



# Triumphant Times

## Green Country Triumphs

### Monthly Newsletter for December 2015

<http://greencountrytriumphs.org>

#### From Our President *Jack McGlumphy*

At our last meeting at Uncle Bucks John Phillips was giving his parts report and was talking about a Triumph that had found its way to GHGN. I am sorry to say I don't remember who's it was or even what it was but John was talking about getting a gas tank out of the attic and other assorted parts which will cost the owner nothing at all and all of the sudden it really hit me that our club is really a valuable resource for all of our members.

If anyone needs help or advise all you have to do is ask and somebody has probably had that issue or knew of someone that has will offer advice and a lot of the time will offer you their help. If someone has a part that was pulled off some other car and you need it there is a good chance that it will be yours.

I am saying what everyone already knows but I am saying it to remind you that our little club is a great place to meet, interact, learn and let's not forget eat with a lot of pretty good people.

With that said I need to get packing I am driving to Houston early in the morning on Thanksgiving Day it should be a fun trip but it is a long drive.

Don't forget our Christmas party will be on Dec. 12th and I hope that everyone can come.

Jack Mc

#### From Vice-President *Denny Robinson*

What a dreary day it is for a Sunday afternoon. Our weather today appears like I have seen in England several times and not good weather for playing with Triumphs.

#### NEXT CLUB MEETING:

**Saturday December 12th**  
**Dinner at 6:00 PM**  
**Meeting at 7:00 PM**  
**Location: Adele & Rolf's House**  
**6418 S Sandusky Ave.**  
**Tulsa, OK 74136**

The Spitfire is back together again. I installed a new starter and electric fuel pump from Moss Motors. The starter went on well, but takes the Bendix longer to disengage than I like. I will contact Moss and see what can be done.

The electric fuel pump is fairly easy to install after you find the best location for it to be placed. I did install an inline fuel filter ahead of the pump. The car starts and drives OK, but not sure I want to leave it on this pump. I will order repair parts for old pump just in case.

The tappet cover gasket has always leaked some. This is an after-market cover and it had two of the cork gaskets. I bought a new gasket that is called for on this type cover. It is installed and will not find out if this \$18.00 gasket is any better or not

The first time I drove it after getting it back running, I hammered it hard on gravel road going to shop and it spun around and I got it stopped about two feet from my neighbors boat. Found that the accelerator cable was bad so will have to replace it before getting back on road. It will also get a set of new tires this winter and hope to have a trouble free

driver in the spring. Oh, I forgot it is a British car and will always require a lot of tender loving care.

Looking forward to seeing all of you at the Christmas Party at Rolf and Adele's house I believe on 12/12/2015.

I hope we have the dirty Santa gift exchange like we have had last few years. Kay and I will see you there.

Denny

## **Minutes of the Last Meeting from Secretary Adele Blom**

The November monthly meeting of the Green Country Triumph Club was held on Tuesday, November 17th at Uncle Buck's Grill in Broken Arrow's Bass Pro Shop. President Jack McGlumphy called the meeting to order at 7:06 pm, slightly later than normal due to slow service.

The President asked for approval of the minutes which were in the most recent newsletter. They were approved without opposition.

Jan Phillips being absent, John Phillips gave the treasurer's report. This report was also approved unanimously after a motion to approve was made and seconded.

The usual order of reports was varied to give John Phillips a chance to eat his food, so the activities report was given next. Tom Chronister reported that the next activity planned is the annual Christmas party on December 12th. This year it will be held at Adele and Rolf's house at 6418 South Sandusky Avenue, starting at 6pm. Adele is planning beef stew for a main course, and a sheet cake for a dessert. Please bring a side dish to go along with these items, and your own drinks. As usual if you wish to participate in the gift exchange (sometimes called a dirty Santa exchange) bring one or two

gifts and you will receive a number showing the order in which we will pick gifts. Gifts should cost no more than \$25.

Following the Christmas party our next activity will be an activities meeting to discuss next year's events. The location is not determined yet, possibly the Phillips or the Chronister house. This is usually held on the first Saturday in January. (Since that is January 2nd this year please watch your e-mail for further developments.)

Art Graves reported on upcoming shows, noting that the CTR southwest regionals will be in Norman this coming April. The VTR nationals will be held the first week in October in Pottsboro, Texas which is on the south shores of Lake Texoma. Both of these shows are exceptionally close to Tulsa, and good attendance from our club should be possible.

