



Triumphant Times

Green Country Triumphs

Monthly Newsletter for April 2015

<http://greencountrytriumphs.org>

From Our President *Larry Rice*



From the desk of the President:

I got a call from Cindi Monday night. She told me that Larry Rice had a stroke and went into the hospital on Sunday.

It appears that he will get to go home Tuesday. There is one more test to determine whether he is treated with medication or another process will be used.

He is doing well and may even be at the meeting on the 21st. He is in the OSU hospital in room 610 (I think). Repeat, he is doing well.

From Vice-President *Jack McGlumphy*

This coming Saturday the 18th is going to be the first road event for the club this year I have not heard what the route will be but I bet Rob has some great ideals plus anytime you can take a ride out of town in your Triumph it's going to be fun.

I have never been to The Rock Café in Stroud but looking at the reviews and pictures I think it is going to be a pretty good place for our drive and I want to say thanks to Rob for planning this for the club.

I have already checked my car out for the drive battery, oil you know all that stuff but now it's time to get it clean and so with that in mind I will get to work and I look forward to seeing you next Saturday.

Jack M

NEXT CLUB MEETING:

Tuesday April 21st

Dinner at 6:00 PM

Meeting at 7:00 PM

**Location: Poppa Dave's
906 West Main
Collinsville, OK**

Minutes of the Last Meeting

from Secretary Sharon Parker

None submitted for this month.



President Larry Rice presides over the March meeting at Baxter's

Picture by Jack McGlumphy

April 18th Breakfast Run

Here are the details of our Rock Café Breakfast run.

Meet at QT off Highway 75 south at 121 street exit. (Jenks area) Leave at 9:00 am. We will travel on Hwy 117 west thru Sand Springs and connect with Route 66.

We will travel Route 66 west to the Rock Café which is located at 114 W. Main Street in Stroud. Probably take about an hour of

travel. The café is expecting us about 10 am and will reserve the seats. I will update them about the ETA and # of folks in route. I estimated 12 people to her.

The Café has a Rt. 66 gift shop. On the way back, some may want to take Hwy 44 east for better connection to home.



Engine Noise

Snippets from e-mail, etc. worth sharing.

You are most welcome Joe. When you are ready there are a lot of tuning operations that can be done to make sure you are getting everything out of your engine. The first is to adjust the valves then check compression. After that the timing can be checked and the condition of the spark plugs. Then comes ignition stuff like wires, points, condenser, cap, rotor, etc. and lastly the carburetor.

These things can be checked in a day and depending on the condition of components can cost nothing unless some components need replacement.

One thing that needs to be checked is to make sure the carb is opening fully. I suspect this may be the cause of the low MPH achieved. Let me know if you would like to use the shop for anything. We are here to help.

John Phillips
Green Country Triumphs
Greasy Hands Garage North
Claremore, OK
<http://greencountrytriumphs.org>



Engine Noise

Snippets from e-mail, etc. worth sharing.

Needless to say I am not happy. What a mess Nick and I made in the shop. I just came back from there and did dye penetrant on the cracks in the (5 speed transmission) housing. Really bad. Did not sound real good when we spun the input shaft, nor would shift as I told you on the phone.

Just had email from John at Quantum, they have two more to build before mine so maybe 3 weeks away. Sending him required deposit today.

Chad told me to check with him Mon. PM about looking at the engine. Think I will go buy me some ~~scotch~~ ice cream to cheer me up

Engine Noise

Snippets from e-mail, etc. worth sharing.

Two Amarillo constables call the station on the radio.

"Hello. Is this the Sarge?"

"Yes?"

"We have a case here Sir. A woman has shot her husband dead for stepping on the floor she had just mopped."

"Have you arrested the woman?"

"No sir. The floor is still wet."

2015 Conventions and Shows

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/>

Claremore Expo Center Location:

Great Race Stop

Date: June 21, 2015

Web: <http://moreclaremore.com/2015/03/12/2015-great-race-to-travel-route-66/>

TRA National Meet

Location: Chesapeake Bay Crab Country...Solomon's Island, Maryland

Date: **June 16-19, 2015**

Web: <http://triumphregister.com/tra-national-meet/>

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>

2015 Vintage Racing

SVRA U. S. Vintage National Championship

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

Date: November 4th through the 8th

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
Sequoia St. Park Lodge	10/9 thru 10/11 Piggott
TBA	9/19/2015 - ?
Talimena Drive – Overnight stay at Queen Wilamina Lodge – 10 rooms	10/24-25/2015 Robinson
Guy Fawkes	11/7/2015 – Jan
Christmas Party	12/12/2015 – Adele?

