I headed to a location on North Delaware in Tulsa. The instructions were to retrieve the pump from the floor of a brown Mercury, leave \$60 under the mat and run like hell. Actually he forgot to tell me the run part but there were plenty of eyes on me as I concluded the transfer of money for pump. I was ready to get back on 244 headed for home.

So the stuff put in yesterday was loosened up and the sub-frame positioned and bolted in place. Also the steering shaft was connected to the rack. Then everything was tightened back up.

The clutch fluid line was connected and the power steering pump plumbed. The brake calipers were reinstalled on the discs and the new wheels put on the car. The gold color on the wheels is pretty close to the paint on the car so it is a pretty good match. I like it a lot.



There is still a lot of stuff to put in like the air conditioner compressor, alternator, water pump,



Figure 6 Tom reinstalling the steering shaft.

belts, hoses, etc. But that stuff should go pretty quickly.

Tom came back to help today and did a lot of the work under the car and helped with the wheels. We put in a good 4 hours and I got hungry and Tom left to do other things. A good day needed to offset the mess I made yesterday. Thanks Tom and thanks to those that offered to come and help. As it turned out any more than two people in there today would have been too many.

3/31/2016 – I gave Tom the day off today since all the tasks remaining can be done by one man. I started with reattaching the drive shaft to the transmission. Four bolts using lots of thread lock since the nylock nuts were used.

The air conditioner compressor was next and took a long time to get in the way I thought it should be. Then the alternator went in. The oil was added to the sump.

The water hoses and carburettor were also installed. There are a few details to finish between the engine and radiator in the morning then I will add fluid to the clutch system and move on to the last large task, installing the exhaust.

That will leave Saturday as double check day to make sure all is ready for startup on Sunday. Boy, am I tired. This hobby is turning into a job. Glad the end is in sight.

4/1/2016 – Fate played an April Fool's joke on me today. The water pump seal leaks like a sieve. Bummed. Not sure what I want to do now. Exhausted.

I did get the exhaust in place but discovered that there were a lot of parts missing from the exhaust that came on the car. Time to plan another order.

Start up now depends on what I decide to do about the water pump. And I probably need a thread insert in the bottom hole. Have to drain the expensive waterless coolant and save what I can. Too expensive to waste. Remove belts. Don't want to think about it anymore right now.

It will probably cost me a week that I do not have to get ready for the Regional Convention.

4/2/2016 – Busy day. Installed wiring harness, put power steering fluid in new pump and stopped the leak. Put fluid in the clutch system and stopped the leak. Are you sensing a pattern here? Everything that I installed that uses fluid leaked except the oil filter

The water pump leak is slow enough that I think Chad can do his thing to get the car running and I will change the gasket after he is through. I won't have to touch anything related with what he is going to do.

I tried to install the shifter but lost the anti-rattle button, twice. I got the wheels torqued to 174 lb. ft. I am so tired I can't even remember what else got done but I think it is ready to start. Hooked up the carb linkage.

It has oil and coolant. The transmission can be shifted if needed but is not ready for prime time. The clutch needs to be bled but I need a hand with that. Or foot I guess. Will it start tomorrow? We will see.

4/3/2016 – It took a while but we did get the engine to run. The bolt that attaches the harmonic balancer to the crank had to be torqued to 210 lb. ft. so I borrowed one from O'Reilly's that had enough capacity. After that it was just the routine stuff you have to go through to get things ready.

When it started it had more coolant leaks. It also appeared to be overheating because the cooling fans did not start but I believe it was only because the temperature did not get hot enough to turn them on.

At any rate, the engine ran for about 4 minutes and we shut it off. After an adjustment to

the distributor position attempts to start the car did not work partially due to a low battery. It was a long day and we were tired so we decided to defer to a later time to pursue correction of leaks and another start test.

Chad was here to facilitate the startup and we were joined by Sam and Frank. Later in the day Jim Lindsey came over to work on his car.

We accomplished our primary objective but there is a lot on my plate to resolve before it is road ready. No promising for the convention.

4/4/2016 – Even though I had decided to not work in the shop today in tribute to Jan's and my wedding anniversary she did not feel up to working on her hobby so I worked on mine.

One issue that arose yesterday was that the WB wire that connects to the coil had no connector at the coil so I made a little jumper wire and connected the two together.