After this brief respite, attention returned to John Phillips for the membership report. New member Matt and Mary Wenger were introduced. They have a 1976 Triumph TR-6.

The Parts Committee report was given as usual by John Phillips. John's "new" TR-8's engine is now over at Chad Jester's. Chad has a source to rebuild the water pump. Jim Lindsey's car has a new gas tank which John found in his attic, and attention has turned to the engine. The number four cylinder appears rusty and will probably force the engine to be pulled for repairs. Mike Piggott and Larry Young may have parts available to help with this project. Frank Wood's TR-6 may be restored to steady running order after a new (rebuilt) distributor is installed. Jerry Johnson noted that he has had good luck with a product called K&W Trans-X automatic transmission slip-stop and leak fix in getting a post-war Packard back into running order.

For old business Tom Chronister noted that all but one license plate holder had been taken and paid for. He also reported on a baseball cap project which he has in mind. The hats would go for about \$12 if sufficient interest is generated (around 12 caps). Members suggested a few embroidery shops he was going to look into.

Adele brought up the subject of name tags in the new business discussion and agreed to inquire at Chamber Music Tulsa about how they obtained name tags for their board members.

There being no further items to discuss the club agreed to adjourn the meeting.

## 2015 Club Activities

**Christmas Party**      **12/12/2015 – Blom**

**Rolf and Adele are hosting the Christmas Party this year. We are looking forward to a great evening with good friends on the 12<sup>th</sup> of December.**

## 2016 Club Activities

Activities Meeting	1/2/2016 – Tom Chronister
Guy Fawkes	11/5/2016 – Jan
Christmas Party	12/10/2016? –

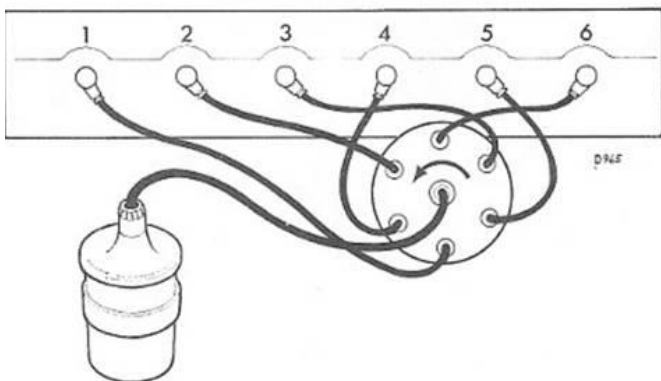


**Christmas  
Party Here**

### 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.



### Soft Top Folding

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



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



1 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

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 Transmission 30 Weight Non-Detergent Oil (Ask at your parts store) 1 ½ Qts.

The tips page is intended to provide information that is handy and helpful in operating your Triumph as designed and/or by taking advantage of aftermarket upgrades. What else would you like to see here other than the tire sizes, lube recommendations, top folding guide, etc.? How can this tips page be a better resource for club members?

If the content reaches a volume exceeding one page in the newsletter we will move it to the web site and watch it grow. Help me help you. What is needed here?

I am surprised at how often I see a top folded improperly.





## Greasy Hands Garage North Update

by John Phillips

**11/10/2015** – Jim was out today to see if we could get the seized engine in his TR4 to turn over. We hooked it to his truck by rope and tried to drag it in 4<sup>th</sup> gear. No luck. Jim is trying to figure out what he wants to do next.

I was also busy cleaning and painting. The transmission is coming along well but I bought the wrong color of paint for the sub-frame. I will get more in the morning and redo it.

Also the transmission mount is pretty well dissolved



and a new one is needed. I put it on my parts list for the next order.

**11/11/2015** – The cleanup and paint of assemblies in preparation for reinstallation continues. The transmission is done except for the rear mount. The sub-frame and steering rack are done except for reinstallation of the power steering hoses. I plan to work on cleaning the engine on Friday.





Jim was out today to try to determine the future of his TR4. It will be interesting to see which direction he chooses.

To get a better idea of the condition of the engine he decided to remove the head. Tom Chronister was on hand to help out and between the three of us work went pretty quickly.

Right at the end of the process FedEx arrived with the exhaust system ordered for the



TR8. It is pretty impressive but there was one small dent that really did not matter in the main scope of the project.

