



Triumphant Times

Green Country Triumphs

Monthly Newsletter for July 2015

<http://greencountrytriumphs.org>

From Our President *Larry Rice*



John, I knew I had a problem when we discovered we were booked every weekend this summer except this one, and this one is over. We will not be able to attend the meeting this weekend.

We will be taking the grandkids to the amazium in bentonville. As for my last presidential article I have yet to solve my computer delima. The pc mechanic said do not put any money into it. I had a friend who offered me an old one he had quit using. It had been "running when parked" always a bad sign. He parked it over a virus which has grown up through the motherboard. I will try Cindy's from her other house if I can get it all together and interface with my wifi. We will see what happens tomorrow.

Larry

Oddly your leader,

Sent from my iBoat

NEXT CLUB MEETING:

Annual Election of Officers

Tuesday July 18th

Dinner at 6:00 PM

Meeting at 7:00 PM

Location: Phillips Residence
5865 E 480 RD, Claremore,
OK

From Vice-President *Jack McGlumphy*

Minutes of the Last Meeting

Secretary *Sharon Parker*

I expected the meeting at Te Kei's to
be lightly
attended
but we had



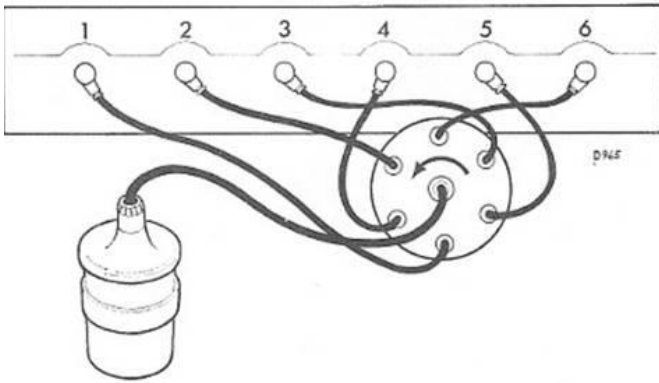
a turnout of 23 members. Bob Avakian
joined and Chad Jester renewed.
John

.



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.



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.

Engine Noise

Snippets from e-mail, etc. worth sharing.

I have owned my 1963 TR 4 for 29 years; the painted spoke wheels had aged to the point that it was time to replace them. The largest expenditure through the years was a paint job in 1997 for \$2,869. The car doesn't see a lot of use, but I was concerned about the safety of the old wheels and had been considering replacing them with "chrome spokes".

I had made price comparisons and Moss Motors recently had a summer special and couldn't pass up the opportunity. I went ahead and purchased four as well as new hubs since the old ones showed moderate wear on the splines.

Andy at Admiral Alignment mounted tires, hubs, and wheels, and did the balancing. The wheels look great and it drives great.

Tom Chronister



Engine Noise

Snippets from e-mail, etc. worth sharing.

Comments on Overdrive Oil

I don't have as much experience with overdrives as John Esposito, but I have worked with a few, so I thought I would give my thoughts and experience. I have always used GL4 gear oil, usually Staylube 85-90 since it is available locally. I have run several overdrives (some for several hours) on my test rig at about 2000 RPM and have never observed the high pressures that he mentioned. Normally, we find that most overdrive pressures are somewhat lower than the specifications due to spring fatigue.

We generally use a couple of hardware store washers as shims to bring them back to specs. Furthermore, his explanation does not make sense. If you look at the way SAE specifies oil weights, you will find that gear oils are specified at a different temperature than engine oils. If I remember correctly, engine oils are specified at 212 degrees (100 centigrade) and gear oils at something like 150 degrees. For multi viscosity engine oils the lower number is measured at a lower temperature. It makes sense to use these temperatures because engines usually run at much higher temperatures than transmissions and rear axles. If you compare 90 weight gear oil to 30 weight engine oil at the same temperature, their viscosities are not that different. This information is all on the internet, but I have not studied it recently.

He also cites information from the original Laycock manual for the A type overdrive. I believe this manual was written in the early or mid-1950s, since it only mentions the Triumph TR2, Vanguard and Renown. The manual states that extreme pressure gear oils are not recommended because their additives may separate due to centrifugal forces in the overdrive. I seriously doubt that this would occur with modern gear oils and modern additives. All gears rotate and create centrifugal forces. If this were truly a problem, wouldn't it have been rectified in the past 60 years? And, why would Triumph recommend gear oil for their overdrives? What do the later manuals say about oils? I know that some specs in that early manual (clearances, etc.) were later changed.

