



Triumphant Times

Green Country Triumphs

Monthly Newsletter for November 2015

<http://greencountrytriumphs.org>

From Our President *Jack McGlumphy*

Jack is travelling as the newsletter goes together this month so look for his input next month.

From Vice-President *Denny Robinson*

Our trip to Talimena Drive and on to Queen Wilhelmina Lodge was a good drive. It didn't start out well for Kay and I as the fuel pump on the Spit went out on the way to meet the group at planned meeting place. Lucky for us it was a short way from our house. I walked back to the house and drove tractor to where Spit was broke down and pulled it back to house. We arrived at meeting area about 10 minutes late in the Charger.

The weather was better than we had expected starting out and was a pleasant drive to Checotah, the first potty stop, then on to Red Oak for next potty and fuel stop. Leaving Red Oak the roads got more crooked and trees started getting more colorful.

Our lunch stop in Talihiina was a small diner that appeared as one in the 60's we all remember and a good lunch was enjoyed. Leaving Talihiina we drove to entrance of Talimena Drive. This drive across the mountains is 45 miles. There were several turnouts on the way that we stopped at to look over the beautiful scenery. Towards the last third of the drive we were driving in the clouds and turnouts from this point to lodge we did not stop as visibility was down to 100 feet.

The lodge was socked in with fog so we all settled into our rooms. Rolf used his charms to obtain a conference room for the group to meet and have hot apple cider that Adele had made. We also had our own refreshments we had brought along as this is a dry county.

NEXT CLUB MEETING:

Tuesday November 17th

Dinner at 6:00 PM

Meeting at 7:00 PM

Location: Uncle Buck's

**101 Bass Pro Drive,
Broken Arrow, OK 74012**

The restaurant was very good for dinner and for breakfast the next morning before we left.

The lodge was socked in more so that when we arrived, but driving down the mountain about two miles, we were in clear skies. The trees were very colorful all through this valley. As we had planned, we drove to I-40 in Sallisaw where we stopped for gas and the group picked their own way home.

It was a pleasure for Kay to be in the company of such a fun group.

I have ordered an electric fuel pump and starter solenoid from Moss motors and hope to get it shortly. The fuel pump is for both a TR6 and Spitfire and is \$79.00 and fuel filter for \$12.00. Moss says it can be used in conjunction with original fuel pump or bypass straight to the carb.



Minutes of the Last Meeting from Secretary Adele Blom

The October monthly meeting of the Green Country Triumph Club was held on Tuesday, October 20th at Te Kei's 1616 South Utica Avenue in Tulsa. President Jack McGlumphy called the meeting to order at 7:00 pm.

The President asked for approval of the minutes which were in the most recent newsletter. They were approved.

We have significant money in our Treasury as told by Jan Phillips and approved by all.

The Parts Committee was reported by John Phillips. John's new Triumph (TR-8) engine is giving trouble, with a flat camshaft lobe, and needs rebuilding. Jim Lindsey has a car which needs reassembly starting with the fuel system rebuilt and water-hoses. Unfortunately after a 7 month tender care treatment Frank Wood still has a car that stutters; the compression before and after a rebuild are about the same, and at the moment a diagnosis as to where the problem lies is lacking.

Dennis Robinson handed out beautiful maps for the lucky people who are going to Queen Wilhelmina Lodge on Saturday, October 24th. He and Kay did a pre-run and tested the restaurant and route. Sadly there may be rain but we all decided we don't mind. We are bringing sunshine (and beer) with us.

There was no Car Show report.

For new business, we had a great report by Tom Chronister with props. We can order a good looking license cover saying Green Country Triumphs in green background on a shiny plate. Twelve of us signed up immediately which may bring the price down from \$24.95 to \$22.95 but that will be determined later. He also

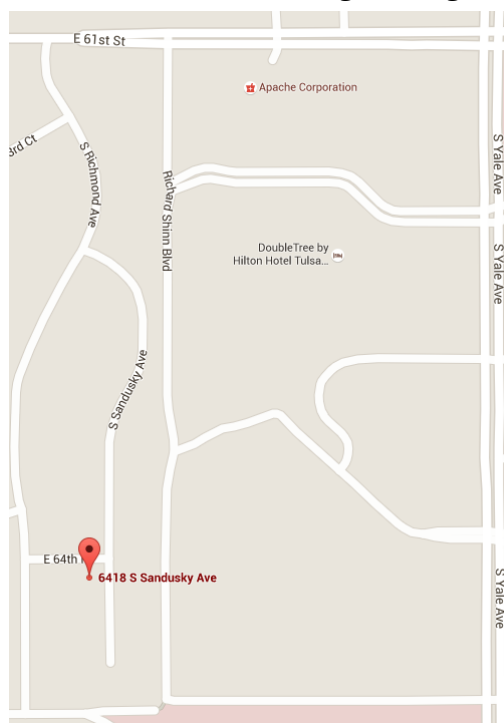
brought denim and jersey shirts which can be ordered with our club logo, and two very handsome ball-caps. Please let him know what you want to order. He is using a local shop so if you have a shirt that fits you the logo might be able to be applied to that if you can't fit the usual stock.