The water pump was staring me in the eye daring me to touch it so it was removed and to my delight I discovered that where I had thought threads had been pulled from the aluminum engine block was a bolt with the head broken off. A portion of the gasket had been pulled into the threads as the bolt was inserted.

There was about 1/8 of an inch of the bolt sticking out so I tried several things to get the remainder of the bolt out, none of which worked. The last thing tried was to cut a slot in the end of the bolt using a Dremel tool and use a screw driver to remove it. This worked thankfully.

Chad is coming back tomorrow evening to continue trouble shooting and tuning so I hope to have the water pump back in place and hopefully leak free. I did find out why the first gasket leaked.

At the bottom of the gasket where the leak was there was a tear because



the gasket did not seat on the surface as it should have. I have one more gasket and will take even more care installing that one. Also a proper sealant will be used. Tired but reinvigorated.

Going out to dinner to celebrate tricking Jan into marrying me 31 years ago. It is also Paul's Birthday so we will toast to him as well.

4/5/2016 – Same song second verse. I got the new gasket on the water pump and was torquing the next to last bolt and it broke in the same hole as before. I have the pump back off and am headed to the store to get some new better bolts.

Got the grade 8 bolts and put the pump back on. Worked on other issues one of which is the ignition light staying on all the time whether the switch is on or not. To be resolved later. The cooling fans also have not worked yet so that has to be trouble shot.

At the end of the day Chad and son Austin and Sam were on hand to start the engine during the evening. The exhaust sounds great. The bonnet was put in place and the verdict is to drive it for a while and see what happens. We also reinstalled the bonnet after 5 months.

Of course I will try to get the electrical issues resolved and get the shifter back together when the parts come in. The exhaust system is not secure yet so more parts are coming from Rimmer Bros.

I guess you could say getting to the regional convention is still a possibility but I am not holding my breath.

Tonight we had an oil leak in the valley under the intake so Chad tightened the sealing bolt some. Hopefully that will stop that leak. So far, knock on wood, no coolant leaks. I am so thankful.

4/6/2016 – After the eventual success of yesterday the remaining list of tasks was begun. The first thing I saw was the tubing that runs from the washer fluid pump through the right wing, up through the bonnet to the wind shield washer fittings.

Before beginning that task, I called Frank to come over and help bleed the clutch. That did not take long and he had other things to do so he took off and left the rest of it for me to figure out.

Electrical short issues have to be found before they can be eliminated so the process I follow is to try to identify which circuit is at fault. The best way I know is to remove each fuse and use a test light between the negative cable and the negative post on the battery. If the light comes on the fault is still there. If a fuse is removed and the light goes out, you know which circuit has to be examined and repaired.

In my case removing all fuses had no effect on the fault. What this tells me is that the fault receives direct current from the brown circuit which is not fused. So the possibilities are now minimized to a mere 47 million or so. TR8s are harder to work on than TR6s.

Disconnecting the 'battery to starter' power wire stopped the fault so it is downstream from there. More tomorrow.

4/7/2016 -This morning some of the fog lifted from my brain and I went back through my logic for tracing a fault. After that the brown/yellow wire was disconnected from the alternator. The light went out. That problem is avoided if not fixed.

Who cares if the ignition light does not come on. We will see.

The parts for the transmission came in from Vicky Brit. That was the only place that I could find them. The anti-rattle button diameter was a little large to fit in the shifter so I ground it down a little and it went in ok.

Some new nylon license plate fasteners were obtained from Ace as the ones in the console were either missing or broken. Rockwell called them blind fasteners because the nut side was not accessible so the nut had to be fastened in place to accept a screw. Anyway the console and shifter are all back together again. This task is finally finished.

The presumed wiring issue is looking more like a problem with the alternator. Since I have two that will not perform as designed, they will both go to Hughes Auto Electric for some needed attention. on Friday. Exhaust hangers are still on order from Rimmer but the list is getting shorter.

The visual changes to the car, top and wheels/tires, are almost complete but not quite. Stay tuned.



Figure 7 This is one of those accidentally good picture. I like it a lot. Too bad I can't do this on purpose like Glenn.

4/8/2016 – This morning started with reinstalling the repaired cover over the ignition switch. I had removed it when looking for the electrical problem and found that the plastic that retained the metal insert into which screw that holds the two halves together had been broken off.

There was enough of it left to position the insert and using a small water hose clamp made a circle the same size as the plastic piece. The gap was filled with J B weld and left to dry overnight.