Finally, I am not saying that 30 weight non-detergent engine oil will not work, only that I have found that gear oil works just fine. This may be a case where there are multiple possibilities that work, but that doesn't stop everyone from arguing about it. I do avoid GL5 gear oils because they supposedly react with yellow metal (synchros, bushings etc.)

I am aware of a few newly rebuilt overdrives that would remain stuck in overdrive with both engine oil and gear oil. These were not rebuilt by me and they may have all had new clutch linings. I have been told that Redline MTL synthetic fixed the problem with these units. However, other oils would work after the linings were worn in.

Larry Young

Engine Noise

Snippets from e-mail, etc. worth sharing.

Sent: Tuesday, June 30, 2015 7:35 AM

To: pikepass1

Subject: PikePass

When I just added my 4th car to the process the proper Triumph model designation was not available as a choice. I used model "TR7". The model is actually "TR8".

John Phillips

Good morning.

We have added the model TR8 to the choices in the Triumph drop down window and I have changed your new sticker request to reflect the correct model.

I am not sure if it adds to the collectability, but yours is now the only TR8 registered on our entire system.

Thanks again!

-Clay



Julie enjoying her new Triumph at the aquarium. Nice looking car.

Congratulations

to Bob Avakian and Julie Cross on the transfer of the 76 TR7 ownership. He sold it, she bought it.



2015 Conventions and Shows

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/>

Brits in the Ozarks

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>

Engine Noise

Snippets from e-mail, etc. worth sharing.

New Engine Break-In

From: Frank Wood

To: trdr@cox.net

Subject: Triumph engine overall

When you do a major overhaul **do you recommend running a break-in oil**? How many miles? I was planning to not use a break-in oil but go directly to Castrol 5W50 Edge, Syntec (synthetic) regular oil, but I have enough straight 30 W and a 4 oz. bottle of Hi-Tech Engine Protector that contains ZDDP made by Joe Gibbs Co.

From: John Gauldin

To: 'Frank Wood'

Subject: RE: Triumph engine overall

I ALWAYS use Royal Purple break-in oil on newly overhauled engines. Royal Purple has all of the additives needed to ensure protection (ZDDP) of the wear surfaces. I run the engine **no longer than 2hrs or more nor more than 75 miles** at moderate, varying RPMs and speeds, not to exceed 3000 RPM. I do not let the engine idle below 1800 RPM during this time. After this period, I drain the break-in oil, change filter and put in whatever the customer wants to run. I highly recommend Castrol 5W50 Edge.

John

(Me Too J.P.)

CARTHAGE CAR SHOW

[HOME](#)[FRIDAY](#)[SATURDAY](#)[SUNDAY](#)[EVENT DETAILS](#)[REGISTRATION FORM](#)

Welcome to the 16th annual GOBMC all British Car & Cycle show

FRIDAY

The Friday Night Tailgate Party!

[MORE](#)

SATURDAY

Saturday event! Saturday morning is final registration and the car show on the square from 9am - 2pm

[MORE](#)

SUNDAY

Sunday morning is an incredible breakfast at the Thom's home in Carthage.

[MORE](#)

EVENT DETAILS

On the Square in Historic Carthage Missouri, July 24 - 26th 2015

[MORE](#)

CARTHAGE CAR SHOW

Join us for GOBMC's Sweet 16th

July 24-26, 2015

The Greater Ozarks British Motoring Club is pleased to welcome everyone back to historic Carthage, MO for our 16th annual All British Car and Cycle show!

GOBMC's signature event is once again bringing motoring history to life on the square in historic downtown Carthage, MO.

Join us for a weekend of relaxation, fun, food, friends and of course more than 100 British cars and motorcycles. Enjoy a relaxing event held in the heart of the Midwest in a town that welcomes everyone!

There are classes for every British car and trophies for 1st - 3rd in each class.

The theme this year is "GOBMC Sweet 16 Prom"! Be creative and fashionable, let loose and have a little fun!

Browse through the site, check out the cars, people, events, and join us in Carthage!



Greater Ozarks British Motoring Club - GOBMC

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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



14th ANNUAL **BRITS** *in the* **OZARKS**

ALL BRITISH CAR & CYCLE SHOW
Benefiting the ALS ASSOCIATION
"Fighting Lou Gehrig's disease"



SPONSORED BY

BRITISH IRON TOURING CLUB OF NORTHWEST ARKANSAS

University of Arkansas Agri Park
Fayetteville, Arkansas

September 12

SPECIAL GUEST

Barney Gaylord

"The MGA Guru" and Storyteller

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
479-636-2168

OR

DOUG SCHRANTZ
479-531-2783

www.Britishironnwa.org

dschrantz@arkansasusa.com



2015 Club Activities

Activities Meeting	1/3/2015 – Sharon
St. Pat's Party	3/21/2015 – Jan
Rock Café Breakfast	4/18/2015 – Rob
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
Sequoia St. Park Lodge	10/9 thru 10/11 Piggott
Click's Pawnee	9/19/2015 - Frank
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?