We unanimously agreed we had covered every topic and could go home, after adjourning the meeting.

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 – Phillips
Café USA Breakfast	8/1/2015 – John
Sequoia St. Park Lodge	10/9 thru 10/11 Piggott
Talimena Drive—	10/24-25/2015 Robinson
Guy Fawkes	11/7/2015 – Jan
Christmas Party	12/12/2015 – Blom

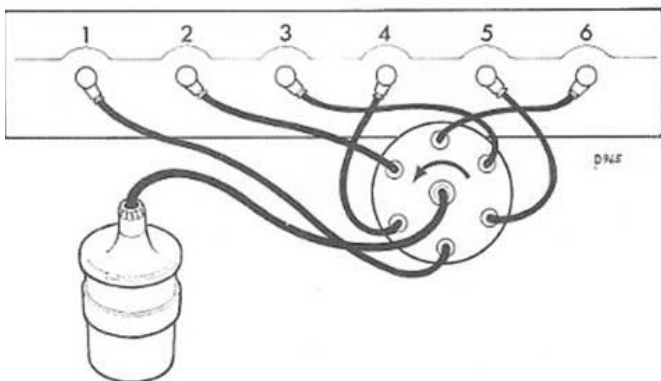
Rolf and Adele are hosting the Christmas Party this year. We are looking forward to a great evening with good friends on the 12th of December.



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.



1 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

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.

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.

After waiting 7 mo. to get my engine overhauled, John Phillips and I have had poor luck getting it running smoothly.

Engine runs pretty smooth when it is cold but when the engine is hot it begins to miss and sometimes backfire. Here is what we have done:

New plugs, spark plug wires, new coil, new distributor cap

Sent my distributor off to Advanced Distributor for rebuild and in meantime used a spare John has, installing new point plate, condenser, points.

Engine seems to respond to timing ok

Carbs were rebuilt before engine overhaul and seem to respond and adjust

Since spark to plugs was poor we replaced points with Pertronix Ignitor, reset plug gap to 0.035; improved smooth running on cool engine but at normal temp, begins to miss again and loose power, backfire

Suspected a stuck valve so I added a pint of Mystery Oil to the sump to see if that would help (no change) and readjusted the valve lash (gap) which was not correct from the rebuilder.

He said valves needed grinding only and did not replace valve guides, all new tappets and valve stems, rest the usual overhaul of lower end, etc.

Only been able to drive it 400 mi to get any mileage on the break-in oil. We did check compression last week and got (from #1 to #6: 127,150,125,128,122,132) but rings may not have seated yet??

What have we missed and do you have any recommendations?

Engine Noise

Snippets from e-mail, etc. worth sharing.

John,

Thanks, John. A pleasure to read as always. Also interesting to me is that your 'modern' TR is growing on you - the exact same thing I experienced with my TR7. I went from "this impulsive purchase might be a mistake" to "I love driving this thing, including on Interstates!" I hope your TR8 issue (lost bolt?) is resolved soon without a major teardown.

Wil

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Engine Noise

Snippets from e-mail, etc. worth sharing.

Activity

Last January Kay & Denny suggested that the club go on an overnight trip to Queen Wilhelmina Lodge via the Talimena Drive in the mountains of southeast Oklahoma. I got excited immediately as it has been (A a long time since I have been there, (B the lodge is freshly and beautifully remodeled and (C it has been too long since I had a good road trip.

We arrived at the launch point in Bixby a little late as did Kay and Denny, having a failed fuel pump to deal with. As it turned out Jan and I were the only ones traveling in a Triumph due to weather threats and reliability threats. Be that as it may we had a great time.

The trip down took a familiar (to me) route to Checotah. From there we traveled East avoiding I40 then south through Porum, Kinta, Red Oak to Talihina. The drive was unfamiliar and very enjoyable. The weather was good as were the roads, for Oklahoma.

The meal at the retro soda fountain was burgers and malts for most and was better than

some. After a good lunch we headed to the stairway to the clouds.

The road was steep and twisty. The vistas were beautiful and rewarding if not especially colorful as was anticipated when planning the event. This year the weather has stayed too warm to provide the palette that was hoped for.