When my attention went back to the TR4 the head was already off. The bad news is the 4<sup>th</sup>



cylinder is pretty much rusted in place. The others do not appear to have been damaged at this point.

**11/14/2015** – Yesterday the carpet for the TR8 arrived from TRF. I was able to move the engine to the driveway to get some of the yuk off the outside. It was very obvious that the front engine seal had a serious leak. Oil had covered a lot of the engine, sub-frame steering rack and pump, etc.

Today's plan is to work on cleaning out the engine bay. Depending on the results, the sub-frame and suspension will be reinstalled temporarily so the car can be moved around while engine work is being done.

The plan is to have everything either installed in the car or ready for installation by the time the engine is done. I still have to visit with the air conditioning guy to plan the most efficient way to get it in optimum shape.



**11/16/2015** – Today I am meeting Chad Jester at his shop to deliver the TR8 engine for a rebuild. I expect there will be a list of parts to procure for the rebuild. While the engine is gone I should have more than enough time to get everything cleaned up and the new interior and top





installed. I almost wish it was going to be painted but the original paint is just too good to do over.

These pictures show the not too bad engine



bay prior to getting it cleaned up. It should look a lot better when the cleaning and painting is done.

**11/16/2015** – Today I met Chad at his house at noon and dropped off the TR8 engine for rebuild. We discussed parts, how the work was to proceed, etc. I hope to be able to be there when the engine comes apart so that I will have a good idea what was bad and what needs to happen to correct it. The only concern is Chad's schedule as he is a very busy guy.

I stopped at Bryant Auto Air on the way to Chad's house to figure out the most efficient way to address the air conditioner rehab since the engine is now out. The plan is to remove the air conditioner system and take it in for part evaluation and rebuild or replacement. The system will then be reinstalled and stay in place until the car is again on the road then I will take it in and get it charged up for use, hopefully this coming summer.

So coming next is removal of the air conditioner and radiator.

**11/18/2015** – This morning the exhaust pipe clamps, new aluminum radiator, transmission mount and power steering pump were ordered. A rebuild kit for the steering rack was also purchased so that will also be getting some work to make sure it does not leak.

I invited Jim out to work on his TR4 and started removal of the TR8 air conditioner while he made his way out. There is one hose that goes through the firewall that I have not worked on yet. Some of the hoses are now loose and the electrical connections have been broken. I figure most of it will be out by Saturday.

Jim and I worked on getting his engine out of the 4. Everything is loose so it is just a matter of maneuvering the engine/transmission out of the car. We reached a stopping point a little after 1 pm and decided to call it a day. He also will be out Saturday to work on his car so I expect to get the engine on the floor then.

**11/20/2015** – Today Tom Chronister joined me in the shop followed a little later by Jim Lindsey. This worked out well as Tom and Jim continued the work on getting the engine out of



Jim's 4 while I was able to concentrate on getting the air conditioning system and radiator out of the 8.



This has not been an extremely hard job to do but the steps involved are numerous. You just have to read the book and do what it says.



The air conditioning system did not have any standout issues to be resolved but the radiator was about like Swiss cheese. It was really bad. The new aluminum unit is due here tomorrow from the Wedge Shop and it was sorely needed. The picture tells the story.



The good news is that with everything out cleaning the engine bay will be much easier to get to.

The cooling fans were also removed for two reasons. One was that they were easier to test out of the car and the electrical connectors were burned up and need replacement. They tested out fine as both fans turned easily and quietly so they will be reused.

The last things to come off today were things that attach under the car. Unfortunately the air spoiler and underbelly panel that attaches below the radiator were damaged to the point of replacement. Some previous owner, I am sure it was not Kent, appeared to want to park by feel. Very effective process for damaging air spoilers.

Jim and Tom did indeed get the engine and transmission out of the 4. The transmission will be separated and the engine put on an engine stand. Not sure what Jim's plan is after that. We shall see.



**11/21/2015** – Saturday and Jim was here to continue on his engine while I worked on finishing the cleaning on Tinkerbell. Jim was successful in separating the engine from the transmission and getting the engine on the stand.



With the pan off the #4 piston was forced downward so the rod cap could be removed. By this time it was about 2:30 and I called it a day.