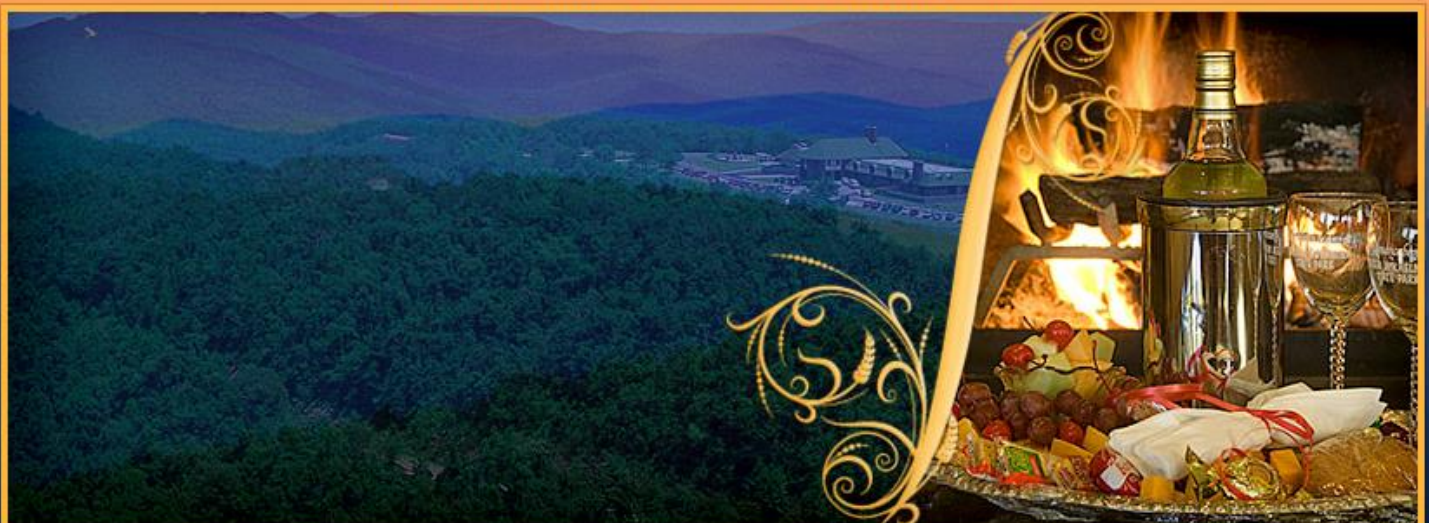
Overnight Out & Back

Join Green Country Triumphs for a fall tour over the Talimena Drive with an overnight stay at Queen Wihelmina State Lodge on the 24th of October. 10 rooms have been held for our club until September 24th. 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"



September? Out & Back

Frank Wood

In 1962, Clifton "Click" Nelson opened a bar and grill in Pawnee, Oklahoma, originally named Click's Alamo Club. Customers knocked at the locked door and were checked through the 2-way mirror. We're not sure which customers were welcomed and which weren't, but women didn't go into the club for the first few years.

Besides being known for his outstanding steaks, Click was also known for his colorful language. He served hamburgers and fries for lunch, but if a customer ordered that for dinner, Click could be heard bellowing from the kitchen "Who ordered the @!#?@! fries? They can go across the street to the @!#?@! Tastee Freeze for that!" In fact, the locals would bring in new customers and urge them to order the fries just to watch their reaction to Click's tirade. Everyone knew that his bark was worse than his bite, and that he was actually a good guy at heart.