As we neared the lodge the clouds decided to rest on the mountain tops so the view was reduced to hoping you could see the lights on car in front of you. This visibility level persisted until we departed the lodge the next day.

The lodge was beautifully remodeled. Everything was new, very few signs that it ever existed before this year. The staff was very accommodating and the restaurant food was as good as most restaurants you would patronize.

It started to rain in the early evening so the rain cover was pulled from the boot and employed throughout the night to keep water out of the car. It worked great so we had a dry car, except for condensation, in which to start home. The wipers worked to the extent that they moved from side to



2 Major prominent ridges in the Ouachitas are the Winding Stair, Rich, Kiamichi, Blue, Jackfork, and Blackjack Mountains.



side as they were supposed to. The only thing they did not do was move much water. Thank goodness for Rainex.

The route chosen to leave the lodge was also new to me and would have been a treat if we could have seen the road. As we went down the mountain the clouds gave way to good visibility. We made our way out of the mountains and headed north through Heavener to Tahlequah where we fueled up and jumped on I40 where we went our separate ways to home.

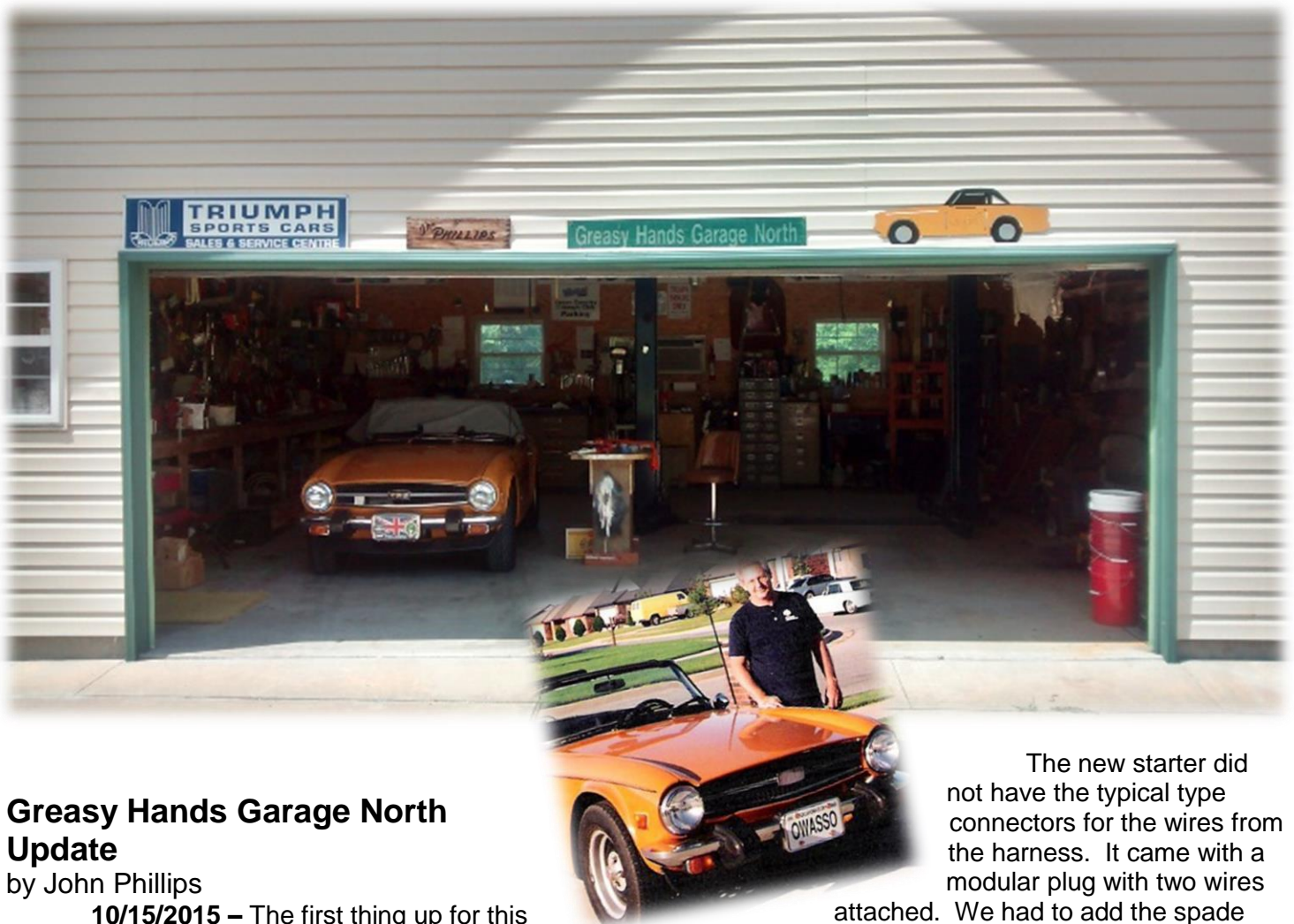
The Pumpkin was not happy for most of the trip as it is set up for higher speed touring than we were moving. On I 40 the legs got stretched a little.