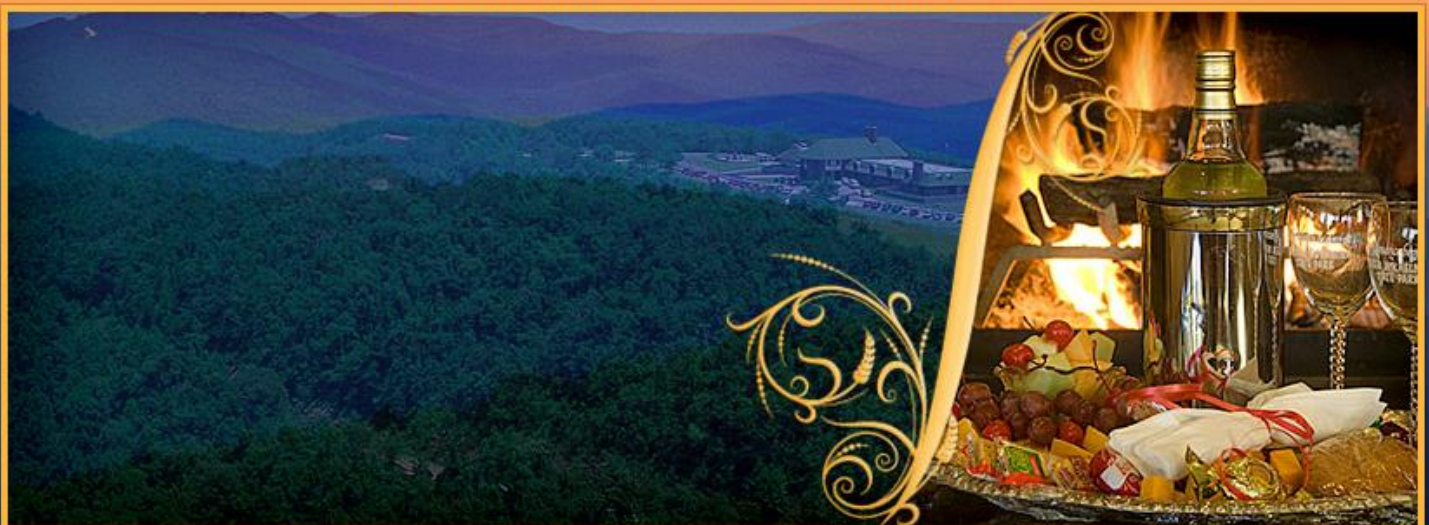
Overnight Out & Back

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 Wilamina 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"



VTR SOUTH CENTRAL REGION

2015 CONVENTION

The Hill Country Triumph Club in Austin Texas is pleased to be hosting the 2015 Vintage Triumph Register South Central Regional Convention. The Convention will be held in Kerrville Texas at the Inn of the Hills from April 22nd through the 25th.

Kerrville is right in the heart of the Texas Hill Country and is often referred to as the Hill Country Capital. It's on the Guadalupe River with beautiful scenic roads that meander through the hills. Some say the roads are the best in Texas for viewing our legendary terrain and beautiful wild flowers in April and I'm sure you'll agree with them once you experience it.

We chose Inn of the Hills as our hotel in Kerrville. I knew Inn of the Hills was a good choice when during our discussion the Marketing Director handed me a map with three great drives outlined on it as she said "we love having car clubs." Many of the Texas car clubs are using Inn of the Hills for their events on a regular basis.

In fact the Austin Healey club will be using Inn of the Hills for their regional the week before we arrive in April 2015.

The Inn of the Hills is also a convention center with everything we need at one location from accommodating rooms, to a world class banquet hall, trailer parking within walking distance of our rooms and a special car washing area that is always setup for car clubs. All we need to do is move in. Their web site is www.innofthehills.com. To learn more about Kerrville see their website at www.kerrville.org.

~~We have 75 rooms reserved for the South Central VTR Regional Convention. The room cost will be \$104 per night and that rate is good for three days before and after the regional if you would like to come early and/or stay late. Reservations can be made by calling 800-292-5690 and asking for the "Hill Country Triumph Club Block".~~

The Inn Of The Hills is out of rooms at this point. All our activities will focus on our host hotel Inn Of The Hills but the other hotels are close and you'll have a great time in any case. Here's a link to a website where you can search the other hotels in Kerrville <http://kerrvilletx.chambermas>

ter.com/list/Category/hotels-motels-128

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We will keep you informed as we fill out our plans for a great regional. Please give me a call or send me a note with your questions. If you have members who would like to volunteer for Concourse Judging or to help with the Autocross, please let me know and I'll get the list going now. We'll need their help.

The Austin Hill Country Triumph Club is looking forward to having each of you at the 2015 VTR South Central Regional Convention.

The updated application is below.



VTR South Central Regional 2015

April 22 - 25, 2015

Kerrville, TX

EVENT REGISTRATION

www.hillcountrytriumphclub.org/vtr



SCHEDULE OF EVENTS

Wednesday – April 22

Registration 5:00 PM-8:00 PM and Hospitality until 10:00 PM

Thursday – April 23

7:00 AM - 8:00 AM	Early Bird Run #1 *
8:00 AM - 8:00 PM	Car Wash
8:30 AM - 12:00 PM	Tail of the Dragon Rally - TSD *
12:00 PM - 1:00 PM	Lunch – on your own
2:00 PM - 5:00 PM	Fredericksburg Walking Tour *
6:00 PM - 7:00 PM	Welcome Party

Registration 8:00 AM to 5:00 PM /Hospitality until 10:00 PM

Friday – April 24

7:00 AM - 8:00 AM	Early Bird Run #2 *
8:00 AM - 12:00 PM	Car Wash
9:00 AM - 12:00 PM	Funkhana *
12:00 PM - 1:00 PM	Concours Judges Lunch
12:00 PM - 1:00 PM	Lunch – on your own
1:00 PM - 2:00 PM	Concours & Participants Choice Parking
2:00 PM - 5:00 PM	Concours & Participants Choice Judging
4:00 PM - 5:00 PM	Autocross Tech Session
6:00 PM	Dinner Run *

Registration 8:00 AM to Noon /Hospitality until 10:00 PM

Saturday – April 25

8:00 AM - 9:00 AM	Autocross Tech & Meeting
9:00 AM - 2:00 PM	Autocross *
12:00 PM - 1:00 PM	Lunch – on your own
2:30 PM - 5:00 PM	Bluebonnet Run – Gimmick Rally *
3:00 PM - 3:30 PM	President's Meeting (Hospitality room)
6:00 PM - 7:00 PM	Awards Banquet - Happy Hour
7:00 PM	Dinner & Awards

Registration 8:00 AM to Noon /Hospitality until 6:00 PM

NOTE: Activities with an * asterisk are counted as Driving Events that qualify the participant to enter the Concours.

SOME GENERAL INFORMATION

We hope that you will be participating in many of the fun events that we have planned.

If you go on the Early Bird Runs, you will still have time for Breakfast which is available at the Inn from 6:00 AM to 9:30 AM. The Breakfast Buffet is part of your room charge and it's very good.

Cars will be tech inspected for the Autocross throughout the weekend, however the main tech inspection will take place during the Concours.

Sorry, we won't be able to take credit cards at the Regional. Please bring cash or a check.

