



Triumphant Times

Green Country Triumphs

Monthly Newsletter for February 2015

<http://greencountrytriumphs.org>

From Our President *Larry Rice*



Welcome once again fellow Triumph enthusiast. February is a short month but I don't see how it can be much shorter than the other eleven. It seems as though they are three weeks long, sometimes two and a half.

What is good though is that spring keeps slipping in and out. Last Wednesday it was 84 degrees, too hot to drive our little cars of course, but it was in the 70's the day before and after, perfect for a little trip to the store or just a run down the highway with the wind in you scalp, or hair. Tomorrow is supposed to be 17 degrees so winter is back with a vengeance. The best thing to do is to have your little Triumph primed and ready to go for those spur of the moment beautiful days.

That being said my little Spitfire sits in the barn covered in dust and broken dreams, mostly dust. I must start working on this little project. These cars do have medicinal value. If they are functioning well you will probably be functioning well also.

It is good to have the camaraderie of our great club. Many of us are reluctant to take something apart to see why it will not operate to spec, but fortunately we have those in our club with reckless abandon, who have not the slightest fear of disassembling something to its lowest common denominator. Who have no fear of springs flying past their head into oblivion, or the sound of something (color, shape, size unknown) bouncing on the floor never to be seen again, and not knowing what it was, to replace it. If it were not for these brave souls we would have very few cars on the road today. So do whatever it takes to get your little Triumph back on the road and making you smile. Even if you have to say "What was that?" or

NEXT CLUB MEETING:

Tuesday February 17th
Dinner at 6:00 PM
Meeting at 7:00 PM
Location: Bricktown Brewery
11909 E 96th Street North,
Owasso, OK 74055

"Did you see where that went?" or "Was that like that before?" The longest journey starts with a single step, just make sure that step doesn't kick a nut across the shop, and remember keep your spirits up and your top down.

Larry Rice,

From Vice-President *Jack McGlumphy*

First off I want to say that the new website looks great and I hope everyone has had a chance to visit and see for themselves how nice it really is, we are fortunate that our new member Jon Wood has given his time and skills to create this fabulous web site for our club. I for one would like to say "hats off to Jon" and thank you very much for your time and effort in building the website we all in the club are thankful to you.

I also want to remind everyone to check your cars during these winter days try and keep a charge on the battery maybe even run them a little so when we have a nice warm day like today you

can go outside turn the key and take a little road trip just as I am going to do right now. Hope to see a lot of you at this month's meeting on the 17th.

Jack M

Minutes of the Last Meeting

from Secretary Sharon Parker

January Green Country Triumph meeting minutes.

January, 2015 location Baxter's 717 S. Houston, Tulsa

President Larry Rice called the meeting to order at 7:00 pm.

Approval of the previous month's meeting. The Christmas Party replaced the meeting for December, therefore no minutes to approve.

Treasury report. Jan Phillips stated we have a balance. A motion was made by Adele to accept the treasury report and seconded by

Jerry. A verbal vote approved the motion.

Show committee. Art Graves report on three upcoming shows.

1. The SCVTR will be held on the 3rd weekend of April in Kerrville, TX.

2. Drive your British Car Week will be the last week of May, the show will be in Hot Springs, Ark.

3. Jaguars of Tulsa will not be having their show in Sands Springs and have moved the show site to OKC called the Morelli European Car Show on the first weekend of May. Information is on Facebook.

Jerry Johnson suggested the club participate in the Daryl Starbird show Feb 26-28.

Activities Committee. Sharon Parker reported the next activity would be The St. Patrick's day dinner at John and Jan Phillips. March 21 at 6pm.

