



# Triumphant Times

## Green Country Triumphs

### Monthly Newsletter for December 2016

Recipient VTR Newsletter Award 2016

<http://greencountrytriumphs.org>

#### NEXT CLUB MEETING:

Tuesday January 17TH

Dinner at 6:00 PM

Meeting at 7:00 PM

Location: Bricktown Brewery

11909 E. 96<sup>th</sup> North

Owasso, OK

#### Officers and Committees

Denny Robinson – President

Rob Thompson – 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](mailto:tr6@atlasok.com)

#### From President *Denny Robinson*

Good evening club members,

It's been a cold dreary day and I haven't been out of the house except long enough to fill the bird feeders. I have not done any work on the Spits in a while. I have done a Job for mining company last week and have another to do next week in TX.

I had two back teeth cut out Fri. and have not felt like doing much. Kay says I look like I've been in a bar fight. Will not get the several stitches out for three weeks. Only on liquid diet. That does not mean beer in this case.

I did receive a box of parts from Moss last week and found I failed to order the oil pan gasket, but I'm sure I will find a lot other parts that will need ordered before long.

Hope all are looking forward to the Christmas party at the Lawson's next Sat. All club members need to try and attend. This is always a fun gathering



#### From Vice President *Rob*

*Thompson*

The One That Got Away  
I've kept a running log of all the cars I've owned since 1968, including the make model, car name or notable



remembrance of it. I am up to car # 55, 38 years later. My first car that "got away" was a 1964 ½ Mustang, maroon, pony interior, knock-off hubs, rally pack, etc. Bought it for \$ 1,050 and drove it about 100 thousand miles. I've owned several import makes, including MG's, Peugeots, Datsuns, Volvos, VW's, Mercedes Benz, Triumphs (of course), Isuzu's, Toyotas, etc. It's the ones that "got away", that you wish you never sold are the ones that hold a special place in your proverbial heart. The first one was my 64 ½ Mustang then my 1965 Datsun 1200, the first year of Datsun in American to my understanding. It was a creampuff, hand built, two-tone leather interior, 4-door sedan. Paid maybe \$ 600 for it and thought I was doing well when I got a \$ 1, 000 for it. Really wish I would have kept it. Then it was a 1969 BMW 1600, hand built machine, medium grey exterior and black interior with a four speed. It was my first taste of a good German auto, which I traded for a 1976 2002 BMW. Then a 1970 Dodge Dart, which I immediately knew it was a mistake to sell but..... Needed the money.

Another one that got away was my 1980 242 Volvo and my 1974 164E Volvo. The only car that anyone purchased for me was a 1979 Peugeot 604 diesel. Loud and very smoky but I drove it for years w/o a failure. The smoke would fill the neighborhood with a blue haze in the mornings when idling to "warm-up" in the winter. My first Mercedes was a 1969 220D, one-owner and again, it got away when my first son came along in exchange for a "family car". I enjoy hearing the guys at the Club talk about the "ones that got away", it just one of those things, we don't know how memorable those old cars were until years later.

Merry Christmas Everyone and we will see u at the XMAS Party.

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

The November 15, 2016 meeting of Green Country Triumphs was held at the White Lion a traditional English pub at 6927 South Canton Avenue. We had not visited this venue for several years. The meeting was called to order at 7:13pm by President Dennis Robinson.



Dennis called for discussion of the minutes of the October meeting. Rolf Blom moved for approval of the minutes as presented in the monthly newsletter. This motion was seconded by Sam Clark and subsequently approved unanimously.

The Treasurer's Report was given by Jan Phillips. There were no expenses paid in October. The Treasurer's report was also approved unanimously on motions from Rolf Blom, again seconded by Sam Clark.