This morning the piece was as good as new and cost me nothing but time and a little use of what brain I have left.

When I heard from Rob he was in Albuquerque instead of my shop where I was supposed to help with his car. Oh well, more time to work on Tinkerbelle.

The alternator was removed and it and the other one that came with the car were taken into Claremore to Hughes Auto Electric for service. The one that had been on the car appears to have a bad diode and the one that came with the car was not configured to have three wires connect from the TR8 wiring harness.

The spare was left to see if the correct connector could be put in place to work on the TR8 and the primary one was to be repaired. Schedule is complete by Tuesday or Wednesday. Six days, maybe the parts will get here from Rimmer for the exhaust and I can have them on by the time the alternator is complete.

Back at the shop it was early enough that I started trying to think of what was left to do on the car. The stripe kit was in the boot so out it came and I went to work putting it in place.

Lesson learned, the old trick of wetting the surface with dish washing soap is no longer recommended. It tends to wash off too much adhesive and the tape does not stick well.

Except for copious bubbles and fighting the learning curve it turned out good enough for me. There was one section of tape that broke off and I threw away before realizing it was gone. I will try to fix it later.

After the stripe was on and Jim arrived to work on his car I decided to try to free up the sticking passenger side door as it was sticking and hard to operate.

The latch on the driver's side was replaced about 6 months ago and fixed the problem on that side. Since then I saw on the TWOA Facebook group page that one member had just cleaned his up and it worked fine so I tried it.

With the latch off the door I shut the door and it still was sticking so even though the latch was thoroughly cleaned and needed it that was not causing the sticking problem.

There is another piece on the door that when shut supports the door at the back by being inserted in to a receiver component on the B pillar.

Both of these components were removed and cleaned thoroughly and this resolved the issue. The door works great and the only problem was that the receiver place for the mounting screw on the door moved and I had to remove the door panel to get access and get the latch fastened back in the proper location. No big deal.

Good productive day. Tomorrow the plan is to switch the seat belts which I apparently managed to install on the wrong side. After that the Rimmer



After

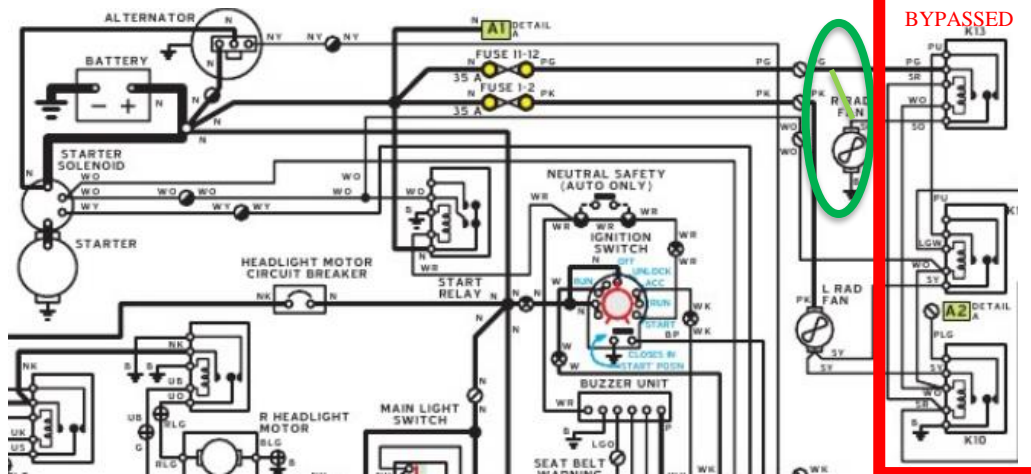


Before

Bros. exhaust hangers are needed and the alternator. Then put a few miles on the car and see what it does.

4/9/2016 – The seat belts are switched but not sure they stay as they are. May have to think of something to get them to work the way I think they should.

The cooling fan wiring has been altered slightly to make sure the fans come on during this critical break in period. Don't want a hot engine.



The modification was simply to bypass relays and switches that have to do with the air conditioner and a hi-temp switch at the intake manifold that I no longer have. We shall see how it works. My only concern is wire size as it appears to be a little light for running two electric motors.

Another concern was the upper radiator hose was too close to the alternator pulley and could touch under the wrong circumstances. There was a bracket at the water pump that appeared to be used to attach a bracket for the hose so as to hold it up high enough to clear the pulley.

