



# Triumphant Times

## Green Country Triumphs

### Monthly Newsletter for January 2015

#### From Our President *Larry Rice*



Welcome once again fellow Triumph enthusiast. We have entered into a new month and a new year since our last correspondence. I hope all is well with you and yours, Automobiles

included.

The big news is we have started a new year and as such many members attended our annual "What are we gonna do this year" Meeting, which was held at the Phillips residence. I was really just there for the beans and cornbread, but while there I gave my desire for a club event. My idea was met with a chilling reception as no one seemed to be interested in what would have been a great way to promote the club and get us some free advertising. Yes you guessed it a "Polar Drive" we would drive our cars with the top down in our bathing suits (no skinny dipping) around town. I've seen the polar bear club do similar stuff and they get lots of publicity on several TV stations every year. We could have had it the very next week after the meeting. 12 degrees with strong northerly winds. Our club would probably have been on every station and maybe national news had we given it a try. I suspect it was the members with leather or Naugahyde seats that caused the most dissension.

Needless to say January doesn't have much going on, but the other months seem to be more optimistic. Once again it is our or your club, so if you have an idea that you think would be an interesting or fun adventure for the club please make yourself and idea known to one of your officers so we can see if it can be worked into the schedule or saved for later. Please remember "Polar Drive" as fun as it sounds has been shot down so please don't bother with that suggestion. I am sure anything else would be considered.

#### **NEXT CLUB MEETING:**

**Tuesday January 20th**  
**Dinner at 6:00 PM**  
**Meeting at 7:00 PM**  
**Location: Baxter's**  
**717 South Houston Avenue**  
**Tulsa, OK 74127**  
**(918) 585-3134**

I would like to wish everyone a Happy New Year, and hope we can all get out and fellowship one another with or without our cars. I don't believe a Triumph car, running or not, is required to be a part of this club, but a desire to be with good people who enjoy the Triumph mark seems to be.

So to misquote an old military saying from when cigarettes were good for you, "Drive em if you gottem". The days are already getting longer and soon the sun will be warming our faces as we drive our little cars on little adventures in the soon to be spring air. Many of you like me will be thinking why didn't we do that "Polar Drive" again? Here is to the Year 2015 hopefully it will be full of little adventures. And remember keep your spirits up and your top down.

Larry Rice,

**Remaining Officer input**

**Continued on Page 13**

# Engine Noise

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

On Dec 19, 2014 1:19 PM, "Alexander, C D" <[c.d.alexander@spiritaero.com](mailto:c.d.alexander@spiritaero.com)> wrote:  
John,

I drove my TR6 to work Wednesday since my jeep was nonfunctional. As I was leaving B001 the engine just stopped running, like the ignition was turned off. I managed to find a safe place to land but it would not restart. I had it brought home on a flatbed wrecker, after sitting in the rain for an hour and a half. I have had the car for almost 19 years and this is the first time I had an issue with it, not bad. I will work on it this weekend.

Merry Christmas,

David Alexander

*Check the ground wire in the distributor. Mine broke once with same result.*  
John

# Engine Noise

Snippets from e-mail, etc. worth sharing. Continued from the previous post.

John,

I blew a fuse in the circuit that my coil is hooked into. I had the wipers and the fan both set on high speed and it was just too much for the 15 amp fuse that I had on the circuit. I had put a lower amp fuse in the circuit after my wiring harness let loose some smoke 10 years ago, I just did not think it was a good idea to have the 35 amp fuse loaded in, based on the gage of wire I found in the wiring from Lucas. The problem was easy to figure out since the wind shield wipers were also dead. I have upgraded the fuse, put the coil in a different circuit, and added fuses to my onboard tool kit.

David

The American 25 amp fuse is equivalent to the 35 amp British fuse. Make sure you did not use a 35 amp American fuse.

*John Phillips*

Good to know, the 35 amp fuses that I have are the original British Lucas fuses, the 15 amp that was in there was an American fuse. I am surprised that the 15 amp fuse failed, did not think that I would overload it with both the wipers and the heater blower motor on high.