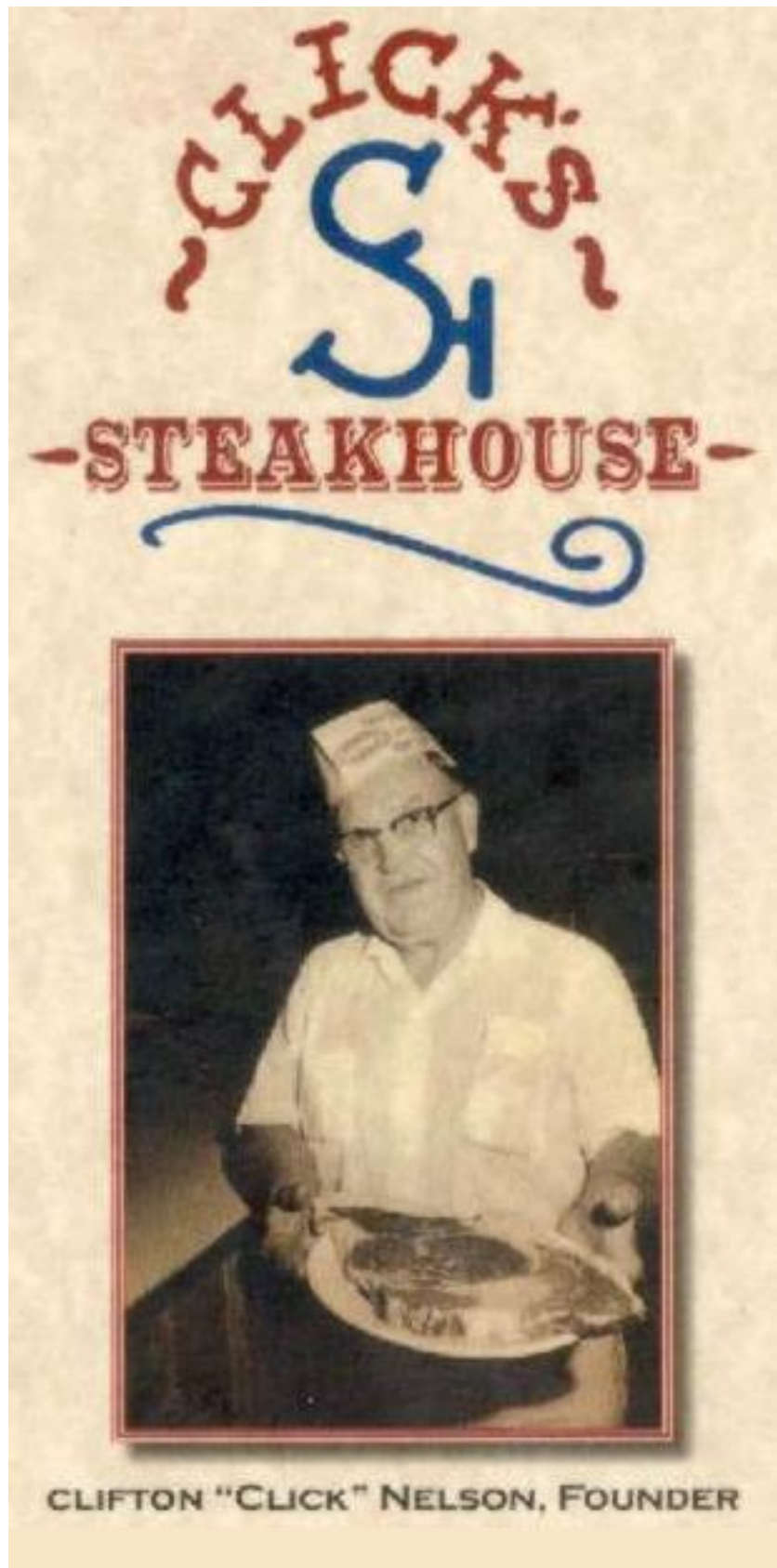
In 1982, Click sold the restaurant to the Bob Sanders family. They operated the restaurant until 1995, when the next owner, Roger Smith, purchased it. Though the building has undergone changes and the menu has expanded, the quality of the steaks and the unique aging and preparation technique has not.

We hope you enjoy your dining experience with us, and we promise not to yell if you order fries!

409 Harrison St Pawnee, OK
74058 (918) 762-2231

Tuesday, Wednesday, Thursday
11a.m. to 8p.m. - Friday and Saturday
11a.m. to 9p.m.

Sunday 11a.m. to 2p.m





Greasy Hands Garage North Update

by John Phillips



6/21/2015 - Something a person may consider a drawback related to the cars we drive is their limits on comfort. I admit that I have long envied Al and Janice for being able to hop in their TR7 and drive to Carthage in July in comfort due to the air conditioner in their car.

When I saw Bob Avakian's air conditioned TR7 listed in the paper I felt a little tug of interest in having a Triumph I could actually drive in the heat of the year without discomfort or an allergic reaction.

Jan and I actually discussed the possibility of purchasing a second TR. Based on what we thought we could buy the car for it seemed almost

plausible assuming the car was sound in most regards and would not cost a fortune to keep on the road.

So we talked about it and decided it might be worth a look. So having made some progress toward actually realizing the possibility of driving a Triumph comfortably in heat the decision now considered do we want a hardtop or a convertible and if we make a jump do we want a TR7 or a TR8?