Questions? Contact:

Steve Johnson
Home 512-258-5340
Cell 512-964-1509
stevenjohnson7@sbcglobal.net

HOST HOTEL INFORMATION

Inn Of The Hills Hotel and Conf. Center
1001 Junction Highway
Kerrville, TX 78020

ROOMS ARE SOLD OUT:
For a searchable list of Kerrville Hotels take a look at our Regional Website at www.hillcountrytriumphclub.org/vtr. Select the **Kerrville Tab**. At the bottom of the page you'll see "Lodging" with links to information.



VTR South Central Regional 2015
EVENT REGISTRATION

Car # _____
(For HCTC use only)

Events:

Please check the events you plan to participate in:

- ☐ Early Bird Run #1
- ☐ Early Bird Run #2
- ☐ Tail of the Dragon Rally - TSD
- ☐ Fredericksburg Walking Tour
- ☐ Funkhana
- ☐ Welcome Party
- ☐ Friday Dinner Run
- ☐ Bluebonnet Run - Gimmick Rally
- ☐ Autocross
- ☐ Participants Choice *(select this or Concours, but not both)*
- ☐ Need Trailer Parking

CONCOURS

- ☐ Stock ☐ Modified
- ☐ Senior *requires pre-registration
- ☐ Preservation *requires pre-registration

- Participation in at least one (1) driving event is required to enter Concours and Participant's Choice shows.
- You must be a member of VTR or a VTR chapter club to receive an award.

Registration:

Please postmark by April 15th

1 car/1-2 driver \$70.00

Additional Cars \$15 x _____ \$ _____

Awards Banquet \$35 x _____ \$ _____

T-Shirts (# ea) Printed Logo on the back
Must order by April 7th

S _____ M _____ L _____ XL _____ \$15 x _____ \$ _____

XXL _____ \$18 x _____ \$ _____

TOTAL \$ _____

Please make your check payable to HCTC . Send your check and completed registration form to:

Nel McPhail
2015 VTR South Central Regional
1105 N. Canyonwood Dr.
Dripping Springs, TX 78620

Questions - nmcphail@austintn.com or 512-656-1456

Participants: (Names as they will appear on badge)

Driver A _____

Driver B _____

Additional Non-drivers/Guests for name tags _____

Street Address _____

City, State, Zip _____

Phone _____

Email address _____

Club Affiliation _____

Vehicle(s):

#1 Make _____ Model _____

Year _____ Color _____

#2 Make _____ Model _____

Year _____ Color _____

#3 Make _____ Model _____

Year _____ Color _____

Proof of car insurance is required to participate in moving events. Under VTR rules, all Triumphs entering Concours and participants choice car shows are required to participate in at least one moving event. Tech and safety inspections are required in order to participate in the Autocross. Any vehicle can be disqualified at the technical inspector's discretion for safety reasons. I am aware of the hazards inherent with motor vehicle events and specifically release and do indemnify the organizers, supporting sponsors, the Hill Country Triumph Club and the Vintage Triumph Register collectively and separately from any and all liability from personal injury and property damage by me or my guests while participating in this convention. I understand that the Hill Country Triumph Club reserves the right to revoke my registration and retain my registration fee should I or my guests engage in reckless, dangerous and/or unsafe behavior. I have read and understand and agree to this release.

Driver 1 _____

Driver 2 _____

British Car Days April 24th - 26th

Friday, April 24th

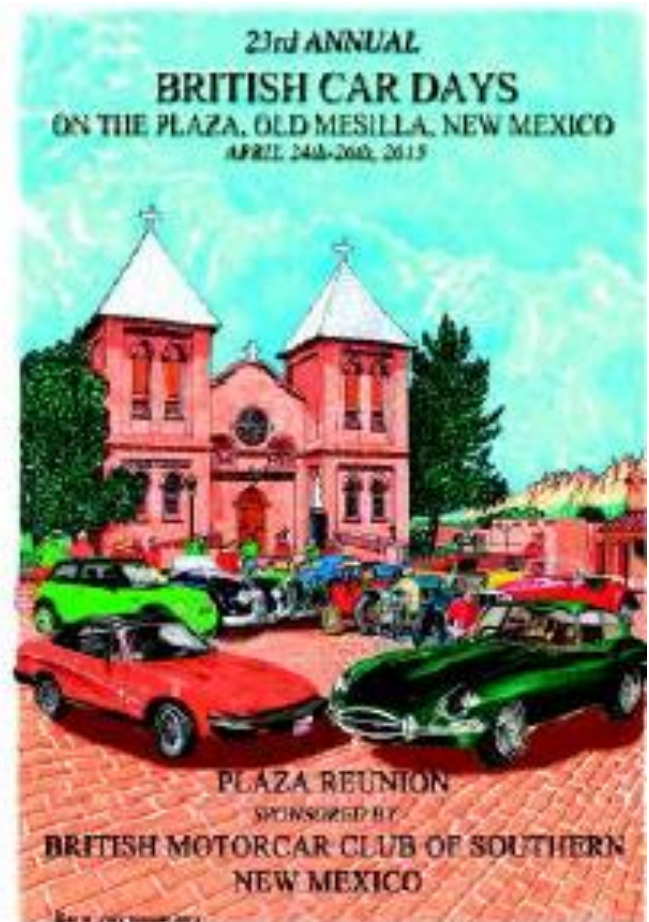
- **Hot Laps @ Arroyo Seco Raceway**
10:00 am to 3:00 pm
20030 New Mexico Hwy 549, Deming, NM
Cost: \$75 a car includes track fee, sandwiches and soft drinks. No experience required, helmets required on track (many available to borrow). Vehicle check before track time required.
- **Brewery Crawl – A Taste of the Local Suds!**
2:00pm to 5:30pm
We will start at The Spotted Dog Brewery in Mesilla and then off to High Desert Brewery (1201 W. Hadley Ave)
- **Meet and Greet Potluck**
Staybridge Hotel (Host Hotel)
6:30 pm
Sign up to bring a covered dish with Mike McCann or send him an email at ytina1731@att.net to let him know what you will be bringing.