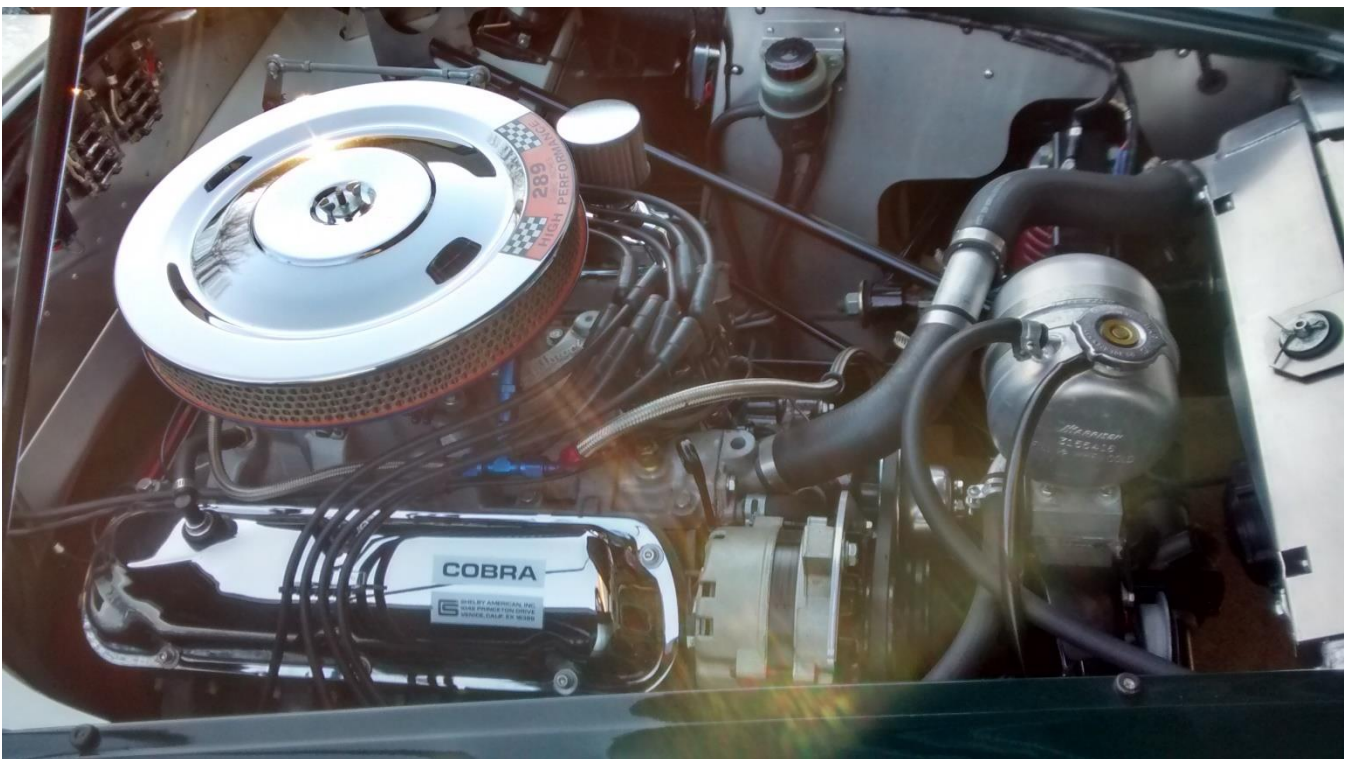
John Phillips gave a parts report which sadly resembled the October situation. He still hopes to receive his repaired and reconditioned TR-6 gauges in the near future, probably before Thanksgiving. The TR-8-cylinder sleeve slippage reported last month is now uncertain, so the plan to pin the sleeves in place by drilling through the block is suspended. At the moment the short block is at Midwestern Engine Rebuilders in Tulsa for further diagnosis and evaluation. John also is working on the TR-8 water pump. He ordered a repair kit from Moss Motors which turned out to be the wrong product and was returned. Currently he plans to purchase a rebuilt unit. A new and presumably stronger oil pressure control spring was obtained from an e-bay seller but cannot be checked out until the engine is reassembled.

**CONTINUED ON PAGE 14**

I had a visitor, Rob Reardon, stop by the house this afternoon to show me his car. The pictures speak for themselves. Car was built in 2010, looks new.