Tom Needham came out and spent most of his time helping Jim. We did take out time to do a little carb work on his car. Not sure we helped anything at this point but we did work on it.

Parts received today for Tinkerbelle included a new aluminum radiator, rebuilt power steering pump, transmission mount and a kit for rebuilding the steering rack.

After the engine bay was clean the transmission mount was attached to the transmission along with the support that attaches to the frame and hold the transmission and engine up at the back. This is ready to reattach to the engine when ready.

The next thing picked up was the power steering pump. I started disassembly but did not finish before we decided to stop for the day. I plan to check O'Reilly's for a tool to remove the pulley. I can't remember how we got the pulley off Jack's old pump.

Sunday we decided to rest up since my back is misbehaving a little. Monday I will continue on the power steering pump and put the new radiator in to get it off the floor where it could be damaged.

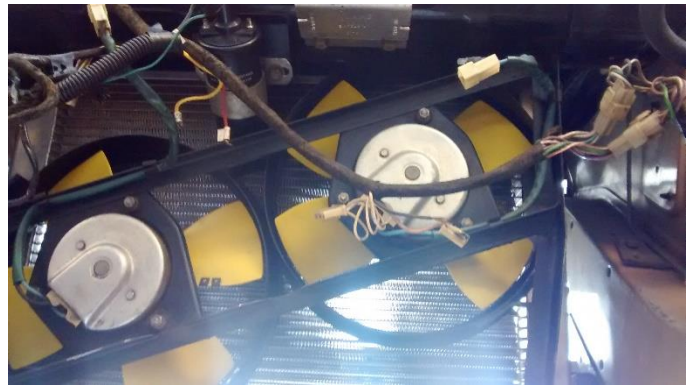
I am also about ready to install the sub-frame and suspension so the car can be moved around while the engine work is being done.

**11/23/2015** – Jim finally got the #4 cylinder liner and piston out, now he is trying to gather information and determine the next action.

I worked on the PS pump and got the reservoir off but not the pulley. I switched over to the radiator and started that installation.

The task started with cleaning and painting some of the parts at the top and bottom which hold the radiator in place.

Then using all four of my hands, I held the top part, the radiator and the bottom part in place while inserting the bolts to hold everything in place. The next thing was to install the heat switch in the side that turns on the fans when needed. Yes, I should have done this before installing the radiator.

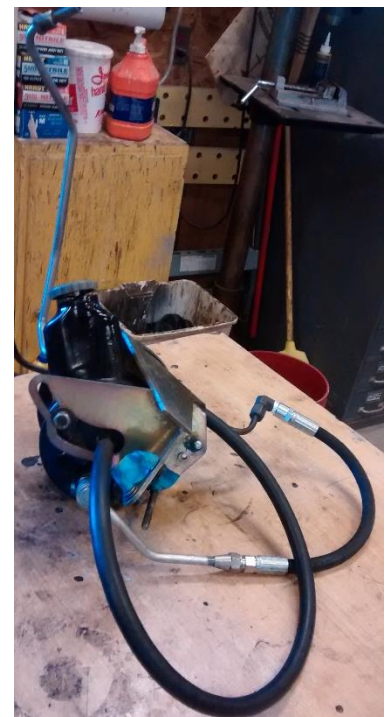


The underbelly panel which is intended to keep mud off the radiator is completely worn out. I guess I will try to find a source for one.

I worked until about 2 pm and got tired so that is enough. Tomorrow Jan needs a ride to the doctor again and Karl needs a ride to the airport so it will probably be a dead day in the shop.

**11/24/2015** – The tool borrowed from O'Reilly's made short work of getting the pulley off the old power steering pump and installing it on the new one. Great tool.

The mounting bracket was washed and turned out ok on finish so I figured out how to mount the pump on the bracket. The new pump to rack hoses



were then loosely attached and mounting bolts taped in place so they would not get separated from the bracket.

With everything cleaned up some paint was squirted on the reservoir and it was set aside to dry. Other things to do today so nothing else done in the shop. Chad did send a message that he was tearing the engine down and commented on the bad condition of the cam which was no surprise. Too bad I am tied up with Jan today instead of being in Chad's way.

**11/25/2015** – Frank received the distributor back from Advanced Distributor and today I went over to swap his distributor for the one from the shop that was being used temporarily.