Saturday, April 25th

- **23rd Annual British Car Days Car Show**
"Reunion on the Plaza" – Old Mesilla
9:00 am to 1:00pm
- **"Monty Python and the Quest for the Holy Trail" Rallye** - 2:00 pm to 5:30pm
- **Wine Tour (alternative to Rallye)** – "The Wines of Southern NM" – 2:00 pm to 5:30pm
- **Cocktails** – Paisano Café, 1700 Calle de Mercado Mesilla at 6:00 pm
- **Banquet** – Paisano Café - 7:00 pm to 10:00 pm

Sunday, April 26th

- **Awards Breakfast** – Paisano Café, 9:00am to 11:00am

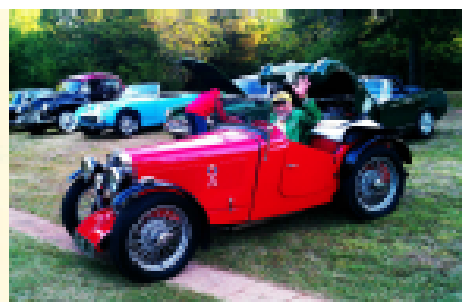


CAR SHOW APRIL 25th, SATURDAY, 9AM - 1PM - RALLYE TO FOLLOW CAR SHOW
FOR MORE INFORMATION VISIT OUR WEB SITE: WWW.BMC-SNO.ORG
OR CALL PETER VORTS 575 712 5489 OR MIKE O'DONNELL 575 680 3333

For More Information or to Register Contact Daryle Murray (405) 721-0409—Cell (405) 974-1365
 Or Show Chairman Morell LaRue (405) 390-1952 leave message...



The Ultimate Driving Machine



2015 Classes

BRITISH

- A - Austin Healey 4-cylinder
- B - Austin Healey 6-cylinder
- C - Jaguar Open Top
- D - Jaguar Closed Top
- E - MGT & Pre War
- F - MGA
- G - MGB Chrome Bumper
- H - MGB Rubber Bumper
- I - MG Midget (Spridgets)
- J - Mini Classic
- K - Triumph TR4-TR250
- M - Triumph TR6
- N - Triumph Spitfire
- O - Triumph TR7-TR8-Stag
- P - Other British-Roadster
- Q - Other British-Saloon
- R - Other British-Truck/Wagon

GERMAN

- S - Mercedes Open Top
- T - Mercedes Closed Top
- U - Mini Modern
- V - Porsche Open Top
- W - Porsche Closed Top
- X - Volkswagen Air Cooled
- Y - Volkswagen Water Cooled

OTHER GERMAN

- Z - BMW, Etc.

ITALIAN

- I-V - Names ending in a vowel
- I-NV - Names not ending in a vowel

OTHER EUROPEAN

- OE - All Models (Volvo, Saab, Etc.)
- MC - Motorcycles
- * - BEST OF SHOW
- ** - Diamond in the Rough

BEAUTIFUL PARK-LIKE
 SHADED SHOW FIELD

LOCATED AT

5701 N.E. Grand Boulevard
 Oklahoma City, OK 73111

REGISTRATION 9:00AM - 10:30AM

REGISTRATION FEE—\$20.00

JUDGING Begins 11:00AM

Ends 2:00PM

AWARDS Presented 3:00PM

FOOD VENDOR ON PREMISES

ENTERTAINMENT PROVIDED BY

AUTHENTIC SCOTTISH

PIPER & DRUMMER

TROPHIES AWARDED IN ALL

CLASSES BY POPULAR VOTE

PLUS BEST OF SHOW

****NOTE**** This is a Car Show designed for "Non-Show Car People".

Even if your car is not GORGEOUS or CONCOURS quality, YOU are Encouraged to enter.

EMAIL CONTACTS

morellicarshow@gmail.com

classicmgb1974@yahoo.com

Follow us on FACEBOOK

Search for "Morelli Car Show"

SATURDAY May 9, 2015

Rain date Sunday May 10th

All British & European Marques Are Invited

NO PETS*NO STROLLERS*NO SMOKING
VEHICLES MUST BE INSURED—NOT RESPONSIBLE FOR ACCIDENTS

BRITISH NATIONAL MEET
in Beautiful
Hot Springs, Arkansas
May 28-May 30, 2015

*Featured
Marque MGA*

**Grand Marshall
DENNIS GAGE**

For more information about the event and to reserve your spot:
<http://www.britishnationalmeet.com>

The poster features a man with a mustache and glasses, wearing a green polo shirt and a cap, standing in front of a large, ornate white building with a red-tiled roof. A sign with the Union Jack and the text "BRITISH NATIONAL MEET" is visible in the foreground. A circular seal for "VICTORIA BRITISH LTD. 1899-2009" is also present.

May 16th 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.