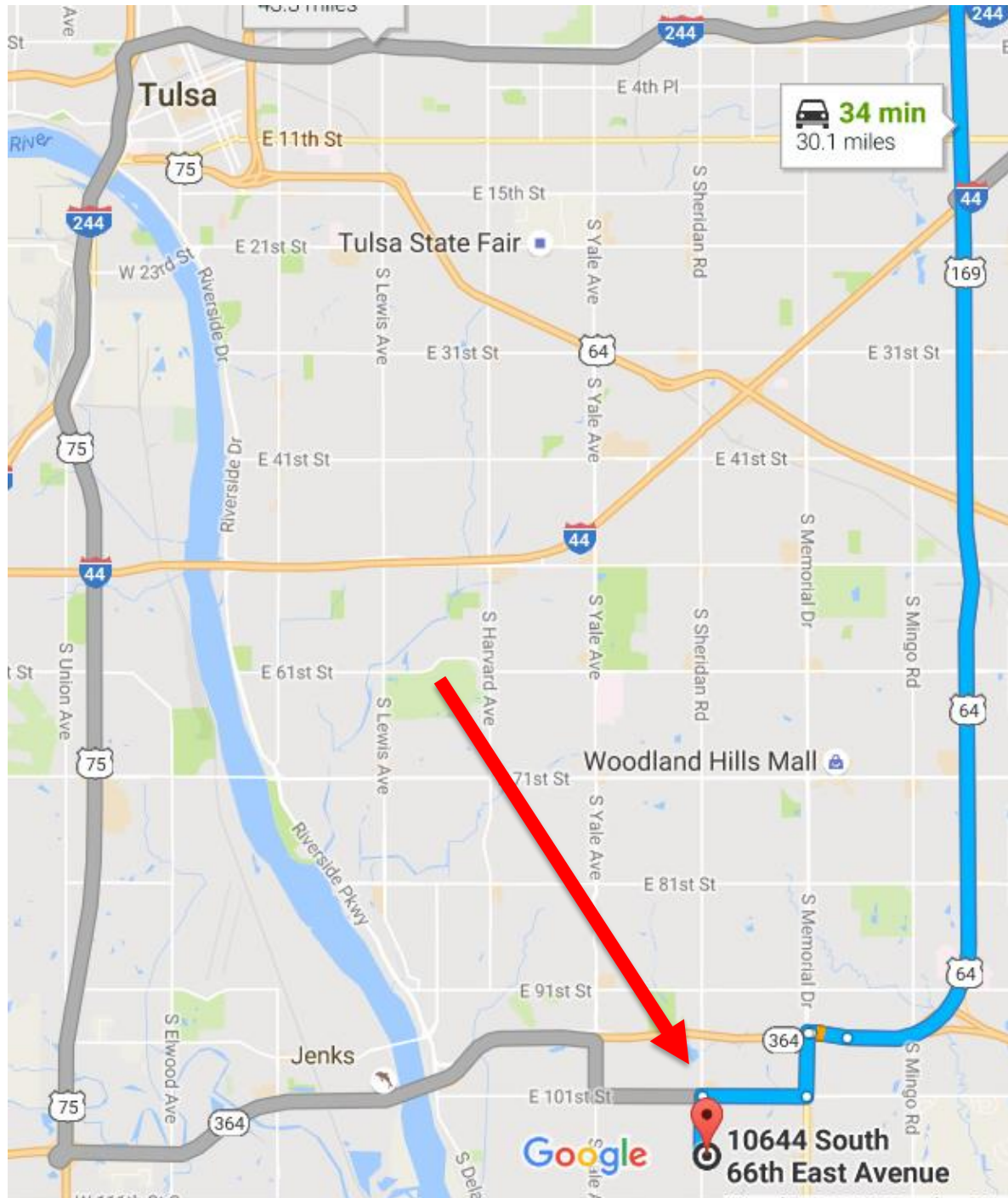






## 2016 Club Activities

**Xmas Dinner and dirty Santa gift exchange Dec 10. Xmas Dinner and dirty Santa gift exchange. Coordinator Glenn and Carol Larson at their home 10644 South 66<sup>th</sup> East Avenue.**





Greetings Triumph Friends,

The South Texas Triumph Association is pleased to extend this advance invitation to all of you for the 2017 South Central VTR Regionals to held April 27 through April 30, 2017 in New Braunfels, Texas.

Please see our website at [www.sotxtriumphassn.org](http://www.sotxtriumphassn.org) for registration and full details of the Regionals, a schedule of events, registration form, and information for local hospitality.

A brief preview of the activities and costs is outlined below:

Host Hotel – Holiday Inn Express & Suites New Braunfels. 830-626-1234. A limited number of rooms are reserved for our group @ \$99.00 per room per night + tax. Each hotel room night includes breakfast for each person. Our rooms are blocked under Vintage Triumph Register. Alternatively, rooms are available at the Fairfield Inn 830-626-4704 across the parking lot @ \$129.00 per room night + tax.

Registration Base fee - \$75 per car, additional cars - \$15 each.  
Saturday night Awards Dinner - \$55.00 each, cash bar available.

Registration: begins Thursday, April 27<sup>th</sup>, 2017 through Sat morning, April 29<sup>th</sup>, 2017.

Self Guided Hill Country Drives of New Braunfels and surrounding Hill Country.

Funkhana – Saturday afternoon. Autocross – Saturday morning

Concours - Car Show Friday afternoon.

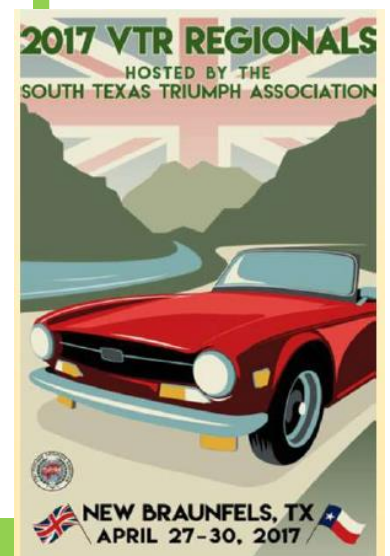
As you club begins planning for 2017, we hope you will schedule the South Central VTR Regionals on your club calendar and will begin making preparations to attend.