I set the speedometer on 90 (actual speed about 80) and the car felt strong was breathing more freely. We traveled like this from Tahlequah to Muskogee where we left the turnpike and headed for Wagoner. As we approached Wagoner we caught Janis and Al in the Mustang, waived and proceeded on the 412, Inola, Claremore and finally to home in Owasso. (Yes we live in Owasso even though we get our mail from Claremore.)

Kay & Denny, Adele & Rolf, Jack, Amanda and Savannah Dorothy & Tom, Janis and Al and Jan & I participated in the overnight out and back. The weather could have been better but all things considered I had a great time with some good folks at a great lodge on a great drive. As far as I am concerned this was a very successful event and I want to thank Kay and Denny for setting everything up for us. Great job.

Guy Fawkes Celebration

Some of the usual suspects gathered at the Phillips home for an evening of visiting, eating, drinking and football. As always the evening was most enjoyable in spite of my being very tired and sleepy for which I apologize. Tom sold some license plate surrounds and we talked about a variety of subjects. Jan's Shepherd's Pie was great as always as were the deserts and other offerings. Triumphant Times. JP



Greasy Hands Garage North Update

by John Phillips

10/15/2015 – The first thing up for this edition is changing the starter on Frank's car, trying again to eliminate some of the leakage from the front of the engine and trying something else to improve the ignition system.

The old starter on the car would not engage the ring on the flywheel very often making the car very hard to start. As he was shopping for starters he found that the original style had mostly been abandoned supposedly due to lack of parts in favor of the gear reduction style. Frank checked with TSI and found them \$8 cheaper than other sources.

This morning he came over and we went about the change which involves removing the wires, the top and bottom retaining bolt. The job is about as simple as it sounds but access makes it a little harder.

The new starter did not have the typical type connectors for the wires from the harness. It came with a modular plug with two wires attached. We had to add the spade connectors to attach to the wiring harness.

With the new starter bolted in place the two wires that connect at the big post were attached then the two wires that connect to the modular attachment were joined per the enclosed instructions. The female connector at the wiring harness on one wire broke off so it was replaced.

Pretty easy job so we took another stab at smearing huckempuckey around the front of the oil pan and timing chain cover in hopes of damming up the flow of oil from same. We shall see.

Next Frank had mentioned that by messing with wires at the coil he was able to get the car to run without missing. To err on the side of caution the connector from the harness to the coil was replaced to eliminate the possibility of a broken wire at that spot. Again, we shall see.

I really need to start on the 8 but just not ready yet. Head gaskets on order so will not have any excuses much longer.

10/16/2015 – Jim Lindsey came out yesterday to talk about his upcoming TR4 project. At this point he plans to use Paul's trailer on Saturday to retrieve the car from Bristow and transport it to the shop for whatever work is needed.

While here a windshield frame was given to Jim for any painting, cleanup and vinyl replacement that he should choose to do.

It appears the shop is about to fill up again since 3 cars is capacity unless there is an emergency. It will hold 4 but not for long.

Charlie Brown called and offered some oil dry material as a donation to the shop. I was not about to say no so he showed up shortly with a partial and full bag of commercial grade stuff.

Charlie is pretty savvy when it comes to cars so while he was here I asked him to take a look at the engine in the 8. We looked and saw some marks on the cam. With the car in 4th gear we moved the cam in a full revolution. One lobe was missing. The engine will come out for a rebuild.

While it is out I plan to also rebuild the transmission at least to the extent of replacing the 3rd gear synchronizer. I may even have the differential checked out since the car was used to pull a trailer it could have excessive wear. It will also get a new radiator and some air conditioning work.

The seats also need to be rebuilt, diaphragms and covers, probably foams as well. It looks like another two year project. Darn.

10/17/2015 – And so it begins, again. The morning started by draining fluids from the 8. I was able to move the car from one side of the shop to the side with the lift and get it in the air by myself. The oil was drained then the radiator. The block was also to be drained but access to the drain plugs appeared much easier to reach with the engine out so that action was deferred.

Tom Needham decided to join me so I made good use of having some help.