We ended up having the same problem this time as the last. We could not get the static timing process to work. Last time we got the car to start and then set the timing. This time the car did not start. It had ignition and fuel so now we have to try and figure out why.

Sam called a little later and I told him what was going on. He asked if we had the ignition switch on while trying to do the static time. We did not. Time to try again.

In the shop I finished up the power steering assembly in preparation for installation. I also decided to keep the steering rack kit for later installation if and when leaks are found in the existing rack.

There are two pulleys mounted on a bracket that attach to the front of the engine that needed some cleaning to get the yuk off. I spent some time on that then removed the last component of the air conditioner from the engine bay and cleaned under that.



It is about time to start putting things back on. In the meantime the exhaust manifolds need to be sourced out for ceramic coating and the rest of the components that are to receive powder coating need to be sourced.

The front suspension should go back in on Friday to facilitate moving the car around until the engine is done. It will also allow access to the interior so that replacement of that can begin soon. The carpet is here but the seat covers have not arrived from TRF.

**11/27/2015** – One thing that I try to do and encourage others with projects in work is to just put on one part each day and you will be amazed when things start to look good and surprised when you run out of parts.

I postponed the replacement of the suspension pending a decision on whether to repaint the frame rails in the engine bay or not. The areas near the exhaust manifolds are badly damaged and need paint.

After a discussion with Tom Kimbrough (son-in-law/body man) I decided to do one of two things. Art Graves introduced me to POR-15 some time back and there is an auto paint store in Claremore that stocks it. They also mix paint to match and put in a spray can. The decision is POR-15 black or spray can matching color? Should know by Monday.



As for the one part thing, the new spoiler arrived today from Rimmer Bros. so I put that on.

The one on the car as purchased was very beat up but the new one looks great.

Sam always said that if he had a fifty/fifty chance of being right he would be wrong 75% of the



time. As the spoiler was going on I got to the last fastener and found I had left the old fastener in the hole. I had to take two out, then take out the one I had left in, then put them all back in again.

Good thing this is a hobby. If it was a business I would either starve or get sued.

I had previously ordered some caps to attach to the top of the window channel on each door but received something other than was being replaced. I sent them back.

The other day I was just seeing what was on eBay for TR8s and lo and behold there they were. I placed a minimum bid, waited many days and on Thanksgiving day was notified I had won. Funny how things work out.



**11/28/2015** – Today Jim is coming over to see if a piston and sleeve that John Gauldin has will work in his engine. This will be interesting so stay tuned.

Jan's family will be here for a Thanksgiving celebration today so nothing going on for me in the shop. I did however make a decision on what coolant to use in my new engine for the TR8.

I chose to use Evans Waterless Classic 180° coolant. It is for engines and radiators with aluminum components. Reading what is available on the subject indicates the temp gauge may read a little higher because the coolant pulls more heat from metal due to better cooling properties. In other words the coolant gets hotter because it is more efficient but the metal stays at about the same temp.

One of the best features is that this coolant does not build up pressure in the radiator so if you need to take the cap off you do not get hot water blowing all over everything.

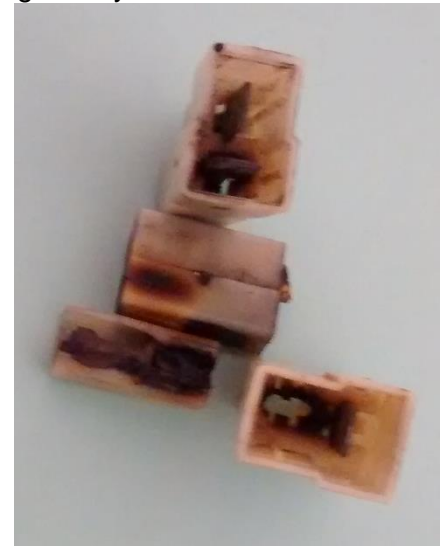
This is just the right time to do this with a new radiator and new engine. The heater has

already been blown clean using compressed air. What little deposits may be there should be so little as to have no overall effect on the product efficiency. I hope.

**11/29/2015** – I had noticed when dismantling the engine bay that there were some wiring couplings in the cooling fan circuit that needed to be replaced.

I did not have modular connectors like the ones that burned up but I did have plenty of the old style bullet connectors so I went old school in this instance.

At least now I know why the fans were not working as intended.