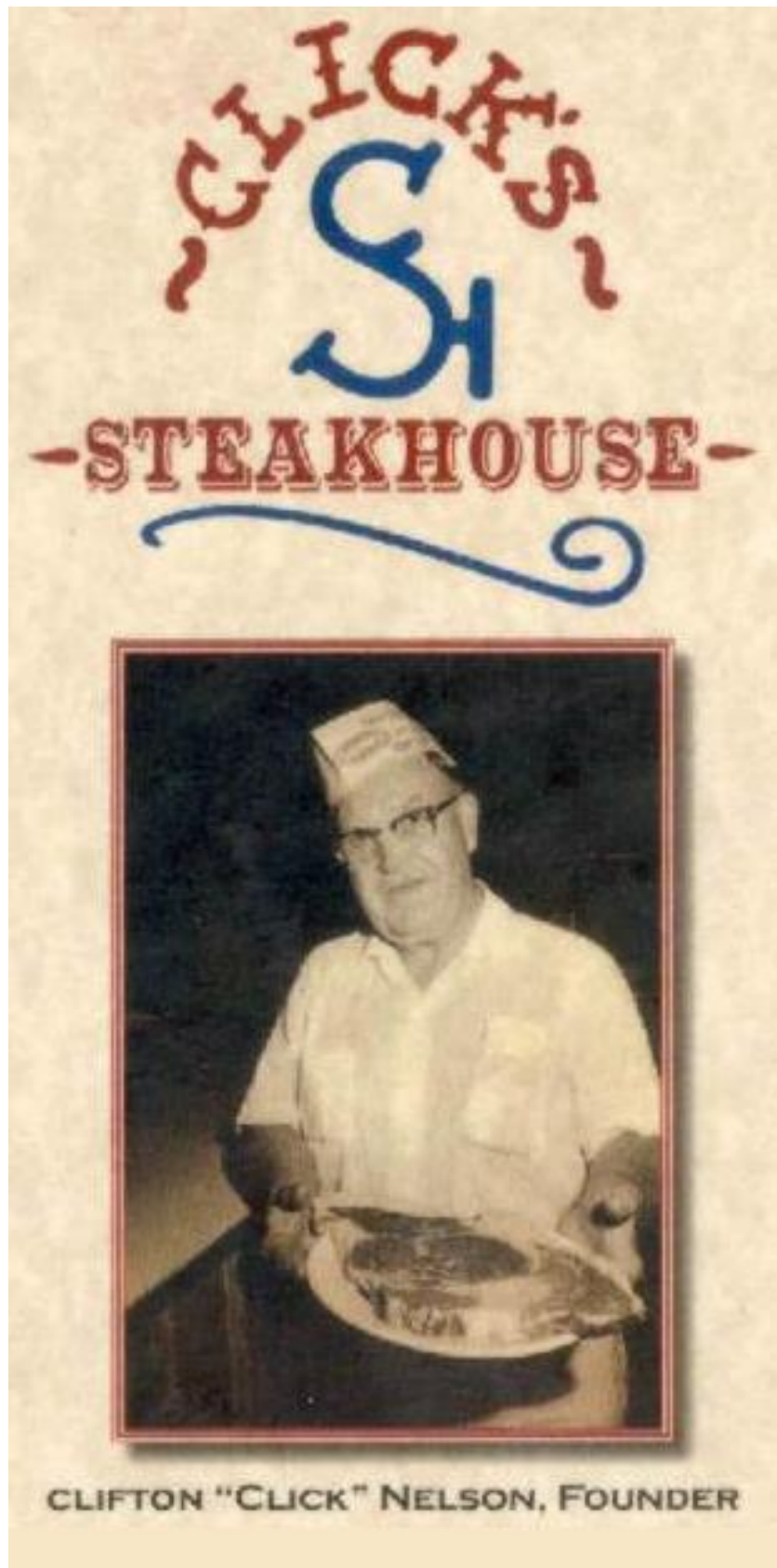
In 1982, Click sold the restaurant to the Bob Sanders family. They operated the restaurant until 1995, when the next owner, Roger Smith, purchased it. Though the building has undergone changes and the menu has expanded, the quality of the steaks and the unique aging and preparation technique has not.

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



How to aim headlights: follow these steps and save money.

Consult your owner's manual for the location of the headlight adjusting screws. Make sure to note the difference between the adjusting and retaining screws or fasteners.

LAMPS

Headlamp – beam aiming

86.40.17

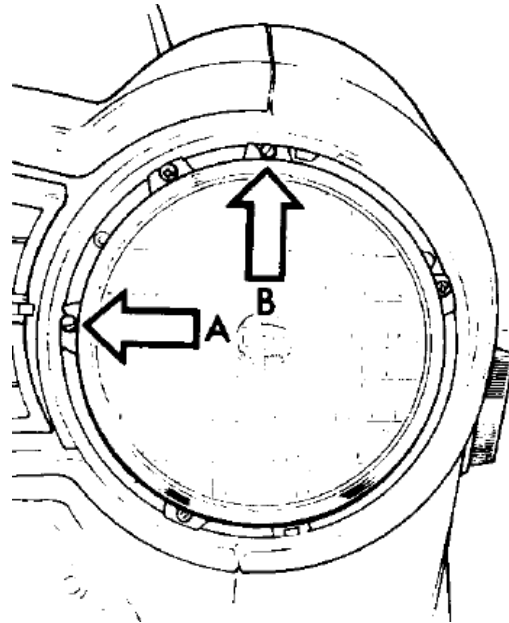
Beam aiming can best be accomplished using equipment such as Lucas 'Beamsetter', 'Lev-L-Lite' or 'Beam tester'. This service is available at Triumph distributors or dealers and will ensure maximum road illumination with minimum discomfort to other road users.

1. Insert a large screwdriver behind the rim adjacent to the clip as shown. Twist the screwdriver to release the rim from the clip.
2. Lift the rim from the upper retainers.
3. Screw 'A' positions the beam in the horizontal plane.
4. Screw 'B' controls beam height.

1. Find a level surface and a vertical wall or garage door. Park the vehicle close to the wall and, using the masking tape, mark the low-beams' horizontal centerlines.
2. Mark the vertical centerlines of each beam and the center of the vehicle with masking tape. Marking the vehicle centerline is helpful to determine side to-side alignment, or lack thereof.
3. Move the vehicle 25 feet straight backwards. Turn the horizontal-vertical adjusting screws to position the low beam hot spots two inches below and to the right of the taped centerlines.

Adjust high-beam hot spots below the horizontal line and slightly to the inside of both beam centerlines relative to the vehicle centerline.

OR



kind of gets you in the ballpark.

From a piece of metal with parallel edges I cut a section out that would accommodate the round portion of the face of the headlight. By placing the metal against the headlight retaining frame and placing a level on the outside edge of the metal I can check for level of the headlight. If not level the upper adjustment screw is turned until the level shows the light is sitting perpendicular to the ground.



A straight board can be used to eyeball the side to side adjustment to see if they are aimed straight ahead, within reason. From this point fine adjustments if needed can be made as results of on road testing dictate.

GHGN
Process: The lack of a flat work space that allows for moving a vehicle straight backwards 25 feet dictates that a different process be used to aim headlights. This process works better in theory than in practice but it



Greasy Hands Garage North Update

by John Phillips

3/14/2015 – Frank and I had arranged to meet in the shop today to continue working on stuff in preparation for reassembly of his car after the engine rebuild. As it turned out Frank could not be here today so I worked on some things that needed doing.