The Coordinators for this event are Joe Kboudi and Kent Kinnard. Joe may be reached at 210-884-3036 or [jmkboudi@aol.com](mailto:jmkboudi@aol.com).

We are looking forward to an amazing gathering of all our Triumph friends and guests in April 2017 and hope to see you there!

Best regards,

Joe Kboudi and Kent Kinnard



John,

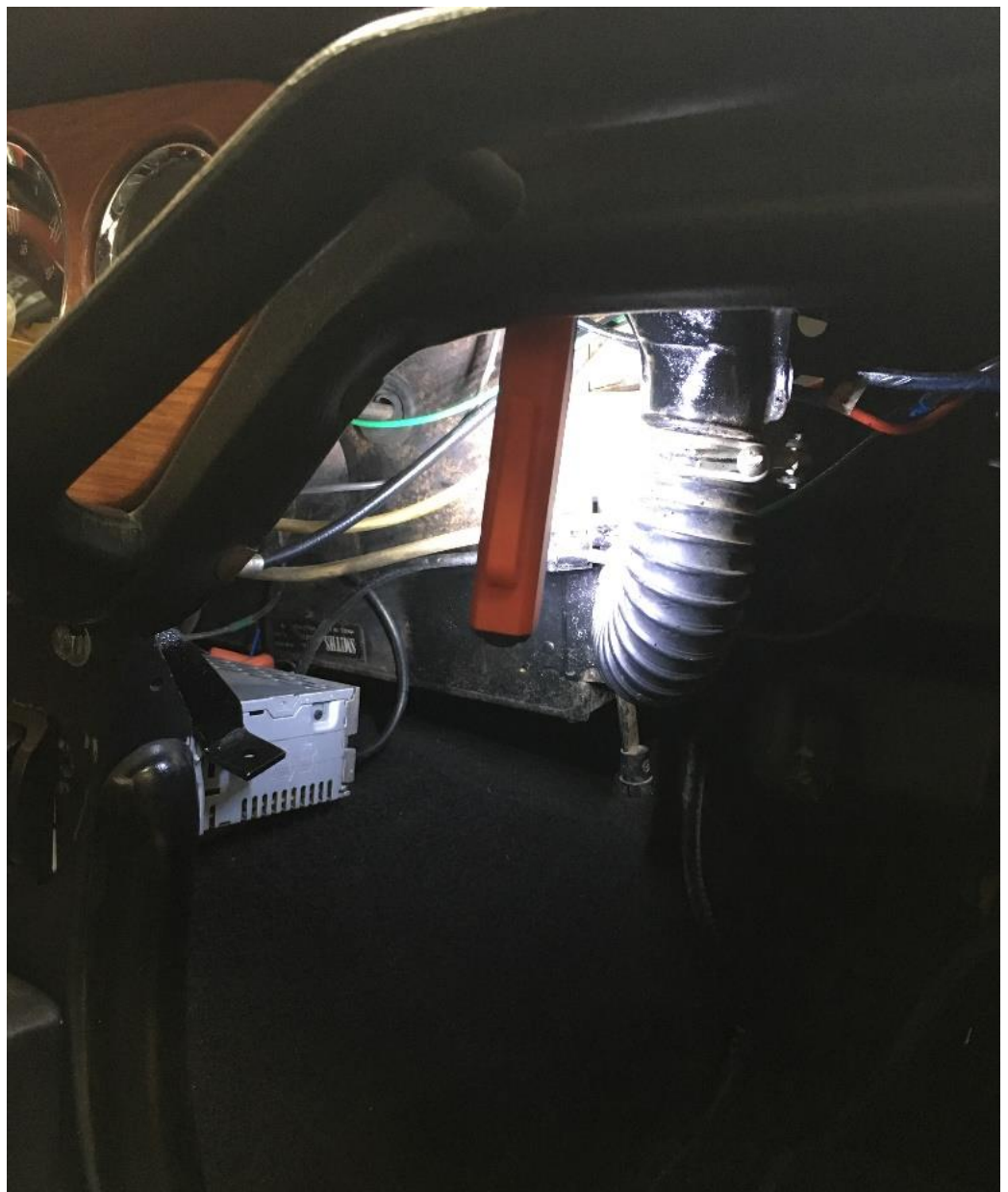
Thought I would share my findings about the heater control cable so far.

I order a heater control cable from Rimmer Bros. Part number 622361 and it about 4.5" shorter than the original cable. I have tried rerouting the cable to make it work but no luck so far. I sent an email to Rimmer Bros telling them about the issue. If anyone in the club is thinking about ordering a heater cable for their Spitfire I would recommend holding off. If all

of the Rimmer Bros cables is 28" in length I will try Spitbits.