The bonnet now rests on the workbench out of the way. The engine hoist is re-assembled for pulling the engine. And the car is back on the west side of the shop.

Tom was having trouble with his choke operation so we pulled some choke cable retainers from my stash and eliminated the homemade stuff that was on the car when he bought it. That stuff did not work well.

Time for lunch so Tom and I tried Billy Sims BBQ for a sandwich and root beer. Not bad.

The disassembly of the 8 started with the instructions dictating that the alternator be removed. Tom and I did that. The next step was to release the air conditioner compressor and set it to the side. We also did that.

By the time these tasks were done it was after 2 pm and I was getting tired. We quit for the day and Tom drove home in his TR6. Nice car. Thanks for the help Tom. It was needed.

Not long after the Sooners/Wildcats game started Jim Lindsey arrived with his TR4. We dropped it off in the shop and returned the trailer. At the shop we discussed how to proceed with his car. He wants to get it running first so the first things to be ordered are water hoses for cooling and heater.

The radiator is supposed to be new and the carbs had been rebuilt prior to being stored so we do not yet know how they will perform. The condition of the fuel system is also unknown. We will tackle the issues as they arise.





Kind of reminds me of the Burris project except it came with parts. A lot of this one will come out of the attic starting with a fuel tank, fuel gauge sending unit and a flip top gas cap with connecting rubber hose and clamps. I may have to

make a gasket for the sending unit but doing all that before installation will be easier than trying to do it with the tank installed in the boot. The live axle is new territory for me. Hope nothing is wrong with it.

10/22/2015 - Frank was in the shop today to continue to try to resolve his issues with oil leaks and performance. I think we made a lot of progress. We had recommendations from both Chads, Jester and Hodges, to look for air leaks in the fuel system. Good call.

The nuts holding the manifolds in place had backed off since putting everything back together, or the gasket had shrunk or both. Anyway it was way too loose. We also disconnected the small hoses from the carbs to the canister. Don't ask me why this makes a big difference but it does.

This is the way the car was set up when Frank got it but I had forgotten that after the rebuild. The end result was that the car ran a heck of a lot better after the changes and adjusting the carbs.

The other thing we did was to take another stab at trying to seal the sump and stop the oil leaks from the front of the engine. Jan's nephew works for a Nissan dealership in Las Vegas and he brought me some of their sealant to try. I will let you know how it works out.

10/26/2015 - in·tim·i·da·tion

in·timəˈdāSH(ə)n/

noun

noun: intimidation; plural noun: intimidations

the action of intimidating someone, or the state of being intimidated.

An illustration of the above definition is:



I keep telling people I am not a mechanic. With enough instructions I can usually take stuff off and put stuff on. Sometimes I get lucky on a tune-up. But when the shop door was opened up today the engine needs to come out of the TR8,

everything needs to go back in the TR4 and there is a noise in the left rear of the TR6. The older I get the less confident I am that something won't get messed up.

Ok, the Pumkin is on the rack and is the only thing running so that gets first attention. The noise could have been caused by the muffler hitting the frame so the car was raised and one of the hanger bolts tightened. The test drive said nope that is not it.

Back in the air the left wheel was removed and the shock mount bolts tightened a little. That should help.

The brake drum was removed with a large gear puller and there was a nut in there that was all beat up and one of the spring clips was loose leaving the rear brake shoe without an anchor.

The shoes looked a little funny so I replaced them and replaced the retaining pin and clip. With all the brake parts back in place another test drive showed the noise to be gone. Hooray, something went right today.

Switching to Tinkerbell the next task is to remove the shift lever. There is a screw that would not come out so some penetrating oil was applied and left to sit overnight. Maybe it will come out tomorrow. We will see.

10/28/2015 – Yesterday was spent on family business so no work on cars. Today I was trying to balance the checkbook on the computer after downloading balances. The problem was it messed up the download so I went through several months of statements to straighten everything out. I love it when they update their system software. It gives me lots to do.

After that Jim Lindsey came out about noon to change out heater hoses on his TR4. While he was doing that I installed the gas tank and cap from attic parts. Jim used compressed air to make sure the fuel line was clear, blowing out 20 year old gas and filling the shop with that unmistakable odor.

We took an initial stab at getting the engine to turn over with no luck. We added some oil to the cylinders via spark plug holes and will try again later.

I also brought down some headlight buckets that should work (did not, TR4 is different) when the hardware kits are available. A center dash support that needs a new cover and a wood dash fascia was also gathered up for repair and future installation. This car really needs a good bath. Maybe tomorrow while it is warm.