The first thing was to finish up the preparation of the new tunnel. If you recall when we finished last week we had a hole that had been drilled oversize and were trying to figure out what to do about that. The first thing considered was to make the hole smaller. That option although possible was more work than it was worth so the hole was made bigger.

There was a plug intended for the floor pan that worked after enlarging the hole about $\frac{1}{4}$ inch. With that done it was time to glue the seals in place.

I had some left over contact cement which is the product preferred here as the seal will try to pull loose if a premium glue is not used.

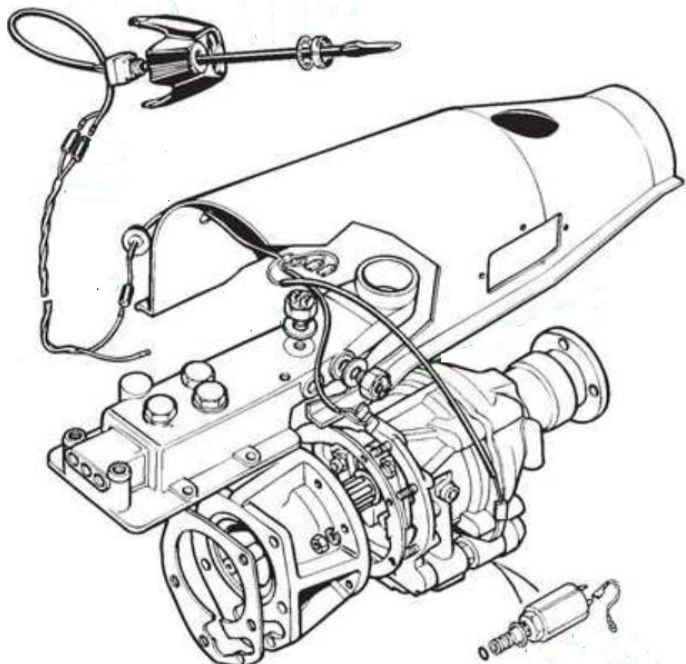
The mold release used to get the tunnel as well as the seals out of the mold from which they are made must be removed to get a good tack for the glue to stick. I use lacquer thinner for this purpose as it works well on both the plastic and rubber. Acetone is a little more aggressive and can damage the rubber.

After a good wiping with the thinner the seals were cut to length and the ends shaped where appropriate. The glue was then applied to both surfaces using the brush attached to the lid and let dry for about 20 minutes.

While the glue was drying Clark Frazer arrived to see what was going on. After the seals were pressed into place we visited about the progress on his three projects. He is working on his Austin Healy, his Jaguar 140 and his Jag Saloon as he is able to. The pictures of the Austin Healy look really good. It is in the shop for paint at this point.

The engine for the 140 is undergoing a rebuild and the Saloon is waiting on paint and interior work. Clark is doing well after retiring last year and having fun playing with his cars.

Carrying on with the tunnel Clark and I punched holes in the seals for the attach bolts.



When that was finished Clark departed and the only other thing done today was to fish the short wiring harness for the overdrive unit over the heater. This is necessary because Frank had called to say the 5 speed transmission he had purchased had a bad crack in the case and was not usable.

The backup plan was put into action and he ordered the overdrive transmission from Quantum Mechanics. There will be a three week wait for the transmission but probably more than that for the engine. I am sure Frank will be perfectly happy with the new J type overdrive unit.

3/16/2015 – You probably noticed the tip on aiming headlights on a previous page. That was added because Tom was out today to get his headlights adjusted. Tom was absolutely flabbergasted at the level of ingenuity involved in coming up with the idea for the tool. Well, ok. At least he thought it was neat.

We adjusted his headlights then talked about other things of interest on his car. He would

like to add a tonneau cover but is not sure of what hardware is needed over and above what he already has.

The two outboard spikes over which the cover is fastened at the windshield are missing. They are available from a TRF but there are none at GHGN.

After discussing some other issues we finally got around to doing some work. The brake squeal was getting to Tom so we removed the brake pads and applied some anti-squeal huckempuckey (Jim's term) to the backs and put them back in the brake calipers. Hopefully the squeal will be gone.

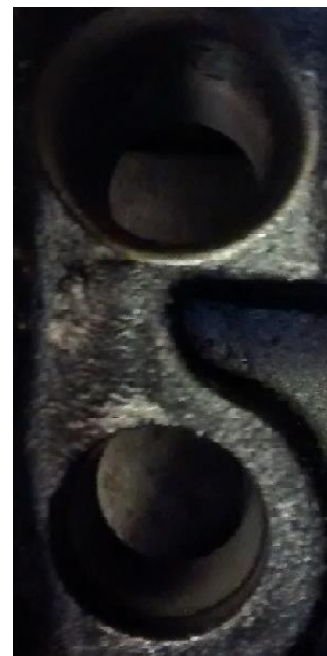
We visited about replacement of lug-nuts, installation of an oil cooler, the installation of a grill badge and the fact that the grill finisher was not properly installed. We also reviewed how to lubricate a speedometer cable (petroleum jelly).

Since we needed the lift, Frank's car was moved to the other side of the shop. A nice easy day. I reminded Tom that all the components needed to rebuild the front suspension were at the shop and that we should schedule that work whenever it was convenient.

3/18/2015 –

Frank picked me up at 1 p.m. for a trip to Coweta to take a look at the disassembled engine. One tappet had been jury-rigged by someone which caused damage to the hole into which the tappet is inserted. The tappet removed was actually in two pieces and we would love to hear the explanation as to why this mucked up tappet was used.

The thing that Frank has to decide is to find and procure a different block or choose



2Note the larger diameter of the top hole which is the damaged area.



to repair his block by drilling and bushing back



3 Separated Components



4 Stacked components as in the engine.

to a standard size.

Cam lobes were seriously worn as were many other components so it was a good decision to rebuild the engine. The crank shaft was very scored with deep

scratches but it can be reground and used. This is

Engine Noise

Snippets from e-mail, etc. worth sharing.