We decided that we would have a dialogue with Kent about his TR8 before we made a decision and see if we could afford to purchase his TR8 in lieu of a hardtop TR7. Having a lot of firsthand knowledge about the car and its condition was also helpful.

The answer turned out to be yes as Kent and I found a price that we could both live with so on Saturday the 20th Ted Dorton and I traveled to Stroud and picked up the TR8 Convertible. There is a lot of tinkering that needs to be done before it is ready for a trip to anywhere including Carthage so the obvious name for this car is Tinkerbell.



It seems likely that there will be lots of articles dedicated to the upcoming tinkering on the TR8. As Jack can attest, working on these cars comes with a lot of frustration and do overs. We will see how it goes as time passes and issues are addressed and hopefully resolved. Two issues that need to be addressed immediately are a proper adjustment on the door so that it will open and shut more easily. The second is to check out the clutch operation to adjust the release point which is currently very high.

Another thing I intend to do is remove the trailer hitch and trailer brake from the car. Although Kent had success towing his spitfire to shows and showing both cars I have no such intentions and will be happy if the car just pulls itself.

I have never been partial to the color of the 8 but neither was I partial to the color of the Pumpkin. I guess some things can just be lived with. To my eye Jack's car is a much prettier shade of gold but of course it would also be much better in the rare Persian Aqua. I also really like the beautiful blue that Al selected for his car.

So, Tinkerbell it is and it is interesting beginning a new journey with a different TR. How it turns out, who knows. I will keep you posted. I can almost hear it, *Edelbrock?*

Nuts, missed the Great Race action in Claremore due to family stuff on Father's day. Oh well.

6/25/2015 – Tom brought his red TR6 out today to try a couple of things we had not tried. The first thing was to do a leak down test. This is the

first time I had used the test kit that Frank donated to the shop and all of the cylinders reacted exactly the same so either we did something wrong or Tom's engine is perfect. Actually we did get some variation readings on cylinder 3.

When we had played with the leak down long enough we switched to the compression test. The variation was very much like the last readings we took which also indicated issues with cylinder 3.

Ok, short of taking the engine apart the next thing we did was change the fuel air mixture on the carbs. The new adjustment is much leaner than the previous settings. The standard method of checking the air fuel mixture indicate that the carbs are set too lean but reading the plugs says they are pretty close to where they should be.

The car appears to be running much better on the leaner settings. Tom has not reported how the trip home went. If the car is running well again he may not have gone home. Or he could be stalled on the side of the road. Who knows?

Oh yeah, we also replace the tube that connects the oil gauge to the engine. This was not at all the normal process as Tom's dash is all custom but we did get the old gauge out, the tube in and back together with a substitute gauge from the shop stash. His gauge decided to stop working so until his is repaired he has one out of the shop.

The only other thing we did was to bend a heat shield on the exhaust pipe that was making a racket under the car. I think Tom left a little happier than after his last few visits. His car did not appear to be missing anymore.

5/29/2015 – Tom was back out today to pursue the cause of the engine miss. We fiddled with the plugs to recheck how fuel was burning and they looked pretty good. The front plugs were a tad more black than the back which were just right brown.

One of the things we did was take the loaner distributor out and put his back in. They worked the same so we proved his was good.

We also tried changing the Pertronix ignition to points and condenser type. The reason was that the guy that rebuilt my distributor is of the opinion that the points work better at high rpm. Since this is

where Tom's miss is (4000 to 5000) we thought the swap was worth a try. I believe the swap was not beneficial. I expect the Pertronix is going back in.

So what is left? The head needs to be redone based on the leak-down check and the compression test. To maximize the ignition system I recommended the distributor be checked out and rebuilt. At this time based on engine flooding the assumption has been the fuel line is not clogged so that has yet to be verified.

7/2/2015 – Checked the fuel lines on Tom's car today, clear as a bell. The conclusion is that the head has to be redone before we can expect any more correction in performance. To be continued.

Frank's engine was promised by the first of the month which I had taken as July 1st however that has come and gone and we still have no engine.

On a positive note, the new carburetor and intake manifold for the TR8 has arrived. It finally got here a little after 8 pm last night. FedEx is not very efficient or effective.