10/29/2015 - Well that did not happen. Running errands and buying more tools took up most of the day but I did get the gear shift lever out of the 8. I only broke one little part but I think I have a solution for that.

I also improved my ability to move cars around by installing a D ring in the floor between the lift posts. I hope to be able to attach a come along to it and a car and pull it onto the lift without having to push it into the shop by myself when no one is around. If the concrete anchors hold it should work pretty well.

10/30/2015 – Frank was coming over today for a leak down check on his car. He is still trying to determine the condition of the valve train after the engine rebuild. Turned out he was not feeling well enough today.

Toms Chronister and Needham came over to help today. We made some progress on the disassembly of the TR8. Some of the stuff off the front of the engine was removed and the exhaust was lowered enough to get the engine out.

The custom exhaust is all welded so it won't come out without some cutting. It appears it can be bypassed by the engine/transmission assembly when it comes out.

The driveshaft is disconnected from the transmission and the next step is to remove the speedometer cable from the tranny. At this point we had been at it about 4 ½ hours and my shoulder was hollering that I needed to stop for the day. My thanks to Toms for the assistance. Now if I can just keep it going. Still a lot of steps to go. Big Job.

11/3/2015 – Today I let Jim Lindsey know that I would be in the shop and that if he wanted to work on his TR4 to come on out. I got started by cutting the exhaust pipes since they were in the way and welded in place.

The front suspension was turned loose from the strut towers, the brake calipers suspended from the wings, the power steering hoses removed from the back of the pump and the cross brace under the engine.



With that done it was time to lower the back of the car per the instructions. This was done by putting the lift on the floor and moving the back supports out so only the front would raise.

The engine hoist was then brought over to put in place to lift the engine. It would not go in far enough so the hoist was of no use. Jack stands were put in place to hold the front of the car up and

the lift was then used to lift the engine via chains over the arms and connected to the engine.

This process proved to work quite well actually. A jack was put under the transmission. A jack was put under the engine. The sub-frame was then removed and the transmission cradle released from the car. We then started to lower the sub-frame which included the bulk of the front suspension. It all came out as a major assembly.

Next the engine was lowered and a few interference issues resolved as we progressed. We used the roll around dollies as rests for the engine and transmission. With engine and transmission on the floor the car was lifted by lift up over the stuff just removed. This is a major milestone for me as I have never done this before and was dreading every minute of it.



The only real problems were that I did not fully understand all of the instructions and therefore did not get everything turned loose when I was supposed to. But it is done. Now to get on with figuring out what parts to order.



I know Kent had the transmission rebuilt but the shift linkage appears to have several parts missing. The 3rd gear synchronizer is also damaged so I need to find someone to make it right. Any volunteers?

11/4/2015 – Tom Needham joined me in the shop today. We stayed busy getting stuff off the engine so Chad Jester can work on it.

The first thing removed was the starter. After that the transmission was separated from the engine and the clutch pressure plate and friction plate were removed.

The flywheel, harmonic balancer, water pump and distributor were left in place as Chad had requested. Since removal of the power steering pump would have required removal of the harmonic balancer it was left in place for Chad to lose. ☺

The engine is super nasty down low so there will be some major clean-up and repainting prior to reassembly.

The transmission shift linkage is missing all of the bushings, washers, etc. that secure it to the top of the transmission. I have no idea how it was shifting as well as it did. I am starting a parts list.

11/5/2015 – Chad is traveling this weekend so our visit to define scope of engine rebuild is pending his return and scheduling. In advance of that, I previously ordered head gaskets so they are available.

Currently on order are the bushings for the transmission shift linkage. Apparently this is a typical problem on these cars. Along with these bushings I ordered bushings for the sub-frame under the engine. The two bushing sets were about \$75.