On a good note I got a Craftsman Light the other day on sale and it is quite handy working under the dash. It has a magnet that the light can hang from and a clip. I have attached a photo of the light.

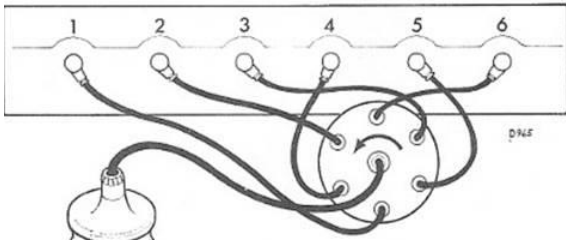
Cash



### JOHN'S QUICK TIPS

Plug Lead Positions (Fig. 55)

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



### TR6 Soft Top Folding

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



↑ 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

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

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

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

Spin on oil filter sizes: TR6 Fram PH3600  
TR8 WIX 51515

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

Brake Fluid: Valvoline Synthetic GL4/GL5

Spline Lubricant – CV Joint Grease

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

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

Seat Belt Refurbish

Service After Storage

Rear Wheel Bearing End Float

Speaker Box Install

TR6 Wind wings

Rear Sway Bar Installation

Triumph Rain Cover

Flywheel Ring gear rework

Rebuilding Triumph TR Trans/Overdrive

Rebuilding Stromberg Carburetors



### **November Meeting at the White Lion.**

The November was such a pleasant surprise as the food was excellent unlike my previous experiences there. Rob picked another winner. The room was a little small and noisy but altogether quite enjoyable.

We only had fourteen members but the small space was full so it turned out that the occupants and room size were about maxed out.



You gotta try the bangers and mash. Great treat recommended by Rob. The brown bitters is pretty good also.





I am not sure this is all the colors but it is most of them. Some of the yellows seem misnamed.



GreenCountryTriumphs,

Thank you Very much for the money and thinking of us in our ~~our~~ time of need. We greatly appreciate it. You guys are awesome. Your gift helped us out a lot and means a lot to us. Thank you  
 Dana + Danny Karnade

Wil Wing posted these jokes in his newsletter so I am passing them on to you. Some I have not seen before.

More jokes about J. Lucas

- \* Lucas - inventor of the first intermittent wiper.
- \* Lucas - inventor of the self-dimming headlight.
- \* The three-position Lucas switch - Dim, Flicker & Off.
- \* The other three-position switch - Smoke, Smolder & Burn
- \* If Lucas made guns, wars would not start either.
- \* Quality Control called and told Engineering they had trouble with his design shorting out, so they made the wires longer.
- \* Did you hear about the Lucas torpedo? It sank.
- \* Did you hear the one about the guy who stuck his head into a Land Rover and asked the owner, "How can you tell one switch from another at night, as they all look the same?" Owner replied, "It does not matter which one you use, nothing happens."
- \* Alexander Graham Bell invented the telephone. Thomas Edison invented the light bulb. Joseph Lucas invented the short circuit.
- \* It's not true that in 1949 Lucas almost got Parliament to repeal Ohm's Law. They met too much resistance.
- \* I've got a new Lucas pacemaker and it works perf... gaa.







## **Greasy Hands Garage North Update by John Phillips**

11/14/2016 – I received the water pump rebuild kit for the TR8 from Moss today and immediately repackaged it for return. They sent the wrong part number. After learning a little more, I would not have been happy with the correct kit anyway as it did not contain a new bearing.

So the plan now is to simply order a pump from Ted Schumacher when new gaskets for the engine are procured. No news from Midwestern Engine Rebuilders yet on the work they are to do. Soon I hope.

Metal refuse collects in the shop. Periodically it must be disposed of and today was the day. To make the most of one trip the metal and the old outdoor grill was loaded on the truck and the mower was loaded on the tilt trailer for transit to Smith Farm & Garden for service.

After the mower was off loaded I headed for Andy's to drop off the metal. A couple of blocks from Andy's shop the trailer started making very loud noises.

I went on to Andy's and when I got there found the pin for the hitch ball to the receiver hitch

had been lost. Lucky for me the safety chains kept the hitch components together so nothing was damaged.

The old metal stuff was left at Andy's for recycle and he had a bolt the correct diameter to hold the hitch together and a couple of nuts to hold it in place. The bolt worked great and when back at the shop I drilled a hole in the bolt and installed a new keeper pin and plan to use the bolt/pin in lieu of buying a new regular receiver pin.

**11/17/2016** – Jan and I stopped by Midwestern Engine Rebuilders today after a business meeting to check on the progress made to evaluate the TR8 engine. So far they have found nothing wrong and asked to take a look at the cam, lifters and rocker shafts.