Finally got to talk to Chad Jester he is at his Kansas farm. He has a short block that came out of a 73 from a guy in Jenks who was converting to a V8 or V6. Supposedly it was running when removed. I will try to hook up with Chad hopefully Sunday and break the head off of it. He wants \$200 which seem fair if it is good. Gauldin has a complete engine that need overhaul but did not mention price, but had no blocks. Frank

presumed to be the cause of the very low oil pressure.

Frank bought a short block from Chad Jester and it was delivered to Chad Hodges on 3/23/2015. Tear down is pending to determine if indeed the block is in good condition and see whether or not the cam can be reground and used.

3/21/2015 – Joe Landers made it out to the shop today to check out his Spitfire. We started under the car looking for a fuel leak. We did not find one so the odor was attributed from a previously soaked carpet when the new fuel tank was installed.

We then moved to the exhaust which revealed a broken weld at the front side of the muffler and a pretty shaky hanger system. The pipe is still in one piece but showing signs of age.

We checked gear oil levels in the tranny and dif. The dif needed a pretty good shot to bring it up to full but the tranny was ok.

The front right wheel bearing had some play so the wheel and bearing cap were removed, then the cotter pin. The nut was finger tightened and a larger cotter pin re-installed.

The suspension bushings front and back show a lot of age as do the steering rack boots, tie rod ends and upper ball joints. The big thing and most important thing of the day is that the radiator has a deep dent in the bottom and a leak to match. Repair or replacement will be needed before the car can be trusted to any distance at all.

Under the bonnet the clutch fluid was topped off but there were no obvious signs of leakage in the system. The carburetor is supposed to be a Stromberg but has been changed to an SU. As such none of the standard emissions hoses are in place and my lack of experience with SU carbs does not support setting the system up so that it will work efficiently. May need some assistance with that or just change back to a Stromberg. (Larry, Dewayne?)

The aftermarket air filter set up interferes with the bonnet and makes an awful rattle noise so either a different setup is needed or a little bending

of the inner fender portion of the bonnet needs to be moved a little.

When the carb issue is resolved then we can proceed to proper tuning to see if we can make the car run faster than 55. The car has an overdrive transmission but the overdrive does not work. That is something else that we have to troubleshoot when the time comes.

3/22/2015 – It being a great spring day for a drive I backed the Pumkin out of the shop and up to the road. The clutch felt a little odd. When starting forward on the road it was very hard to get into 1st gear. Second was even harder as the clutch was no help at all.

I drove around the block and back to the shop. The clutch hydraulics were empty. All the fluid had puked out at the top of the driveway.

After the cover was back over the cockpit I used the computer to order a new slave and master cylinder for the clutch (\$120). The master could probably last a little longer but might as well change it while the system is down. More later.

3/26/2015 – Last night the first storms of the season hit and the clutch cylinders arrived on the front porch. This morning Tom was due out to work on his car. I wanted to get the Pumkin road worthy again so I thought an early start would allow for installation of the new clutch master and slave prior to his arrival.

The TRW units were obtained from British Parts Northwest and the cheapest shipping available, priority mail, was \$16+ change but delivery was three days. The more expensive shipping took longer.

Installation and bleeding took about an hour and a half but could have been less if the threads on the fluid fittings had been more agreeable. Starting threads can be difficult sometimes.

With fluid in and the system bled the clutch releases right on the floor. The old installation used two nuts to space out the slave to reduce clutch travel. Although the clutch felt better with the spacers I theorized that they may have had something to do with the early failure of the unit. Perhaps not. Anyway, all is well for the present.

The day was a waist as far as working on Tom's car. The task we started with was installation of his oil cooler. As we accumulated components there were two line adapters that attached the lines to the oil filter adapter that had been removed from the oil filter adapter and were missing. We went in search of the line adapters with no success.

We also noticed that oil was leaking from between the head and the block so Tom is going to order a head gasket and try to source the needed line adapters. That was all for today.

3/28/2015 – Frank continues the housekeeping on his car while waiting for the engine rebuild and the replacement for his 4 speed transmission. Today he worked on a bad paint spot on the right inner fender. A stubborn stain came through two coats of primer and so far one coat of paint. It will be interesting to see how it turns out.

As for the Pumkin today is a good day to take it out and fully checkout the function of the clutch and its current adjustment. I suspect some adjustment may be necessary but we will see. Drive your cars.

3/30/2015 – After my Dr. appointment and some class reunion work Tom came out to the shop and we replaced the squealing brake pads on his car, again. He worked on the driver's side, I worked on the other.

With that done the next job was to replace the fancy headlights that did not put out enough light with some that are supposed to put out a lot of light. After Tom verifies the adjustment is ok the trim rings will be replaced.

On Wednesday the plan is to replace the lug nuts and air filters. The existing lug nuts were a nut with a thin metal cap over the ugly part but the thin metal caps came off. The better nuts were ordered and are available for Wednesday installation.

The new clutch parts on the Pumkin seem to be working well so no plan to mess with them at this point.

4/1/2015 – Today I got to the shop earlier than usual and when that happens the first order of business is to start cleaning up the shop. Starting at the door the work bench was cluttered beyond

belief so what better place to start. The first thing picked up was some replacement soffit lights for the front sidewalk. The old ones were weak and very dirty. So cleaning the shop became item two after installing the soffit lights.

The soffit light job was finished about the time Toms showed up so maybe cleaning will resume at some point. The first job today is to change out the lug nuts and then install the oil cooler and change the oil & filter.

The old broken lug nuts were removed and the new one piece lug nuts were installed. Very nice looking if I do say so myself.

Tom found the connectors for the hose to filter adapter so it was removed and the connectors installed. Naturally the replacement O ring was too small and would not stay in place on the filter adapter. Also, the large O ring was still in the block and needed to be replace. As is not uncommon there was a second O ring under the first one so both were removed.

A large O ring was obtained from one of the spare filter boxes but a trip to Tulsa to a specialty seal wholesale house was necessary to get the correct size O ring for the filter adapter.

On the way back I filled up the truck, dumped the used motor oil at the recycle center and Tom bought lunch at Trails End BBQ.