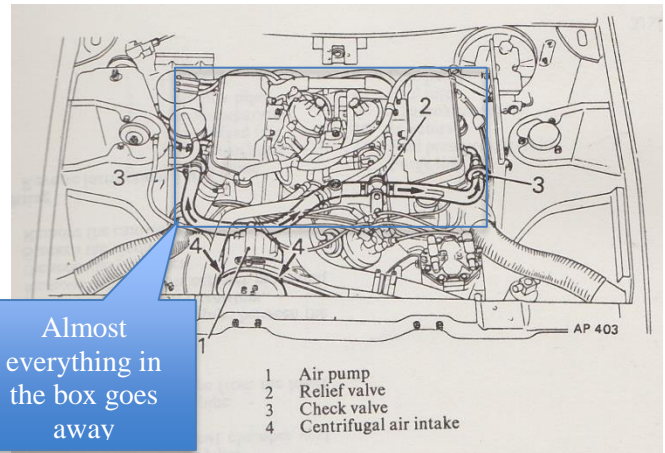


Installation will be preceded by removal of all emission components hopefully to be retained as original equipment for the next owner should they be foolish enough to want it. This is something I hope to do while keeping the car running well enough to move it around until there is room in the shop to put it where it will not have to move until running again.

I have been driving the Pumpkin to Walgreen's and back mostly every day to exchange movies at RedBox, picking up prescriptions for Jan, then to Reasor's for various food items. It is foolish

as the heat is too oppressive and my allergies are kicking my butt. I think I will take the truck today.

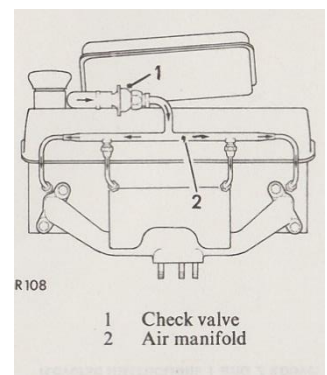
7/4/2015 – Yesterday was the start of the modifications on the TR8. Tom Chronister came over to watch and help out while I attempted to start



cleaning out the engine bay of all the superfluous equipment clutter. Just look at that picture. The 4 components listed are removed.

After working at removing the EGR valve I think the easiest thing to do is just plug it. It does not seem to want to come off. I had hoped to just remove it and plug the hole in the exhaust manifold but plugging the valve will have to do. I am afraid I will break something.

The little metal tubes (Air Manifold) that connect the heads to the air pump are also removed so access to the area where the spark plugs are located is greatly improved. I am very pleased with the progress so far but since this is a holiday finding a plug for the EGR will have to wait until Monday since the thread is quite special.



I was asked why I wanted to take this stuff off. First, since the air pump has had no belt on it as long as I have known the car the system was not working anyway. It was my belief that the carb adjustment was affected by something in this system that I did not understand so eliminating the

system could possibly eliminate a carb adjustment problem. The system takes up a lot of room in a very crowded engine compartment so by removing it access to many other components is enhanced. Also, simple is just better to me so removing this non-functioning system just makes sense.



2The top of the engine with the air pump and associated piping removed. All normal emission control features are still in place.

The originality of the car is compromised but the functionality of the car is maximised. When all changes are completed the car should see about a 30 horsepower increase. The overall efficiency of the car should be greatly enhanced. At least, that is the plan. Stay tuned.

7/8/2015 – Yesterday I finally was able to muscle the EGR valve off the exhaust manifold. The bottom threads had been heated up and rusted to the point that removal was a real chore. A trip to Fasten All provided the needed plug and this morning some thread dope was applied and the plug installed. Yea, that was hard.

A few more items were removed from the top of the engine including the breathers for the carbs and a few hoses. When I got to the remaining hoses they were full of coolant so the car was raised and the bottom hose pulled off to drain all the coolant.

About that time my son arrived to take care of some business which used up a few hours. After that Mike Piggott and Lonnie Wall arrived. They were on an errand for John Gauldin to swap differentials. The one I had sent to John was not

adequate for his purposes so that one was returned and a different one furnished.

The primary reason for the trip was to pick up some chrome pieces from Sparkes Plating in Haskell. They also had some business at Will Rogers Downs so stopping by GHGN was a no brainer.

We visited for a while and Lonnie shared several things with me about TR8s so that when trouble arises I have some idea where to look.

His experience with the carb conversion was not good but it sounds like the components were not set up properly or just were the wrong part number. I hope to have better results with my conversion as furnished by The Wedge Shop.

Tomorrow should see the old intake manifold and carbs off the car and maybe the new gasket in place. We shall see. There is no real hurry. This is a hobby you know.

7/9/2015 – Tom Needham joined me in the shop after the power was restored by VVEC. I had gotten in a little time prior to the outage but there was still plenty to do.