Parts committee report. John Phillips reported John Gauldin made a \$25 donation for parts from the spare parts collection. The part was for a door latch for a TR6. Julia Cross reported on the hiccup in her TR3. Her friend Steve Robinson found only two cylinders were firing and adjusted the valves. Steve made a valve cover gasket out of cork and now the TR3 is running strong with no hiccups. Larry Rice has an improvement for those flickering headlights. The fix only takes four screws and mounts above the headlamp. It consist of three fuses and runs off of 24 volts. Throw the knife switch and you have bright lights no flickering. Orders are being taken now for \$29.95. Jerry Johnson commented that many electrical problems needed clean contacts and use dielectric grease. Frank and Larry suggested checking your ground wire and keep it clean.

Old Business. None to report.

New Business. John Phillips reported that Frank may rebuild his TR6 engine and will use the shop to remove the engine. He will be taking the engine to Chad Hodges for the rebuild.

A motion was made to adjourn the meeting by Frank Woods and seconded by John Phillips. A verbal vote approved the motion. The meeting adjourned at 7:28pm.

Engine Noise

Snippets from e-mail, etc. worth sharing.

John:

COVTR

At the meeting last night we added the joint May 16th Click's, Pawnee outing to our schedule.

We also committed to a weekend outing at Sequoya State Park Lodge (formerly Western Hills Lodge) arriving October 9th and departing October 11th. You are invited to join us. We recommend that you make your reservations soon as they fill up quickly. We did not procure a group rate, each is on their own.

Mike Piggott

Engine Noise

Snippets from e-mail, etc. worth sharing.

We now have multiple ways of being contacted due to the availability of the new web site. Thanks Jon. We are most grateful. Also Jon I dropped off some more tech stuff for the new site. It is on your porch.

John Phillips

Engine Noise

Snippets from e-mail, etc. worth sharing.

Reference TRF Newsletter

We had a customer recently who purchased Silicone Brake Fluid and a TRW Brake Master Cylinder for TR6. He made a complaint, as TRW hydraulic cylinders come with a disclaimer, stating that the warranty is voided if silicone brake fluid is used. TRF continues to list silicone along with current Castrol fluid, as many customers want it. I have used both myself, and I believe that Castrol provides a firmer pedal, but it is also very effective paint remover, and it makes a real mess on your pretty bulkhead when there is a leak. Customers and TRF employees have used silicone for many years with no ill effects, and warranty claims on TRW hydraulic cylinders are very rare anyway. I say that you can make your own choice if you are willing to "eat" a master cylinder if it should prove defective.

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.