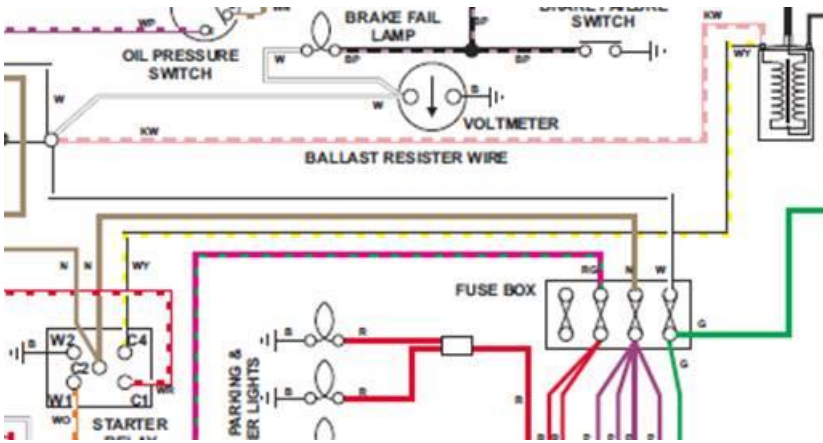
David

# Engine Noise

Snippets from e-mail, etc. worth sharing. Continued from the previous post.

David,

The more I thought about your fuse issues the more it bothered me so I looked it up. Notice below that the white and yellow wire runs from the starter relay to the coil, no fuse. The relay is fed by a brown wire which also has no fuse. I can't figure out how a bad fuse can affect the coil function unless the wiring is non-standard. Just curious.



*John Phillips*

John,

Nonstandard wiring, my car had the ballasted coil, when I switched to the Lucas Sport coil, I powered it from the fused side of the fuse block, what I should have done is to power it from the non-fused side which would have, from an electrical standpoint been the similar to the original design.

I have also ordered a replacement clutch master and slave cylinder for my car. Hard to believe that after 18 years the master would give up again, if you remember this was the first thing that had to be replaced on the car when I bought it.

Thanks for all of the help on my car over the years, your efforts make it possible for not only me but many others to enjoy these cars.

David





**It's what's up front that keeps you out front.**

You've got 6 cylinders going for you in the new TR-250. 6 cylinders displacing  $2\frac{1}{2}$  litres. And that means power up front to keep you out front.

To back it up, you've got independent rear suspension, 4 forward synchromesh gears, rack-and-pinion steering, red-band radial ply tires, and disc brakes up front.

And as a finishing touch, reflective safety striping highlights the vinyl top.

If you've got the spirit, the new TR-250 is the car that can move you.

 **TRIUMPH TR-250**



# TR-250 Technical Details

**STANDARD EQUIPMENT AND FEATURES:** Trailing arm independent rear suspension; rack-and-pinion steering; collapsible steering column: 3¼ turns lock to lock. Front-hinged safety hood; one-piece bumpers, front and rear; roll-up windows; detachable windshield. Individually adjustable Ambla-covered bucket seats. Locking glove box and trunk. Dipping, non-glare mirror. 5-inch 140 m.p.h. speedometer/odometer with resettable trip odometer; 5-inch tachometer; separate instruments: ammeter, fuel, water temperature, and oil pressure; variable-intensity dash illumination, blue light. Combined ignition lock, starter control, with third position for accessories. Self-cancelling turn signals; manual choke; padded sun visors with passenger-side vanity mirror. Full carpets. Separate parking and turn signal lights; sealed beam headlights, license plate lights mounted in rear bumper guards; twin horns; vinyl top with reflective safety stripes, and 3-panel wrap-around rear window. 2-speed electric windshield wipers; electric windshield washers; ventilation through twin directionally adjustable dashboard vents. Foot-directed ventilation through twin under-dash vents. Wheel changing equipment. **BODY:** 2-seater sports convertible. Steel body. **CHASSIS:** Rigid structure, channel steel pressings braced by a cruciform member. **UPHOLSTERY:** Ambla with ventilated seat facings. **LUGGAGE ACCOMMODATIONS:** Space behind seats and in trunk. Glove compartment with lock. Spare wheel housed in compartment below trunk floor. **LOCKS:** Full anti-burst locks. Both doors lock externally by ignition key which can be inserted either side up. **FUEL TANK CAP:** Magnetic. **JACKING:** Mid-point side jacking.