I brought Jan home and took the parts back down. The shafts were evaluated to see if they were installed correctly and they were so no problem there. When they have done the rest of the evaluation, hopefully tomorrow, they will call with the results. So far everything looks as it should.

The refurbished gauges arrived late today. Tomorrow maybe I can drive a Triumph again. Unless I break something else.



Now maybe they will all look the same since the speedometer was done previously.

**11/28/2016** – The installation of gauges back into the Pumkin begins today. The first thing done was to make sure the gauges were placed in the fascia in the proper orientation so a copy of the dash layout was printed off as well as instructions



for proper placement of wires by color code. Notice in the picture that the O'rings procured to be placed between the gauge and the wood fascia were not used except for the one for the speedometer. When the gauges were received from [Williamson's Instruments](#) he had already placed O'rings on the gauges. If anyone needs them external and internal O'rings are available at the shop.

Naturally great care was taken to make sure the gauges were level prior to installation of the wood fascia/gauges onto the metal fascia in the car.

The first time I tried hooking up the small gauges I started with the oil pressure line, attached the gauge wires then could not get the warning lights in along the bottom. Took it all out, put in the lights, hooked up the wires then attached the oil pressure line. For some reason it takes longer to do it twice.

The screws were then installed to fasten the wood fascia down. The tack was next followed by the speedometer and wiper switch then light switch. The voltage stabilizer was wired next then the cables from the tach drive and speedometer drive were attached. The warning lights, turn signal light and odometer cable were then attached. Done deal.

The lever on the bottom of the fuel pump was worked several time to prime the carbs since the car has been sitting so long. The choke engaged and the key turned. I really missed the sound of that engine firing up.

A short drive to test the gauges was in order so off we went, my car and I. The gauges worked as they should the engine was smooth, the drive enjoyable. I think a change of clothes and a much longer drive are needed. Maybe even a rinse off to get the dust off. See you later.

So after a drive I find there is going to be a little adjustment period. The tach now moves a little differently so the synchronization between it and the speedometer differs. More attention to speed is in order.

**11/19/2016** – The NAPA web site listed a TR8 water pump for \$83 so I went to Claremore to order one. Not available but he gave me a name of a guy that rebuilds them. Turns out it is the guy that rebuilt the one I have that leaks badly. I think a rebuilt one from Schumacher is the way to go here.

**11/21/2016** – Having no parts or someone else's car to work on I resorted to taking care of a job put off since we bought this lot back in 98. The big elm had been mutilated by the county and needed some more delicate pruning. I guess it was time. It looks better.







Most of the stuff removed was rotted so it was not even good for firewood. See what you get when there are no cars in work in the shop.

**11/23/2016** – Clean up complete, job done.

**11/26/2016** – While Jan continues to cook a Thanksgiving dinner for her side of the family, Charlie Brown and I worked on his TR6. He purchased a set of wind wings from Moss and wanted to get them installed.

The fuzzy door seals have to be modified to go around the attach clamps for the wings. The modification instructions say to remove the fuzzy portion of the seal and attach the clamps in those openings.

We held the wings up in place and marked the location of the clamps with masking tape, removed the seals from the area being worked on and cut slots in the seal to accept the clamps.

The bottom clamp was installed with the seal to get it positioned then the seal was pushed up to the next attach point and the top clamp put in place. With the clamps now screwed in place the remainder of the seal was pushed back in place.

The whole job took about an hour and a quarter to complete. It has been several days since there has been any shop activity so it was good to get back out there.

When I came in the house I found that the new uprated spring for the TR8 oil pump had arrived from the UK. Yippee.

**11/29/2016** – Rob Reardon dropped off some parts at the shop today. He bought Tom Needham's TR6 and resold it. There are some used hardware items such as studs from the head that Tom replaced recently, some valves, shocks and some new seals never used for the pinion and transmission both front and back.

If you want to upgrade your car but would rather do it economically by using good used parts, there is a multitude of stuff that may be better than what you have. You are welcome to it and I would even help you install it. Let me know.

**12/1/2016** – The Pumkin is done. The gauges are in and working well. It starts easily and drives great except the idle is a little high and it needs a good wash. In January the oil will get its annual change along with the filter. Fluids will be checked, lube suspension, maybe get some new tires. The ones on the car were a prize from the 2006 regional convention in Jenks. Another member won them and traded them to me for some work on his car. It is probably time to replace them.

The engine for the TR8 is still at the rebuilders for evaluation to determine the cause of all the noise. The only indication of a problem so far is a scuffed piston.

The rebuilt transmission was supposedly shipped from the Wedgeshop then status changed to cancelled. Not sure what went on there. Maybe FedEx did not want to ship it for some reason.