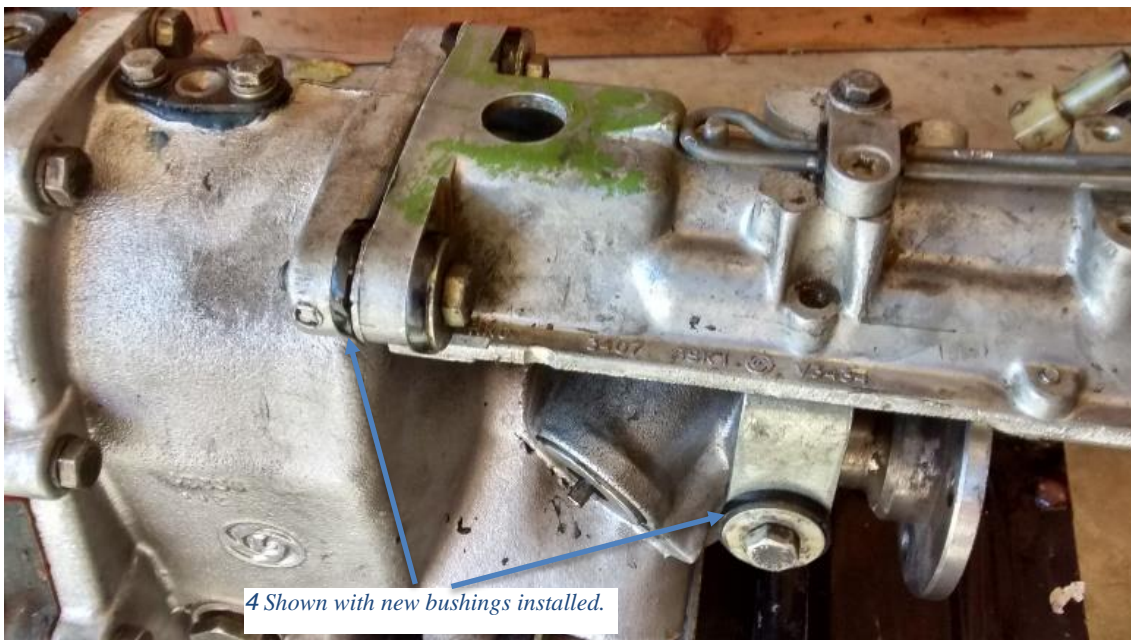


Next week I plan to remove the power steering hoses which appear to be leaking and have them rebuilt at American Hose. New hoses are \$100 plus shipping so maybe having them made locally will be less expensive.

Also next week I hope to get the sub-frame and suspension all cleaned up, painted and ready

to go back in. Questions in my mind are I wonder if the power steering rack needs to be rebuilt, also the power steering pump?

I do plan to buy a new radiator which is more efficient and maybe some new air conditioner components. I want this to be a fun, comfortable, reliable ride.



11/7/2015 –

This was transmission day. Since Guy Fawkes is tonight I did not plan to do a lot in the shop. I decided to clean up the 5 speed transmission in preparation for reassembly.

After doing a little research I found that when the bushings are missing from the shift assembly the gears tend to grind when changing.

The new bushings arrived after the scrubbing with Simple Green and a hog hair brush and a steel brush. It came clean enough for the paint operation to follow.

Installing the poly bushings from The Wedge Shop was pretty simple and seems to have made a big difference. When I have a little help I will connect the drill to the nose and shift gears while the input shaft is turning to see what happens.

I hope my transmission troubles are over and we can avoid a complete disassembly and rebuild. We shall see.

I went over to Frank's to do a leak down test. **The most percentage of leak down that we saw was less than 5%.**

Reading results

No engine will have perfect sealing with 0 percent loss. Five to 10 percent loss indicates an engine in great to good running order. An engine between 10 and 20 percent can still run OK, but it'll be time to keep an eye (or ear) on things. Above 20 percent loss and it may be time for a teardown and rebuild. Thirty percent? Major problems. The percent of leakage should also be consistent across the cylinders. Any great differences indicate a problem in that cylinder.

Hearing problems

Beyond getting an overall picture of engine condition, the engine leak down test is an excellent way to pinpoint where problems are before tearing down the engine. Listening for where the air is escaping by ear can isolate the problem.

- **Intake valve :** Air whistling out of the intake, carburetor or throttle body indicates a leak at the intake valve.
- **Exhaust valve :** Air heard hissing out of the tailpipe, turbocharger or exhaust manifold means an exhaust valve leak.
- **Piston rings :** Whistling or hissing out of the PCV valve, oil filler cap hole or dipstick tube means the air is pushing past the rings. Suspect ring or cylinder wall wear.

- **Head gasket :** Air bubbles in engine coolant seen at the radiator filler cap could mean air escaping into the coolant past the head gasket.
- **Cracked cylinder head:** Bubbles in coolant or coolant being pushed up out of the radiator neck can also indicate cracks in the cylinder head or cylinder walls.

After we finished that we noticed the plugs from the front 3 cylinders indicated the carb was set too rich. Frank drove over to the shop and we leaned out the front carb a little. At this writing Frank has not told me whether or not the adjustment resulted in any better performance.

11/9/2015 – The power steering hoses were dropped off at Ameri-Hose to have the rubber components replaced. I am still trying to figure out whether or not to replace the pump.

Shipment notices have been received for the exhaust system and a portion of the interior. The exhaust system purchased from Rimmer Bros. was on sale with no shipping charges. An \$805 dollar cost turned into a \$455 dollar cost. How could I pass that up? Timing is everything, they say.