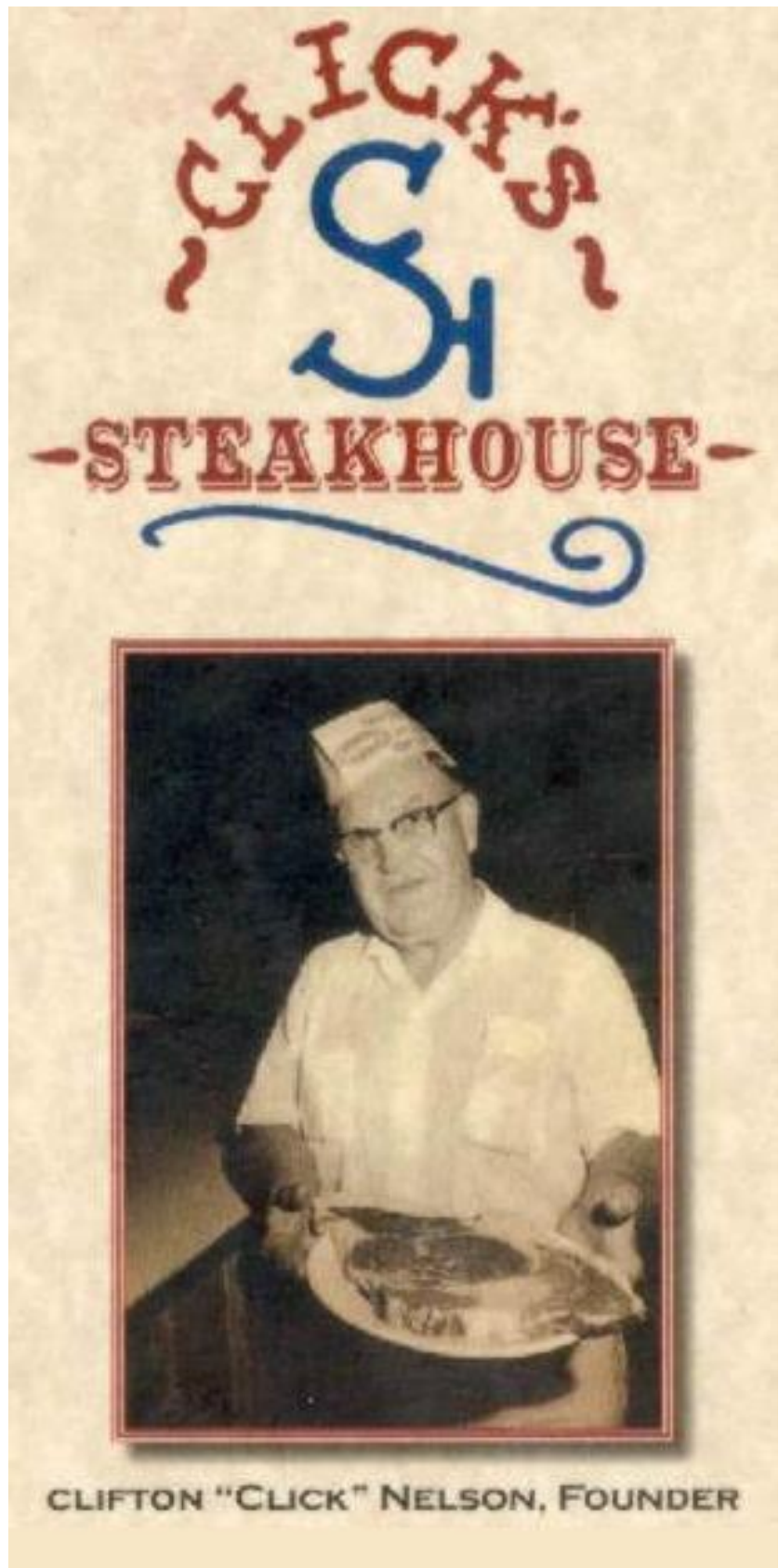
In 1982, Click sold the restaurant to the Bob Sanders family. They operated the restaurant until 1995, when the next owner, Roger Smith, purchased it. Though the building has undergone changes and the menu has expanded, the quality of the steaks and the unique aging and preparation technique has not.

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



2015 Conventions and Shows

New Orleans All British Car Day

Location: Delgado Community College, New Orleans, Louisiana

Date: March 21, 2015

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

VTR South Central Regional Convention

Location: Kerrville, Texas

Date: April 23 – 25, 2015

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

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas

Date: May 3, 2015

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

Morelli Grand European Car Show

Location: Choctaw, OK

Date: May 9th, 2015

Web: <https://www.facebook.com/morellicarshow>

All British Car Week National Meet

Location: Hot Springs, Arkansas

Date: May 28 – May 30, 2015

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

TRA National Meet

Location: ??????

Date: ??????, 2015

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

Greater Ozarks All British Car Day

Location: Carthage, Missouri

Date: July 24 - 26, 2015

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

Roadster Factory Summer Party

Location: Armagh, Pennsylvania

Date: August 6 – August 8, 2015

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

VTR National Convention

Location: Fontana, Wisconsin

Date: August 11 - 15, 2015

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

Kansas City All British Car Day

Location: Kansas City, Missouri

Date: September 5 - 6, 2015

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

6-Pack Trials

Location: Galloway, New Jersey

Date: September 10 - 13, 2015

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

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: September 11 - 13, 2015

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

Texas All British Car Day

Location: Centennial Park Rock, Texas

Date: September 25 - 27, 2015

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

Triumphest

Location: San Diego, California

Date: October 8 - 11, 2015

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

2015 Vintage Racing

SVRA U. S. Vintage National Championship

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

Date: November 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/>

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".