## SPECIFICATIONS AND GENERAL DIMENSIONS:

Wheelbase	88 in.	2.24 m.	Rear (disc wheels)	48.75 in.	1.239 m.
Ground clearance	6 in.	0.15 m.	(wire wheels)	49.25 in.	1.251 m.
Length	153.6 in.	3.902 m.	Turning circle	33 ft.	10.1 m.
Width	58 in.	1.47 m.	Fuel tank	13.5 gals.	51 litres; 11.25 IMP. gals.
Height (with top up)	50 in.	1.27 m.	Engine sump	5 qts.	4.52 litres; 8 IMP. pts.
(with top down)	46 in.	1.17 m.	Gearbox	2.4 pts.	1.13 litres; 2 IMP. pts.
Track:			Rear axle	1.8 pts.	0.85 litres; 1.5 IMP. pts.
Front (disc wheels)	49.25 in.	1.251 m.	Cooling system with heater	6.6 qts.	6.2 litres; 11 IMP. pts.
(wire wheels)	49.75 in.	1.263 m.	Weight (dry)	2165 lbs.	983 kg.; 19.25 cwt.
			(complete with fuel, water, etc.)	2277 lbs.	1,034 kg.; 20.25 cwt.
			Tires	Goodyear G800 185 HR 15	

## PERFORMANCE:

**ENGINE:** 6 cylinder, 152 cu. in. (2498 cc.). Bore 2.94 in. (74.7 mm.). Stroke 3.74 in. (95 mm.). S.A.E. h.p., 111 at 4500 rpm. Torque 152.5 lbs/ft. at 3,000 rpm. Compression ratio 8.5 to 1. 12-volt electrical system, negative ground. Gearbox: Four forward speeds, all synchronized, and reverse.

	Top	3rd	2nd	1st	Rev.
Ratios	1.00	1.33	2.01	3.14	3.22
Overall ratios	3.70	4.92	7.44	11.62	11.90
Acceleration with driver and passenger					
Top gear	30-50 mph	7.5 secs.			
	40-60 mph	8.0 secs.			
	60-80 mph	10.0 secs.			
Standing ¼ mile					18.5 secs.

Overall ratios and engine speeds for optional overdrive:	O/D Top	Top	O/D 3rd	3rd	O/D 2nd	2nd	1st
Overall ratios	3.03	3.70	4.03	4.92	6.10	7.44	11.62
Engine speeds (rpm) 10 mph	395	482	525	641	794	969	1513
Oil capacity of gearbox and overdrive unit: 4.2 pts., 3.5 IMP. pts., 2.0 litres							

**BRAKES:** Power assisted, dual circuit hydraulic system operates 10.7 inch disc brakes on front wheels independently from 9 inch drums on rear. Steel disc wheels with mag-type trim. **SUSPENSION:** Front: low periodicity independent system with patented bottom bearing and top ball joint wheel swivels. Coil springs controlled by telescopic shock absorbers. Taper roller wheel bearings. Rear: Semi-trailing arm independent suspension with coil springs controlled by lever shock absorbers.

## OPTIONAL EQUIPMENT AND ACCESSORIES

Fiber glass hard top. Overdrive reduces standard 3.70 final drive ratio to 3.03 for smoother, quieter, more economical, high-speed running. Wire wheels with hex-nut center-locking hubs. American Racing wheels (magnesium or aluminum). Wide-profile Michelin-X tires. Vinyl tonneau cover. Chrome or aluminum luggage rack. Ski rack attachment. Triumph AM/FM or AM push-button radio. Center console. Cigarette lighter. Grille guard. Air conditioning. Rubber floor mats. TR-250 "TS" (Touring and Safety) Kit.