Since the bracket was not in my pile of parts I made one out of a strap of aluminum, gave it a coat of black paint and the hose is now in no risk of touching the pulley.

4/11/2016 – Today in preparation for receiving exhaust support hardware from Rimmer Bros. a couple of brackets were fabricated to support and position the two exhaust pipes from an attach point at the rear of the transmission.

Fabricating the parts and chasing the metric fasteners took most of my day but by 3 pm all that I could do had been done. We are now at VOCP (vehicle out of commission for parts).

4/12/2016 – Well here it is Tuesday, publish and distribute day for the newsletter. I fully expected to be driving Tinkerbell and reporting on the tweaking of all the systems after the rebuild but no, the exhaust hangers are still not here from

Rimmer and the alternator issue was not discovered early enough to get the rebuild done to support.

The next issue will include successes and hopefully no failures as the car is finished and put into service.

The breakfast in Okmulgee is scheduled for day after tomorrow which was to be the first road trip in the TR8, however that is not going to happen.

Fortunately, the Pumpkin stands ready to take the trip and make it a fun run.

Denny is off to a great start on his new Spitfire project and Jim's 66 TR4 engine is running well and we are moving on to suspension checks and interior installation. It should start moving forward at a more rapid pace as TR8 activity is reduced.

Joe's Spitfire adventure is also ongoing and it will be interesting to see how his projects turns out. So club members are busy with cars as they should be.

The regional convention will take place next week so there is plenty to do even if your car is not being worked on. I hope you can take advantage of some of the things available to do with your car and with your fellow club members. We love our Triumphant Times.



The club still has about seven (7) stainless steel grill badges left if anyone wants one. Remaining stock goes for \$10.00 each.



My black hardtop is for sale so if anyone wants one here is your chance. \$500 will make it yours. Newer paint / original headliner and hardware. Call John (918) 283-7017

JOHN'S PAGE – STUFF FOR SALE

**Greasy Hands Garage North Has Used 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 tr6@atlasok.com or phone (918) 283-7017**



Figure 8 **TR8 WHEELS / REMINGTON TX120 TIRES \$300**

**TR7 / TR8 TOP BOWS COVER – NEVER USED. SNAPS INSTALLED.
\$225
CONTACT JOHN 918 283-7017 OR tr6@atlasok.com**

I Just like the tan one better



Great Car



Engine rebuilt by Chad Hodges.
Transmission rebuilt & OD added. All new electrical harness front & back. All hydraulic, master cylinder, brakes & wheel kits. Gear reduction starter, Panasport wheels, Steel hard top with new lining & hardware, Rebuilt carburetors, and all new interior. I am sure there are other items I have forgotten over the years.
I am asking \$15,000 including the hard top.
I will work on getting you some pictures.

I bought the car in 1997 from a club member who own it for several years, it has always been garage kept. List of things John Phillips, myself & club members have worked on over the years. John is a good reference on the cars condition.

Ted & Loretta Dorton

(918) 274-9959 Home
ted.dorton@cox.net

9007 N. 127th E. Ave.
Owasso, OK 74055



Hot Resto-Mod

I am going to sell my TR6 Beast. I hate the thought of selling it but I drove it less than 200 miles total in the last 2 years and don't see that changing anytime soon-I would really like to see it go to someone that would enjoy and drive it!

Call my office 918-341-2100, home 918-343-0333 or cell 918-230-8900. Asking \$10,000.00 Thanks,



Tony Mullenger

(More information will be added as available.)

Power is Camaro 3.8 V6. Very powerful!!!



For Sale: TWO Triumphs: A 1979 Spitfire 1500, slightly modified with engine, Trans and hood bubble. It has a new top and new lamb seat covers still in the boxes. And there is also a 1979 parts car Spitfire. \$2,500.

Also, a 1970 GT6+, highly modified, looks like a Porsche 911 Turbo. It has a 350 Chevy, 4 speed Trans, 10 bolt Chevy axle, 76 Camaro front wheels and disk brakes, 8000 RPM Tach, 160 MPH speedometer. Body needs work and paint. NOT BENT! Make offer.

Both cars have been sitting, but titles and tags are up to date!

From: Patricia Johnson <djlpj@yahoo.com>

Date: October 31, 2015 at 10:22:58 AM CDT

To: Pat Johnson <djlpj@yahoo.com>

Reply-To: Patricia Johnson <djlpj@yahoo.com>



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.

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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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