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.

2015 Club Activities

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

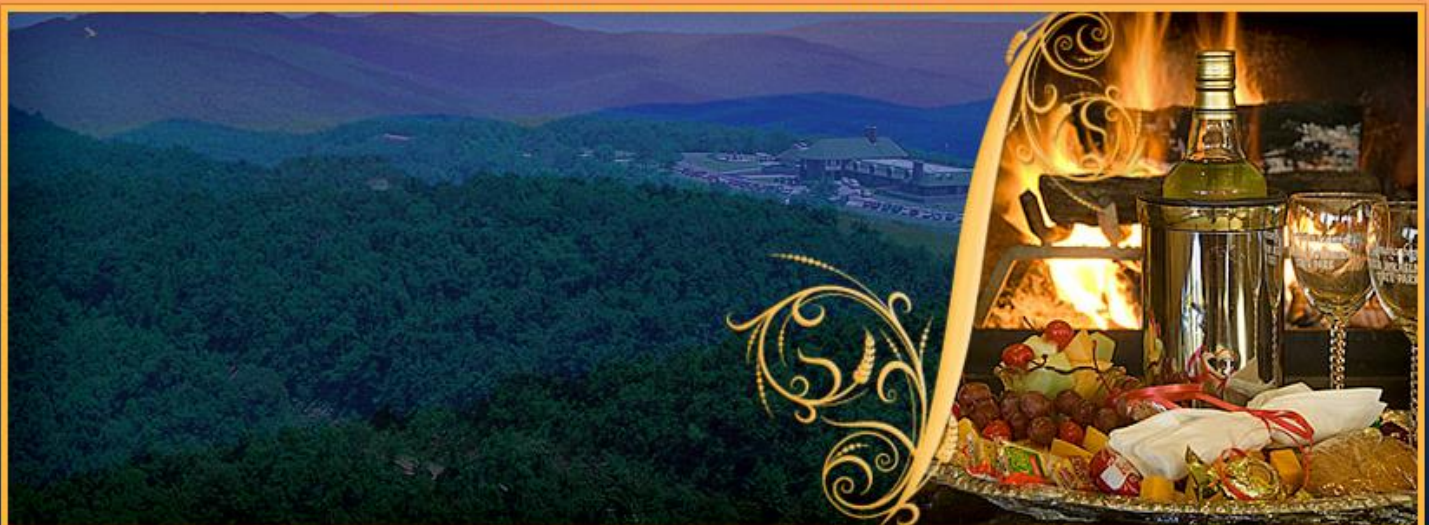
Overnight Out & Back

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.

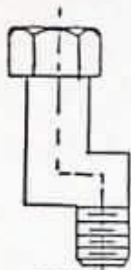
Queen Wilhelmina State Park

FEATURING ARKANSAS'S "CASTLE IN THE CLOUDS"