## OPTIONAL RACING EQUIPMENT

A complete line of Sports Car Club of America approved competition equipment is available. For information, write: Leyland Motor Corporation of North America, 111 Galway Place, Teaneck, New Jersey 07666.

Specifications and prices subject to change without notice.



# BRITISH RACING GREEN



**TRIUMPH** 

For the name of your nearest Triumph dealer call: 800-447-4700. In Illinois call 800-322-4400. British Leyland Motors Inc., Leonia, New Jersey 07605.



## **2015 Conventions and Shows**

### **New Orleans All British Car Day**

Location: Delgado Community College, New Orleans, Louisiana

Date: March 21, 2015

Web: <http://www.bmcno.org/CurrentShow/Carshow.php>

### **VTR South Central Regional Convention**

Location: Kerrville, Texas

Date: April 23 – 25, 2015

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

### **Dallas All British & European Car Day**

Location: White Rock Lake Park, Dallas, Texas

Date: May 3, 2015

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

### **All British Car Week National Meet**

Location: Hot Springs, Arkansas

Date: May 28 – May 30, 2015

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

### **Euro Expo Car Show ??????**

Location: Sand Springs, OK

Date: ?????, 2015

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

### **TRA National Meet**

Location: ?????

Date: ?????, 2015

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

### **Greater Ozarks All British Car Day**

Location: Carthage, Missouri

Date: July 24 - 26, 2015

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

### **Roadster Factory Summer Party**

Location: Armagh, Pennsylvania

Date: August 6 – August 8, 2015

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

### **VTR National Convention**

Location: Fontana, Wisconsin

Date: August 11 - 15, 2015

Web: <http://www.VTR2015.com>

### **Kansas City All British Car Day**

Location: Kansas City, Missouri

Date: September 5 - 6, 2015

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

### **6-Pack Trials**

Location: Galloway, New Jersey

Date: September 10 - 13, 2015

Web: <http://www.6-Pack.org/>

### **British Iron All British Car Day**

Location: Agri Park, Fayetteville, Arkansas

Date: September 11 - 13, 2015

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

### **Texas All British Car Day**

Location: Centennial Park Rock, Texas

Date: September 25 - 27, 2015

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

### **Triumphest**

Location: San Diego, California

Date: October 8 - 11, 2015

Web: <http://www.triumphest2015.com/home.html>

## **2015 Vintage Racing**

### **SVRA U. S. Vintage National Championship**

Location: C. O. T. A. Track, Austin Texas

Date: November 4<sup>th</sup> through the 8<sup>th</sup>

Web: <http://www.svra.com/events/2015-u-s-vintage-national-championship/>

Location: Hallet Vintage Races

Date: TBD

Web:

<http://www.hallettracing.net/events/calendar/season-schedule/>

## 2015 Club Activities

Activities Meeting	1/3/2015 - Sharon
St. Pat's Party	3/21/2015 - Jan
Rock Café Breakfast	4/18/2015 - Rob
Click's Pawnee	5/16/2015 – Frank
Grand Lake	6/6/2015 – Tom/Dot
Independence Day	7/3/2015 – Robinsons
Club Elections	7/18/2015 - ?
Café USA Breakfast	8/1/2015 – John
TBA	9/19/2015 - ?
Talimena Drive – Overnight stay at Queen Wilamena Lodge – 10 rooms	10/24-25/2015 Robinson
Guy Fawkes	11/7/2015 – Jan
Christmas Party	12/12/2015 – Adele?