At any rate the shop is pretty dead right now and I guess that will be the normal condition through the holidays. That is ok except I am getting lazy.

I spoke too soon as usual. The transmission was by the door when we got home from doing some shopping. Excellent.

**12/2/2016** – Today I set about changing over the parts from the bad tranny to the good one.



This consisted of the shifter mount, the bell housing and the throw out mechanism for the bearing. It is pretty important to get everything off the core that is needed to prevent finding and purchasing stuff you forgot to get off.

It is all straight forward

as far as moving stuff over but this was the first time I have messed with the throw out bearing mechanism, interesting.

All the components were cleanup and fresh grease put on pivot points. One thing to wonder about is should the bearing be changed? The existing one seems fine but while it is out, why not.

## Transmission Lubrication

**From:** The Wedge Shop **Sent:** Monday, November 28, 2016 3:10 PM  
**Subject:** Your The Wedge Shop Order Has Been Updated (#3927)

### Order Status Changed

Hi John

An order you recently placed on our website has had its status changed.

The status of order #3927 is now **Shipped**

Received the transmission and the core is in shipment back to you via UPS. The only things wrong with the core are: 1. The 3<sup>rd</sup> gear synchro is very rough and it leaks.

**Please respond and let me know what transmission lubricant is recommended.**

**From:** Woody Cooper **Sent:** Friday, December 2, 2016 3:18 PM  
**To:** John Phillips <[topaztr6@gmail.com](mailto:topaztr6@gmail.com)>  
**Subject:** RE: Your The Wedge Shop Order Has Been Updated (#3927)

Thanks, be sure to use some Type of Synchronesh trans fluid. We use GM

Perfect. I have a lot of it. Thanks

## CONTINUED FROM PAGE 2

Tom Chronister's exhaust system parts are expected at some point. Sam Clark mentioned that he still has a garage with several tools which he is willing to let club member's use; although his health precludes him from being able to actively help. His TR-3 still awaits reassembly.

John passed around a page from our website showing some merchandise mentioned on the site. Jon Wood's support of this website has been much appreciated.

With respect to activities, Dennis Robinson mentioned the remaining club activity for this year, which is the December 10th Christmas party at the home of Carol and Glenn Larson, 10644 South 66th East Avenue. Watch for further details in a future emails. The party probably starts around six o'clock, with the usual plan to bring a gift or two each worth \$25 or thereabouts, if you want to participate in the gift exchange. Also bring some food to back up the main course purchased by the club.

As there was no old or new business, Sam moved to adjourn the meeting. This motion was seconded by Rolf, and the meeting was the adjourned by unanimous vote.

Proposed new business item: Maybe we can quit the horses this year and maybe find something different to exchange since the joke is no longer that funny. Think about it please. Adele





## Classified Section

# For Sale:

Contact Sam Clark. I figure everybody in this VTR region already know everything there is to know about this car. Overdrive, Hardtop, original Grey Interior. New Tires.

### **Sam Clark**

Green Country Triumphs

(918) 625-6798 Mobile

(918) 455-8993 Home

[trdoctor@aol.com](mailto:trdoctor@aol.com)

13415 S. 127th E. Ave.

Broken Arrow, OK 74011-7444

<http://www.greencountrytriumphs.com>



**This is what a  
Preservation Class car is  
supposed to look like  
under the bonnet.**



The time has come when I must part company with my 1972 Emerald Green - Body code 65, with ORIGINAL GREY - trim code 78, interior. Many out there may know of my '6. It has participated in MANY VTR events and placing first in class or BOS in almost every event entered. It also has two "Gold Plus" awards in Triumphfest gatherings. The major restoration was completed in 1995, refreshed in '97 and meticulously maintained since. At almost every event the validity of the Grey interior is contested in judging. I can't remember how many times I have heard "I've been restoring these cars since they were new and I have NEVER seen one with grey interior. These never came this way"! Well . . . "Trust Me" There were only 50 or so '72 TR6's built with the Grey interior, according to the British Trust. Very few exist to this day. This is the only one known in the U.S. The hardtop is installed and the convertible top is stowed in the car.

The car is rust free (you can still see red primer underneath and behind each panel.

Please contact me for further information. Telephone number upon request.

Sam Clark





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

John, I have decided to sell my 1976 TR7 for about \$5200 obo. Would you please put it in the newsletter? I feel I don't give it justice. I don't drive it as often as I should. I still love the wedge look and driving it.

It does have new tires. It does still pull to the right a bit...I took it to Admiral Alignment and he said that the frame has shifted a little due to age but he aligned it the best he could.

It drives great and runs down the road like it owns it.