Back at the shop the work progressed on the oil cooler. The car was raised to access the mounting location in front of the radiator for the cooler. Good bolts and nyloc nuts were used to fasten the cooler to the frame using the holes existing in the frame. Very thoughtful of the Brits to put those in for us.

The hoses were then connected to the cooler and then the filter adapter. Oil was added and the car started to check for leaks. There were none.

The sump plug in the car was incorrect. It had straight threads in lieu of the factory pipe thread and leaked badly. Perhaps this will stop some of the oil from escaping Tom's car.

Yet to be started is the job of removing the head and replacing the head gasket. If needed the

head will be skimmed while off to make sure a good seal on the new gasket is given the best chance for success.

I had worked pretty steady on the Burris assembly for quite a while but when work slacked off in the shop I lost a lot of stamina for staying hooked up when working. Tom said I worked him too hard today but I did not tell him that I was just as tired as he. Nap time.

4/11/2015 – Frank came over today to work on paint and flywheel. The old ring on the flywheel from the attic had been removed earlier so we cleaned it up and got it ready to install the new ring. We switched flywheels due to the cracks found in his old one.



We bypassed the heating up of the new ring that is supposed to allow the ring to just fall on the flywheel and just used the press to push it on. It took a few rounds to get it on but it is on and ready for installation on the rebuilt engine when it is finished.

Frank is put out with Chad Hodges for not making any more progress on his engine. Nothing has been done since the initial teardown.



Another coat of white paint was applied to the area beneath the rear bumper because the paint that was there did not adhere well and was peeling off. In fact when I removed some of the masking tape some more of the paint pulled off. For some reason Frank did not appreciate my finding some more loose paint.

Tom Needham also came over and we visited quite a bit, had a beer after coffee then Tom and I went up to Paul's house to pick up the trailer. Tom plans to use it to get his car to regionals since driving it with oil leaking from between the block and head does not seem like a good idea. Short distances may be ok but not a trip to the Texas Hill Country and back.

I have not heard of anyone else going to the convention from Tulsa but assume Art Graves will be attending. Tom plans on travelling with the OKC club COVTR.

We spent about 4 hours in the shop today and it was getting colder as the day went on. I was kind of glad when it was time to come in.

4/13/2015 – For Al I just wanted you to see what could have happened if you had added that last little doohickey we talked about. I think I put it in attic if you want it.

Credit to British Parts Northwest Facebook Page.



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



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2015vtr.com

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

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



Greasy Hands Garage North Has Used TR6 Parts If You Need Something
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Kent Clovis

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(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



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.



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.

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!

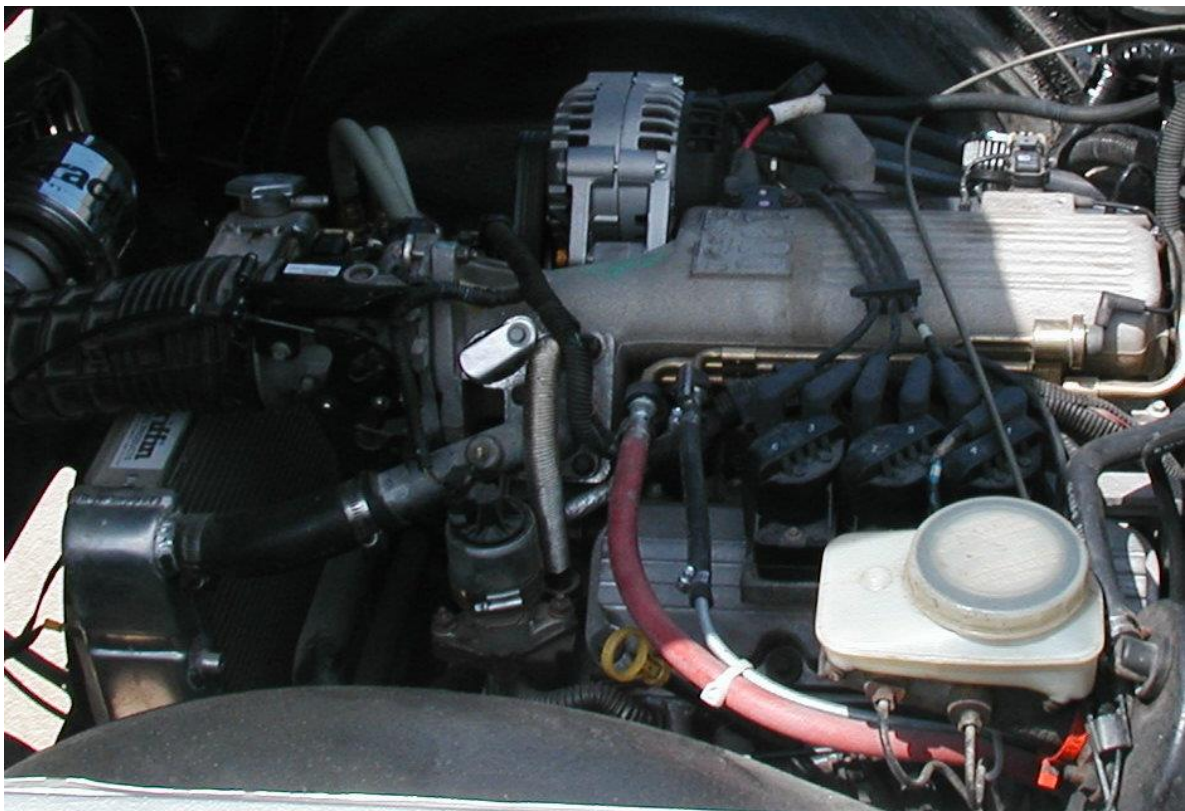
Call my office 918-341-2100, home 918-343-0333 or cell 918-230-8900. Asking \$10,000.00 Thanks,



Tony Mullenger

(More information will be added as available.)

Power is Camaro 3.8 V6. Very powerful!!!



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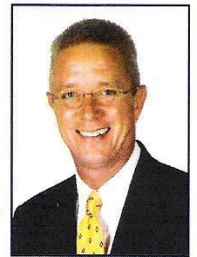
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