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

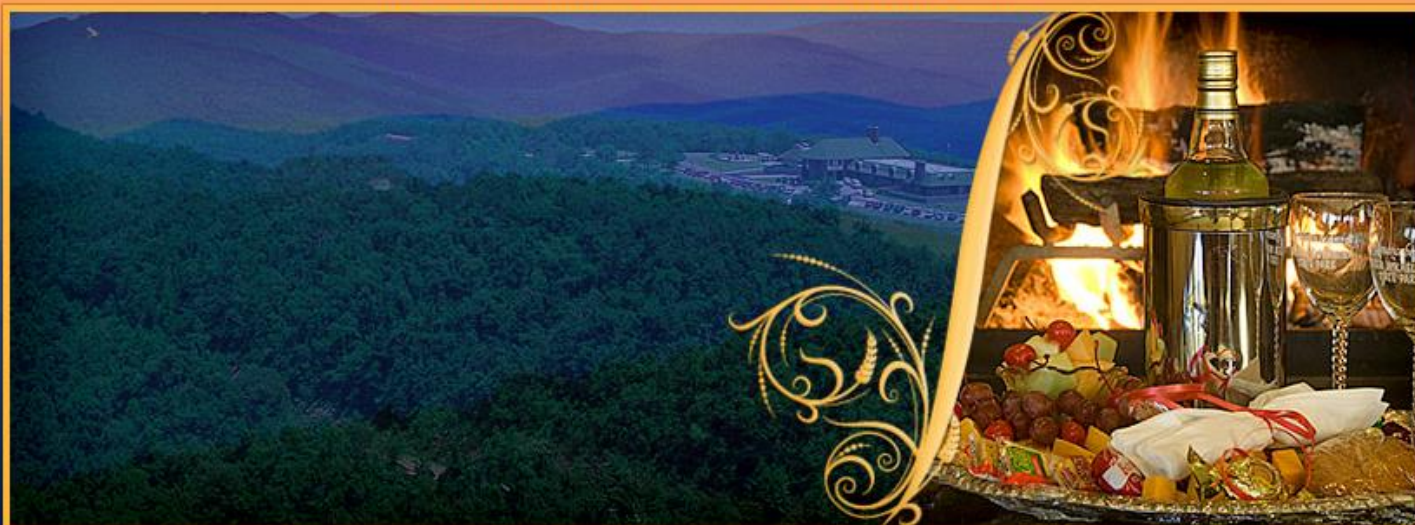
## Overnight Out & Back

Join Green Country Triumphs for a fall tour over the Talimena Drive with an overnight stay at Queen Wihelmina State Lodge on the 24<sup>th</sup> of October. 10 rooms have been held for our club until September 24<sup>th</sup>. If you wish to participate call 800-264-2477 for reservations. Rooms with two single beds or one king are available. A renovation of the lodge is currently underway so everything should be renewed.

Because of the distance, we will drive day one to the Queen Wilamena Lodge and spend the night. On day two we will drive on to Mena then make our way home by a route selected by Denny and Kay. Denny is making 10 reservations and seven rooms are spoken for. If you want to make the trip please contact the lodge and get your name on the list for a room. If more than 10 are needed hopefully they will be available.

## Queen Wilhelmina State Park

FEATURING ARKANSAS'S "CASTLE IN THE CLOUDS"







*1 Fun, fun, fun at Greasy Hands Garage North*

I think that shiny thing goes on that round doohickey  
Art, Tom, John, Frank & Sam  
Thanks to Cindy Larby for the photo





## Greasy Hands Garage North Update

by John Phillips

The 2014 Christmas Party was held at the Phillips home which is as most know also the location of GHGN. This is a location frequently used I believe because of all the free food. I know a lot of Jan's family showed up and they are always available for free food. ☺



Along with Jan's relatives were the legitimate club members who actually brought a lot of the food. As usual it was all very good and enjoyed by all.

We were joined early by Louise and Frank Wood and Jan appreciated the assistance provided in preparation of food for presentation to the diners. Also of great assistance as usual were Adele and Rolf Blom and others.

Larry Rice was in attendance however missing this year were Jack McGlumphy and sister Danna due to a conflicting function.