The amount charged to my card for the interior indicates it is only a partial shipment. I am not sure what is back ordered but I have plenty of time on Tinkerbell so as long as the sale prices are honored I can live with a little delay.

Aluminum colored paint was used to brighten up the bell housing on the transmission and it looks like another coat will be needed. Then the black portion will receive a coat of black paint.

11/10/2015 – The car needs a lot of cleaning in the engine bay so I may get that started today. I plan to spend about 4 hours in the shop today just trying to clean things up. The engine could certainly use a little degreasing as can the sub-frame and steering rack.



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



OCT 18 2010

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



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

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Owasso, OK 74055



Hot Resto-Mod

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

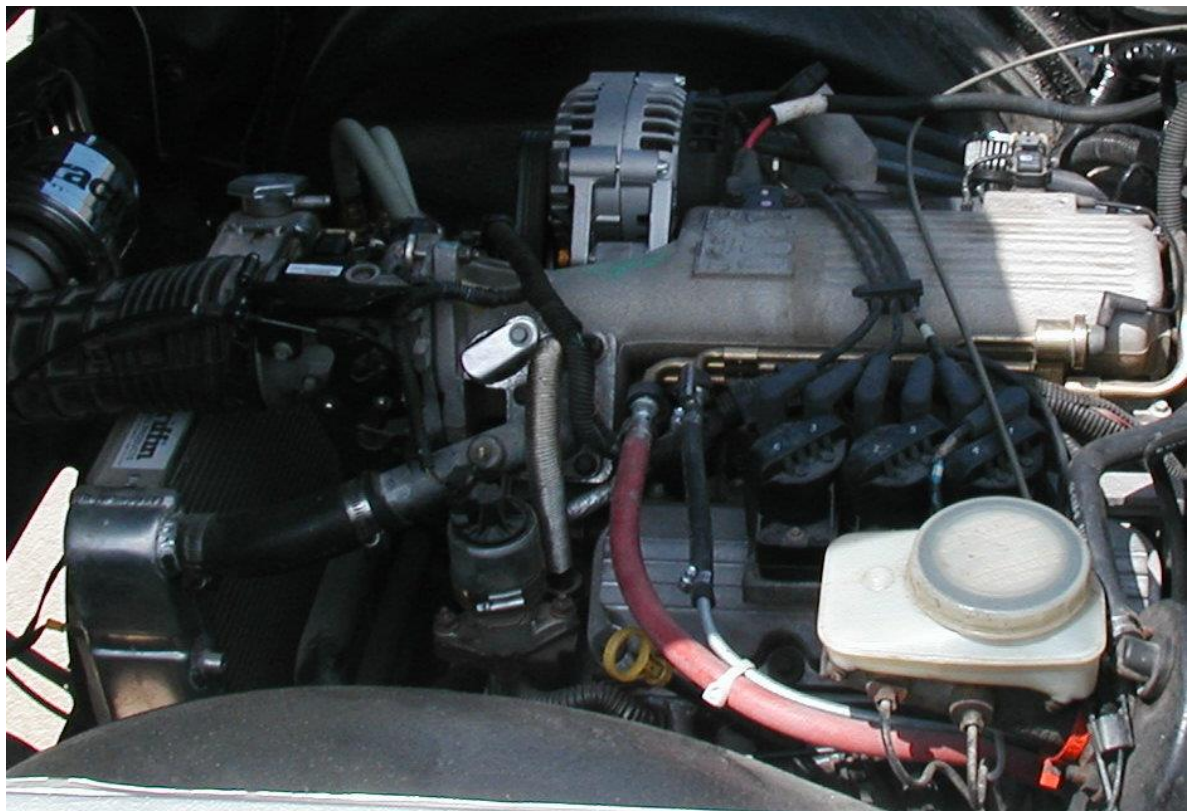
Call my office 918-341-2100, home 918-343-0333 or cell 918-230-8900. Asking \$10,000.00 Thanks,



Tony Mullenger

(More information will be added as available.)

Power is Camaro 3.8 V6. Very powerful!!!



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

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

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

From: Patricia Johnson <djlpj@yahoo.com>

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

To: Pat Johnson <djlpj@yahoo.com>

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



GREEN COUNTRY TRIUMPH CLUB MEMBERSHIP APPLICATION & RENEWAL

Please complete information for each member in the household. Membership \$20 Dues = maximum TWO voting members in family. Common information needs to be listed only one time for family members.

Membership benefits typically include reduced cost on parts, tech support, access to required tools and repair facilities, extra hands to accomplish labor and a full activities calendar to enjoy club fellowship.

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 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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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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