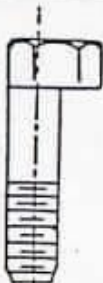
SHADE TREE MECHANIC BOLT CHART

PLEASE ORDER BY PART NUMBER-INDICATE SIZE THREAD DESIRED



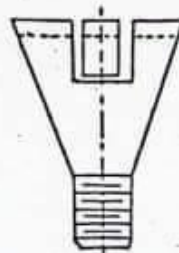
97463

For Mismatched Holes



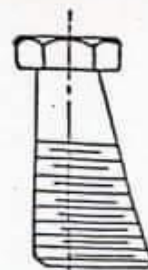
23798

For Holes Too Near The Edge



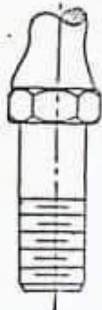
.46327

For Holes Countersunk Too Deep



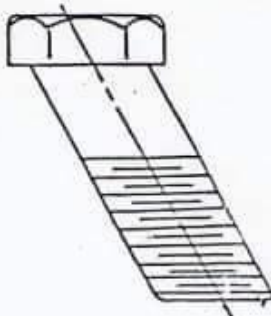
25849

For Holes Drilled Crooked Or Cockeyed



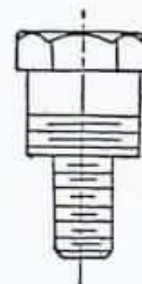
34621

For Holes With Countersink On Wrong Side



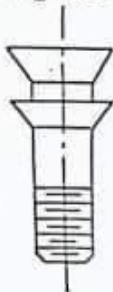
67212

For Holes Not Square



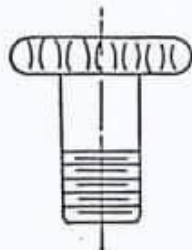
33314

Assemblers Special
Oversize And Standard Bolt



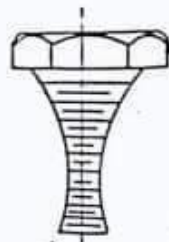
41724

For Double Countersunk Holes



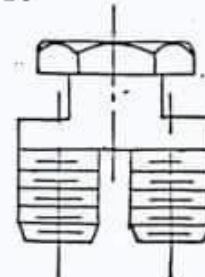
61819

Corrugated Head
For Vise Grip Torquing



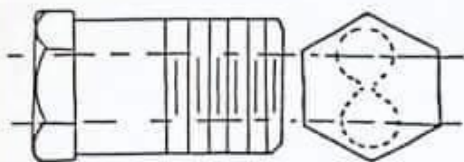
22256

For All Size Tapers



53415

For Redrilled Holes That Still Don't Match



29439

Binocular Bolt For
Double Drilled Holes



51435

For Out-Of-Round Holes



Greasy Hands Garage North Update

by John Phillips

1/14/2015 – I got a message from John Gauldin looking for a left side door latch for a 6 the other day. I found one in my stash of parts (vs. the club's stash in the attic) and let him know it was available for a small donation to the club. He agreed and it went to the Post Office this morning. The club can be expecting a donation of \$25 for the latch.



I decided to drive the Pumkin to the post office as the weather was cold but pretty. The car started easily and ran smoothly. I was enjoying the drive.

When I left the Post Office for home instead of taking a rural route I just got on 169. Bad decision. The on ramp enticed me to run the car up to about 5000 RPM in second and third which put me at about 70 mph.

At the 116th off ramp there was a green light that I wanted to catch so I went into the turn faster than normal, right into a speed trap. The officer said that the radar speed was 58 mph during the turn. It is a 45 mph zone.

He verified I had insurance since I could not find the verification form and wrote me a warning. He was nice, I was nice and the event was just another little chug hole in the road of life. He had to ask what kind of car I was driving as he had never seen one and commented on how nice it was and we said our farewells.

When I got home the Pumkin found the lift and the oil drain plug was removed to start the annual service work. During the draining process there was opportunity to change shirts and grab a yogurt.

Back in the shop the oil filter was removed and while oil was again draining the oil and filter were gathered for use. There was enough of the 20W50 Castrol GTX left for this year but next year I plan to switch to the high mileage type of Castrol.

The capacity for oil in a TR6 is 10.8 US Pints which translates to 5.4 US Quarts. About ½ quart was added to the new spin on oil filter (PH3600) prior to installation to reduce the amount of time the engine would run without oil circulation.



1When installing the spin on oil filter adapter the filter clocking should put the filter at about the 35 minute mark in order for the filter to avoid interfering with the clutch slave cylinder on the right or the frame on the left.