Donna and Rob Thompson were in attendance as were Dorothy and Tom Chronister, Janice and Al Garbart, Kay and Denny Robinson, Sue and Jerry Johnson, Jim and Debbie Murray and Mike Shier

The evening was typical of our Christmas event, we enjoyed a lot of great conversation throughout the evening as well as some fantastic food followed by what some call the "Dirty Santa" gift exchange.

One gift in particular was accompanied by poetry which is not shared here because it can ruin

the surprise of the next recipient. It was authored by our distinctive President and is quite clever and enjoyable.

The decorations were finished on time by a host of supporting cast, the weather was good and no one had to be shoveled out to get home. Another example of Triumphant Times.

**12/20/2014** – Last night Jon Wood shared with me his progress to this point on the new web site. Naturally I had trouble getting to it as the process is different than it will be once it is up and running.

The site is well arranged and easy to navigate but naturally short on content. If you have some content that you feel is something that should be on the site please send it to me and once edited if necessary it will be sent on to Jon for inclusion.

Once the site is active I will request the Tulsa World to include GCT in their list of area car club meetings. At that point it may be appropriate to identify a location that is consistent month to month so the listing will not have to be changed every month. If there is a good meeting location that you would like to recommend please send it to Jack or me.

I am pretty excited about again having a web presence after about a year without one. Mikel did a good job with the previous site and the access to the club by non-members declined when his site was discontinued. It will be good to provide another path to the club for non-members.

**12/22/2014** – Sharon brought her 4Runner out today for some work. There are actually two problems that need attention, a leaky wheel cylinder and a bad doohickey. Sharon thought replacing the doohickey was more important than the wheel cylinder so that is what we worked on.

The doohickey sits on the thingamabob between the air intake system and the intake manifold. While Sharon was getting the air intake system all disconnected and out of the way I was working on the driver's side spark plugs.

After the air intake system was out of the way, the doohickey was removed with the thingamabob. The doohickey was then separated



from the thingamabob. The old doohickey was discarded and the thingamabob was cleaned up for reinstallation then the new doohickey was installed back on the thingamabob.

While Sharon was cleaning up the thingamabob I installed the spark plugs on the passenger side. She then reinstalled the thingamabob with the new doohickey on it. The air intake system was reinstalled and the electrical connections made.

Naturally the last electrical connection did not make due to a rubber seal that came out of position and we had to remove a whatchamacallit to get to the electrical connection to replace the seal. After the seal was repositioned and the connection made the whatchamacallit was replaced and the engine was started.

I guess the new doohickey fixed the problem as the 4Runner ran very well when Sharon took me to Bricktown Burgers for a lunch treat to repay me for all my expert help on this very technical problem.

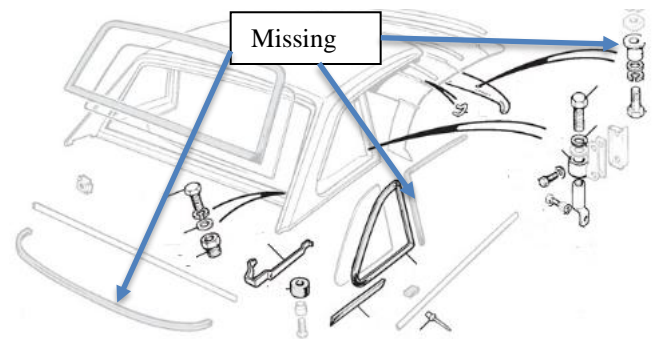
We plan to replace the wheel cylinders on the next visit, so many levers and springs. Oh well, surely we will prevail. There really isn't that much to working on cars as long as you can spell doohickey and thingamabob.

**1/5/2015** – Tom Needham has been interested for a while in getting his hardtop on his car. Today was the day we decided to tackle that job.

Fortunately for Tom when he bought his car last year it came with a nicely painted hardtop with a new headliner already installed. Unfortunately the top had not been fully reassembled after the headliner installation.

The first task was to evaluate what parts were available and which ones were not. To be obtained are; the seal across the back of the top where it mates with the body, the distance tubes through which the front attachment bolts are inserted, some washers and some fuzzy door seal material for the back of one side window.