Obviously we did get the old carbs off. We did get the new intake on. We did get the carb set on and bolted down. We did do a lot of things. Including messing some things up. Ok I am tired and a little frustrated at the moment so I will write



more tomorrow when we get back. Frank and I are going to Coweta in the morning to pick up the engine from Chad Hodges. I expect we will play with it for a couple of days before I get back to the 8.



lawn mowed early and put the mower up in the shop. I had been thinking about the best way to join the

transmission to the engine. Frank had some ideas on that so using some of his suggestion I set the transmission on the movable work bench and leveled it using wood blocks.

7/11/2015 – Today Frank and I retrieved the engine from Chad Hodges and brought it to the shop. We then proceeded to replace all the stuff removed previously like water pump, fuel pump, coil, alternator, etc. The spin on oil adapter was missing the attachment bolt so when we called it a day Frank went in search of a bolt.

A lot of time was spent making sure the clocking of the oil pump and distributor gear were oriented exactly as they are supposed to be. I always seem to make this uncomplicated process very difficult. The distributor was then dropped into the hole.



Frank had ordered a vac advance diaphragm but when opened the port for attaching the vacuum hose was missing. It appears it was broken off prior to packaging in the small plastic bag because the port was nowhere to be seen.

7/12/2015
– Sunday was assigned as a day of rest. I got the

The engine was then raised to the corresponding height and also leveled. The two were joined with very little difficulty, much easier than trying to stab the tranny with the engine in the car. The starter was installed and the bolts installed around the bell housing.

7/13/2015 – Frank had a little time to work today so he came over and we stabbed the engine/transmission assembly into the car. The engine pulley would not clear the steering rack so after Frank had to leave the rear motor mount bracket installed with much difficulty had to be removed.

The assembly then slid into place and the rear mount pieces installed to keep the back of the transmission at the correct height. With the back secured I moved to the front motor mounts which are not complicated, just hard to work on



due to configuration of the brackets.

With the mounts in place the hoist was removed and is ready for disassembly and storage.

The plan for tomorrow is to reinstall all the cooling system and manifolds with carbs. Hopefully the shims and bolts can be installed in the rear mount bracket. Access to fasteners is a real challenge.



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



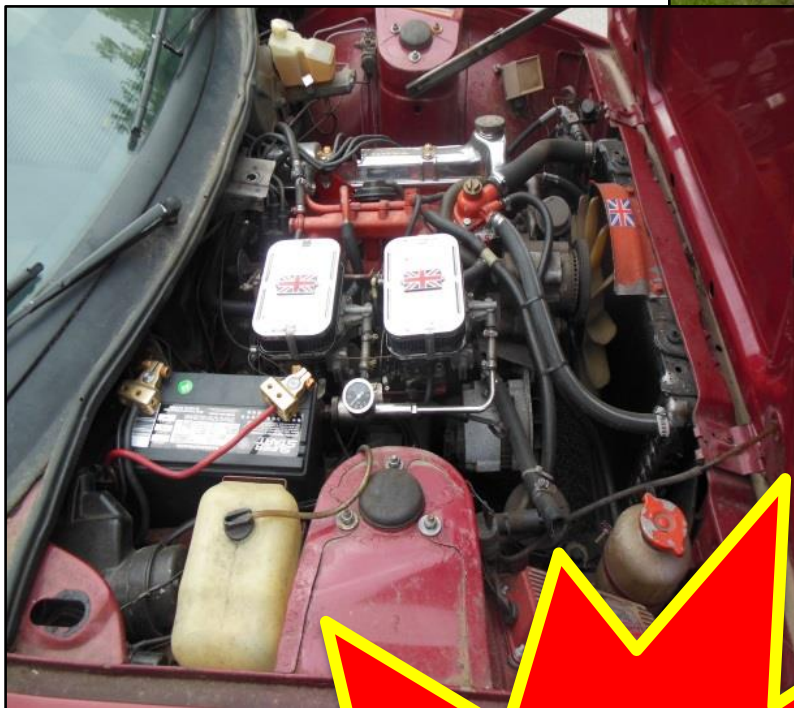
**Greasy Hands Garage North Has Used TR6 Parts If You Need Something
Structural parts for suspension and steering
Transmissions and Differentials
Windscreen Frames, Some with Glass
Lots of other stuff so if you need something for your TR6 contact:
John Phillips at tr6@atlasok.com or phone (918) 283-7017**



1976 TR7 58,500 miles

. This is the daughter's car but she's moved to Chicago where it costs an arm and a leg to park a car so, it must go. Car is presently in Tulsa, Oklahoma. \$4500 OBO. 918-523-6365 or r.avakian@okstate.edu

Good strong running car with 5 speed manual transmission. Starts up at once and runs strong.



Solid body, except for small rust in front of the popup headlight. Hoses in cooling system are Pioneer 8 track series vintage. Custom wheels (5), correct Michelin radial speed and some performance components.