**Julia (Julie) Cross**

(918) 625-6932 Mobile  
(918) 321-5692 Home  
[alwaysthecross@yahoo.com](mailto:alwaysthecross@yahoo.com)

P. O. Box 8  
Kiefer, OK 74041





**1974 Triumph TR 6 (Reassembled after paint in 2013 at GHGN)**

**White/ new black interior, new top, also have hard top. New chrome mags. Have original wheels. Overdrive!!!**

**Has all rebuilt gauges. New wood dash. Many new compnents.**

**\$14,000 Wayne 918 227-0011**



## ***Hot Resto-Mod***

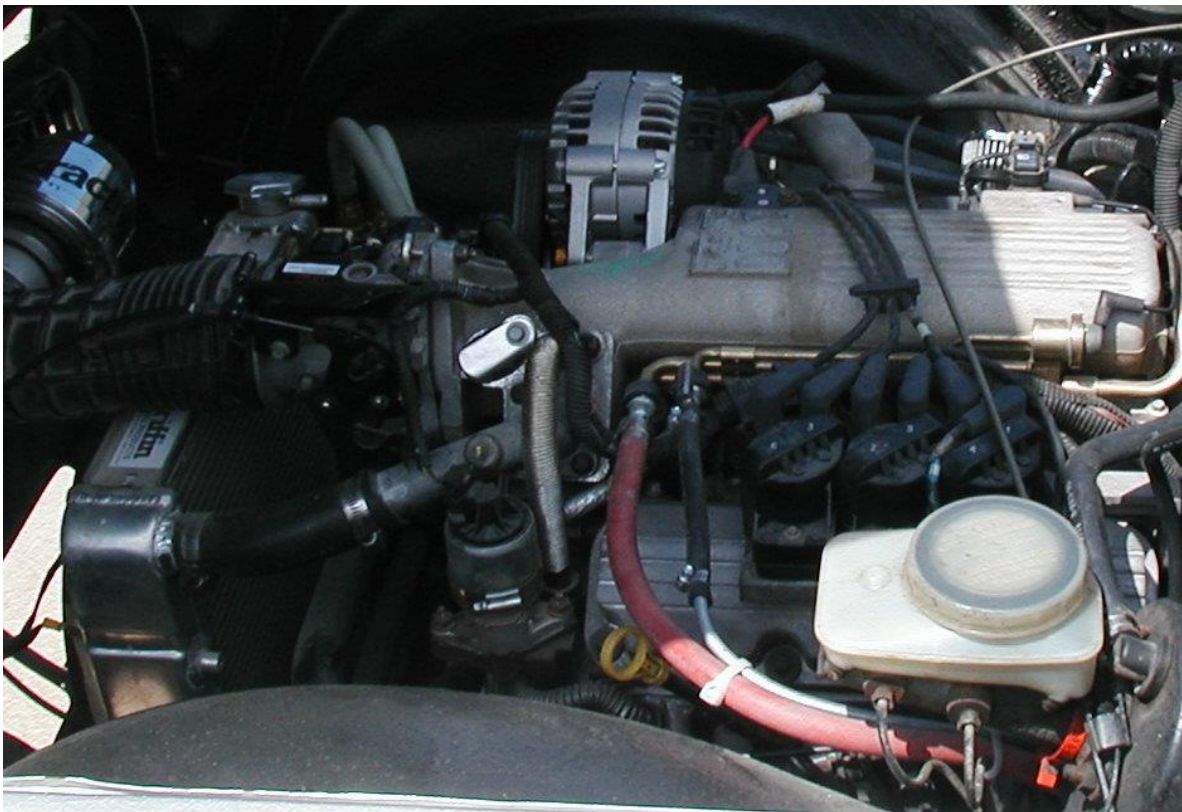
I am going to sell my TR6 Beast. I hate the thought of selling it but I drove it less than 200 miles total in the last 2 years and don't see that changing anytime soon. I would really like to see it go to someone that would enjoy and drive it!

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!!!





## JOHN'S PAGE – STUFF FOR SALE

I Just like the tan one better

**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 [topaztr6@gmail.com](mailto:topaztr6@gmail.com) or  
phone (918) 283-7017**



Figure 2 **TR8 WHEELS /  
REMINGTON TX120 TIRES \$300**



**BLACK TR7 / TR8 TOP BOWS COVER – NEVER USED. SNAPS INSTALLED.  
ASKING \$125 CONTACT JOHN 918 283-7017 OR [topaztr6@gmail.com](mailto:topaztr6@gmail.com)**



**Price  
Reduced**

### 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		CAR MODEL	YEAR	COMMISSION#
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?					

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  
 maudjpp@gmail.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), batteries, radiators, metal, etc.

  
**Insurance**  
**Tony Mullenger**

*"Superior Service - Uncompromising Integrity"*

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

Office (918) 341-2100  
 Fax (918) 341-2154



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Call (918) 925-3388

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