The chrome finishers that trim out the bottom edge at the back of the car have a missing pin that keeps the finisher from flopping around by



inserting through a hole at the very back. The pins have been broken off so if these finishers are to be used they can be drilled where the pin is missing and a pop rivet used to attach the finisher to the top. The alternative is to spend about \$45 for each side to purchase replacements.

All of the hardware to reassemble the center attach points was available so we put that back on the top.

We left it this way, some work was done to put parts back on the top and some parts were identified that we needed before we could set the top on the car.

Tom still has to decide whether or not the soft top remains in the car with the hardtop installed. When the needed components have been obtained will resume the installation.

**1/10/2015** – It is the practice here at the shop to service the Pumpkin and Jan's Durango the first week in January each year. Other than airing up the tires that is about all they get unless something breaks. This year has seen one cold after another since mid-December so the only one that got serviced was the Durango.

The oil and filter were changed and the tires were rotated. The dealer will get to service the transmission and do a few other service tasks after the sticker shock of the property taxes and home insurance wears off. The unit has proved to be a very satisfying vehicle except for the air conditioning system. Both front and back systems had to be replaced.

The cold is still with me but Tandra brought her 2007 Maxima over to get the blower fan replaced. I finally got it out but O' Really's did not

have one on the shelf so at this time we are waiting for one to be delivered to the store north of Owasso. It may be a long day as deliver is expected at 3:45.

I was back to pick up the new fan at 3:45 and it was ready for me as promised. Back at the shop installation was begun immediately. At 5 p.m. Tambra backed out of the shop and turned on the fan and was elated that it actually spun around as it was supposed to.

The job that took about 3 hours for me to do with only a YouTube video of a similar task as guidance saved her \$500. The new blower fan cost about \$150. I hope she buys a manual before the next thing goes out.

The Pumkin work will hopefully get done next week. At least I will have that to write about next month.

## Continued from Page 1

### From Vice-President *Jack McGlumphy*

I want to say I hope everyone had a great Christmas and New Year with your family and friends.

This year sounds like there are some fun times planned with GCT and I hope everyone can attend if not all many of the actives.

I can say for myself each time I go to a dinner or drive or even getting together at GHGN I always come away with having had a pretty good time enjoying my fellow members. We are not a big club but if you give it a little of your time it is a great club

Hope to see you all at the meeting coming up on the 20th.

### 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

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

Coolant: Evans Waterless High Performance Coolant is specially formulated for gasoline engines in classic cars and high performance vehicles.

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

### Minutes of the Last Meeting

*from Secretary Sharon Parker*

None submitted for this month.



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



Triumphs  
in the  
Heartland



VTR 2015 - Fontana, WI

August 11-15, 2015  
Celebrating Fifty Years of the  
Spitfire Mark II and the TR4A

Hosted by the  
Illinois Sports Owners Association



2015vtr.com

**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**





### TR8 for Sale (BEST OFFER)

1980 TR8 runs great. New ball joints, tie rod ends, brake & clutch hydraulics. \$1400 in new parts. Good paint, no rust. See State Farm Insurance Agency in Stroud OK. Asking \$9500. For other information contact Kent Clovis.

#### Kent Clovis

(918) 968-2552 Work  
(405) 258-3814 Mobile  
(918) 968-2035 Home  
kent.clovis.b3pn@statefarm.com

P.O. Box 270  
Stroud, OK 74079

Hi John,

I do still have the Spitfire, it has not seen the light of day in several years. Someday I would like to get it back out and play with it. If I ever get rid of the TR8 I would be able to move the Spitfire to have better access to it. The price guide on the TR8 continues to go up and it is showing to be a good increase in value in the future. The latest guide shows a low of \$8000 and a high of \$15,000. You tell me if the guide is off or not as you have had more local experience than I have. I think I had put my low at \$7000 or \$7500 in the past. I know it will make someone a great driver, I just figure that when the right one comes along it will sell. I have thought about Craig's list, just have not pushed that hard to sell it for now.