Some attention to the supporting relays is advised. Hope I can remember to do that. With the new coolant the fans may be engaging more frequently since the coolant will be warmer. We shall see.

Speaking of relays, there is a panel of them that hang near the air conditioning compressor that had only one retaining screw in place so I had time to find a replacement for the other side of the panel. It turned out to be a 6mm x 1.00 metric size, whatever that is. Another eye dotted.

**11/30/2015** – Today after Jan's Dr. visit I went to an auto paint store in Claremore in search of some paint to match that on Tinkerbell.

After an extensive search they had to call for some assistance. By the time I left their shop they had not yet heard from their source so whether or not it will be found is not yet know. If it is, they will mix it and put it in an aerosol can for me to pick up on Thursday.

This is the last newsletter for the year so Lord willing you will see a lot more next year. Merry Christmas and Happy New Year.

## Engine Noise

### Observations about Tinkerbell.

A side issue related to Tinkerbell is the color mystery. The ID plate on the car and the Motor Heritage Trust certificate indicate the color of the car should be Poseidon Green.

The car is obviously Midas Gold. There is no evidence the car has been repainted. There is however evidence of some very minor damage above both headlights out of sight where seeing it would be very difficult.

The only things that come to mind as to how to explain this is (1. The information from British Leyland is just wrong, or (2. The identification was moved from one car to another.

One scenario is a green car was totaled and a gold car was re-identified with the green car numbers. It is a moot point now as the car that I have is a perfect body and frame although the area that houses the headlights has probably been replaced. So what.

The only concern would be if I used the paint code on the ID plate to get touch up paint it would be green (code HAF) instead of gold (code GCC).

In spite of the mystery it is still going to be a great car again when finished.

John

## Engine Noise

### Information from Kent.

John, you are the fourth owner of the TR8. The car was originally purchased new by an older man in OKC from the OKC Triumph dealer, he was 70 or 80 years old. Car was original and low mileage when he sold it to James Melson with the OKC club, and I bought it from him. It has never been wrecked or repainted to my knowledge and I know James would have told me if it had as we were good friends. The closest to being wrecked was on the trip to Galveston when I straightened out that off ramp and went straight with the trailer behind it. I would guess that #1 is the correct option. I am positive that the first three owners did not damage the front end. James was very close to the guy he bought it from as the guy had been one of the long time members of the OKC club and James wife was Club president when I joined. They were active in the OKC club and had taken several trips in the 8 but then bought a Vitess so there was room for their two girls and I bought the 8. Hope this helps. Not sure why records are incorrect if they are and not sure what you are looking at to think it was damaged. I am thinking at one time I had some problems with the headlights not going back down correctly and my mechanic had worked on them and fixed the problem, I was thinking a solenoid was replaced. It was a common problem on the 7 and 8.

Kent

## A Mystery Solved.





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



I am selling my black hardtop 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



**Greasy Hands Garage North Has Used TR6 Parts If You Need Something**  
**Structural parts for suspension and steering**  
**Transmissions and Differentials**  
**Windscreen Frames, Some with Glass**  
**Lots of other stuff so if you need something for your TR6 contact:**  
**John Phillips at [tr6@atlasok.com](mailto:tr6@atlasok.com) or phone (918) 283-7017**





## Great Car



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.

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.

### **Ted & Loretta Dorton**

(918) 274-9959 Home  
[ted.dorton@cox.net](mailto: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](mailto:djlpj@yahoo.com)>

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

**To:** Pat Johnson <[djlpj@yahoo.com](mailto:djlpj@yahoo.com)>

**Reply-To:** Patricia Johnson <[djlpj@yahoo.com](mailto: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.

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  
 5865 E. 480 RD|  
 CLAREMORE, OK 74017  
 (918) 283-7017  
 maudp@atlasok.com

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

### **Admiral Alignment**

*For Brakes, Suspension & Steering*

11323 East 20<sup>th</sup> Street

(918) 437-0070

**Andy Wilmes C.A.T. Service Manager**

We accept and recycle used oil, transmission fluid, brake fluid, power steering fluid, anti-freeze, old tires (the state requires a dollar be collected for each tire)



445 S. Brady  
 Claremore, OK 74017  
 tony.mullenger@aaaok.org

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 Fax (918) 341-2154

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[cartravel@pobox.com](mailto:cartravel@pobox.com)**