Known needs: Turn signals some in torrential rain. Tulsa. Windshield wipers then sit there – could be as simple as a new wire.

**SOLD
TO JULIE**



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

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!

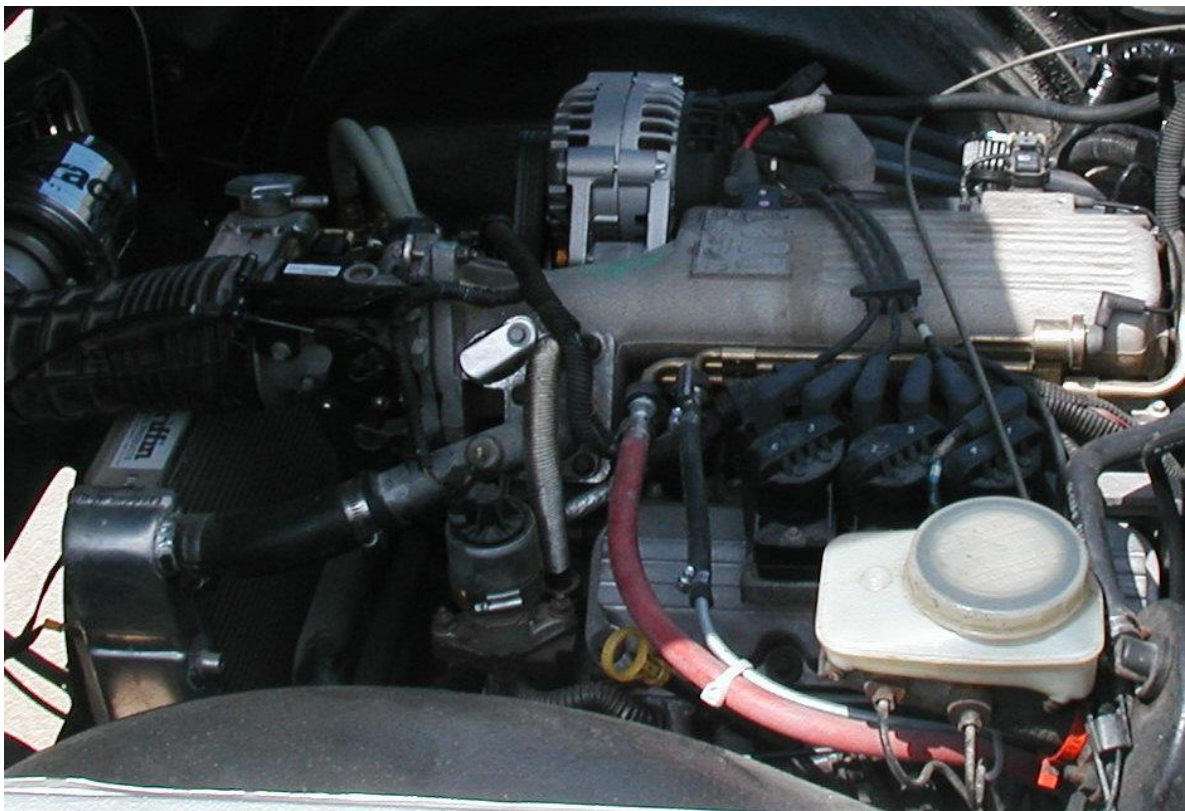
Call my office 918-341-2100, home 918-343-0333 or cell 918-230-8900. Asking \$10,000.00 Thanks,



Tony Mullenger

(More information will be added as available.)

Power is Camaro 3.8 V6. Very powerful!!!



Thank you, I will attach pictures that I have on this computer, if you need more I'll have to send some from my phone.

Repairs needed: Fuel line was diverted as brass connection wasn't working, but car runs. New paint job in approx 2008 but it blistered a little on hood with age. I have all info on paint etc. I have many extra parts, not sure what all I have as still in crate. I think an extra transmission too, someone will have to id it. It has two tops. I have the full one on it now but it's missing cover doors. I have the old ones that need recovered or info on ordering new ones. Fred thought I could easily ask 25,000 for it. But to the right buyer, I am willing to discuss price. Carolyn Meyer

I would be willing to make a donation to the club for helping me sell the car. **ASKING \$18,000.**
carol meyer jamescarolmeyer@att.net Carolyn Meyer 918-231-0817



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

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 maudp@atlasok.com

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



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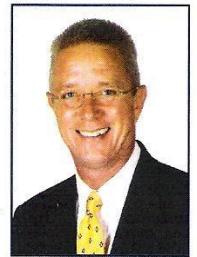


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