Sincerely, Kent Clovis



## Another Nice Example



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





## Newest Listing

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!

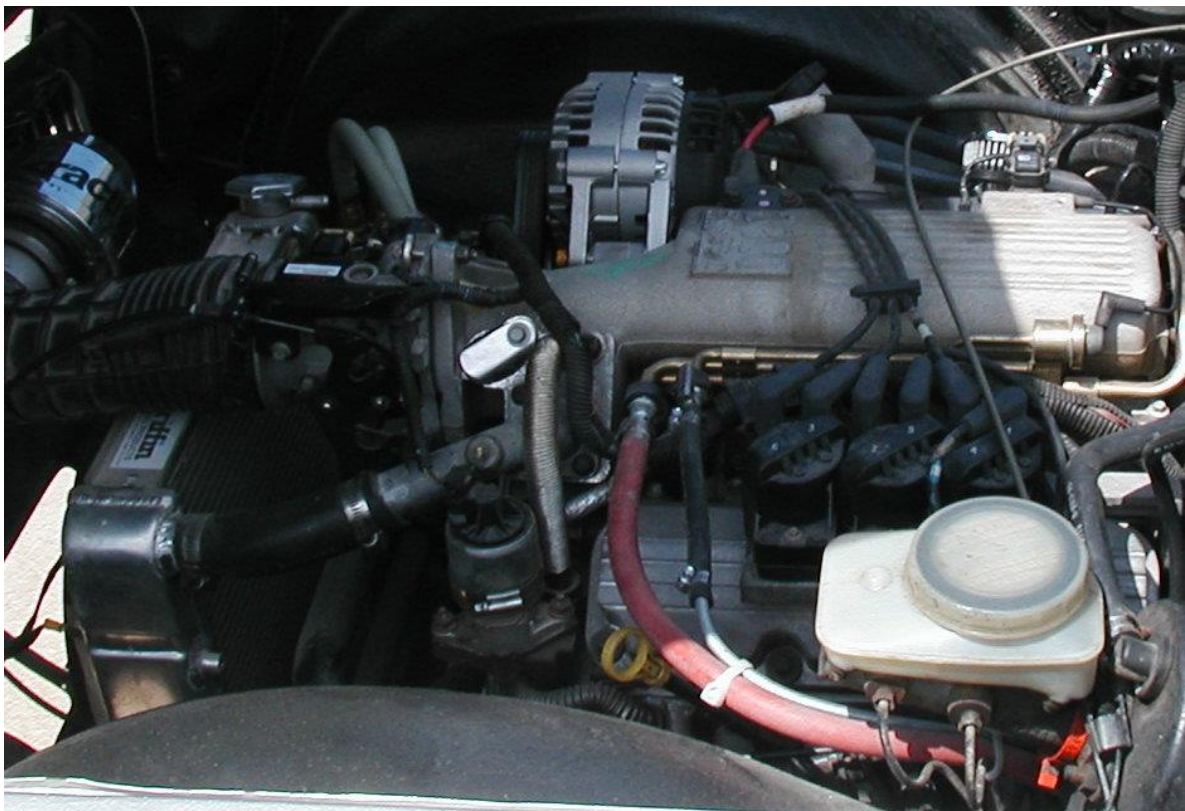
Call my office 918-341-2100, home 918-343-0333 or cell 918-230-8900. Asking \$10,000.00 Thanks,



*Tony Mullenger*

(More information will be added as available.)

Power is Camaro 3.8 V6. Very powerful!!!





**Triple, dual throat Weber carb "kit" for *Early* TR-6 up to eng. no. CC75000 69 thru 71:**

3ea., 40 DCOE Webbers [used, but very clean] with Cannon intake manifold kit NIB with linkage, some gaskets, rubber isolation kits, heat shields, & some etc. This came as extra parts with my 1970 TR6. I think it will work with TR 250 & TR6 '67 >'73(may fit others too??). \$1,250.00. Tom Needham, 918-691-4444.





## 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**  
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