Some Teflon thread dressing was added to the sump plug and it was replaced. The area from which the filter was removed was wiped clean to ensure a proper seal. A thin coat of oil was applied to the filter gasket and it was installed hand tight.

The car was lowered about ½ way and tires checked. Surprisingly they were right at 28 pounds where I run them. I know Andy, I know.

Back on the floor the oil was added back into the engine. The oil level in all three carbs was checked and it was fine. The brake fluid in the clutch master was checked and found to be about an inch low. Hmmmmm. Checked the floor beneath the cylinder both in the engine bay and behind the carpet on the inside but found no evidence of leakage, yet.

The fluid was topped off and then the brake master cylinder was checked and it was also a little low. Not liking this. This reservoir was also topped off with brake fluid.

Like most folks I am not very religious about changing the brake fluid as often as recommended. Perhaps I am paying the price for not keeping clean fluid in the car. Fluid absorbs moisture over time, even the DOT 4 fluid and when that happens the water attacks the cylinder walls in both systems. They become pitted and the rubber seals also become aged and start to fail from age or lack of use.

It may be time to remove all 3 cylinders in the systems and check for pits. Depending on the condition of the cylinders (no pits), a rebuild kit and new fluid should be enough to put the car in service with a good level of reliability.

If the cylinders have begun to pit my solution is recycle the metal and buy some new parts. New parts and new fluid are the best answers to most hydraulic problems in my experience.

A check of my coolant shows protection down to +5°. Not great at all but probably adequate for my application. No real cold weather driving. Water hoses are good as are the tires. No play in the rear wheel bearings, a little in the front. No cause for alarm as some play is typical but it is time to tighten the retaining nut a little, very little.

Tasks to be done tomorrow or the next day include adding oil to the lower trunnions, adding grease to the ball joints, checking the brake pads and shoes and changing the brake fluid as it has been in the car quite a while. That will probably

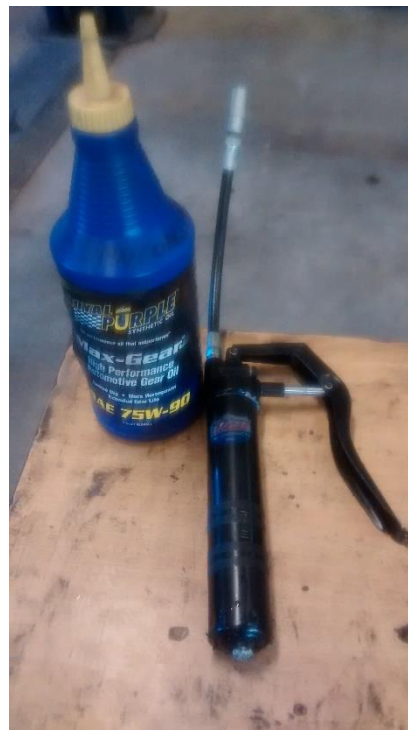
wait until the condition of the brake and clutch hydraulics has been fully addressed.

1/15/2015 –

First thing up today was to add gear oil to the trunnions, one shown left. Since the trunnion is fitted with the standard grease zerk most people put the same grease in here as in the upper ball joint but that is not per the manual.



A small grease gun can be altered to input oil in lieu of grease as shown below. Notice the bottom end of the material tube is plugged which is necessary to keep the oil from draining out.



With the oil in the gun, slip the connector onto the cleaned zerk and elevate the tube so that the oil will flow to the lever end for pick up by the pump. Pump the lever until movement or oil can be observed at the

seal which is seen under the zerk. At this point it is full so stop unless you want to clean up a mess like I usually do.

Notice the oil used is Royal Purple that meets GL4 specs which preserves the brass in the trunnion by minimizing the Sulphur content.

The next thing is to check the oil level in the newly rebuilt transmission. Nothing tricky here but I will share a couple of things that make the job easier.

Finding an eight (8) point socket these days is not always easy but it is worth the effort. The plug takes a 7/16ths socket and fits all 3 plugs (sump, tranny & dif). If you like to seal the threads on the plug it is hard to go wrong with the liquid permatex teflon thread dope.



The home made dip stick made from a piece of wire works really well and it fits the tight spaces around the check bungs. One guy even suggested I should make a bunch and sell them but it would probably create more chuckles

than revenue.

The next thing to address was lubricating the distributor. Motor oil is used for this purpose and it is applied to two locations.

Remove the cap and rotor and add two drops on top of the screw in the center. It will gravity flow to the areas that need it. Also drop a few drops down the side of the shaft.

Some cam lube can also be applied to the six sided cam that opens the points.

Time to do some other things so



next time things to do are to remove the tires and wheels and check brakes, and look for play in the wheel bearings. The steering rack should also get a shot of oil.

1/16/2015 – Made a house call at Tom's today to show him what one of the missing parts to his hardtop looked like. We talked and scratched out heads and planned and schemed and got nothing accomplished. We did decide that he had the absolute worst set of 6 inch calipers in the world.

1/17/2015 – Frank came over to start talking about an engine rebuild. He asked a lot of questions about the parts and process, some of which I could answer and some not. We decided to plan a trip to see Chad Hodges to find out if he is still doing that sort of thing and if so what arrangements could be made. More on that later.

Sam and Carol also came for a visit and Sam gave me a ride in the new orange Mustang GT. The only word I can think of is frightening. Since I turned 70 today and am apparently feeling my age I can appreciate a car like this but have no interest in having one.

1/22/2015 – Frank picked me up about 10 this morning and we headed for Coweta to visit with Chad Hodges about overhauling the engine in Frank's car.

I am happy to report that Chad is doing well and is very busy rebuilding engines. He is going to work Frank's engine in the last week in February.

Frank and I will start getting the engine out around the 3rd week in February and take our time over two or three days getting it out.

Once out the engine will be stripped of everything and loaded onto Frank's truck for transport to Chad. When Chad is satisfied with what needs to be procured to do the work either he or Frank will order the parts and the work will begin.

1/27/2015 – A guy that still works at Spirit Aerosystems called me Saturday and asked if I would help install a new exhaust and fuel line on his MGB. I said I would and we agreed on Sunday to do the work. About an hour later I sliced the end of

my thumb off with a potato slicer so I called and said would have to reschedule. Work is pending.

Yesterday Tom Needham sent a message saying: "John-

Just got back from a test drive to see what it's like with the hardtop on -- I want it off!

Also the OD doesn't work--maybe low on lube??.....It also scraped when shifting to 2nd a couple times.

Also, I'm hearing an intermittent screeching I think from the front that may be brakes.....

I want to put it on the rack anyhow to check buzzing sound from exhaust ever since I backed out of a low driveway & scraped those fabulous ss pipes!

if it's not one thing

Tom"



So Tom came out today and we put the car up on the rack. We topped up the transmission oil but it really was not low. We checked the solenoid and it was working. We should have tried to move the lever on the right side of the transmission to see if the overdrive would engage but did not think of it so we will do that the next time he visits the shop.

We then repositioned the exhaust pipes so they did not bounce off the frame and the noise is gone. We did a visual check of the brake discs for a trapped pebble and saw none but the noise has not recurred.

I followed Tom to his shop and we removed the hardtop and installed the soft top. Chores done for today. Back at the house there was some

computer work waiting including drafting this newsletter entry.

On a side note I delivered another CD to Jon Wood containing more incriminating evidence to be included on our web site. If you have something worthy of inclusion pass it on.

1/28/2015 – Tom decided to come back out today to look further into his overdrive issue. On the rack we played with the lever on the right side of the transmission and got the overdrive to engage.

The clamp on the left side was a little loose and not turning the shaft that goes from one side to the other. After consulting the Bentley manual I found a 3/16ths drill bit and cut off enough to make an alignment pin.

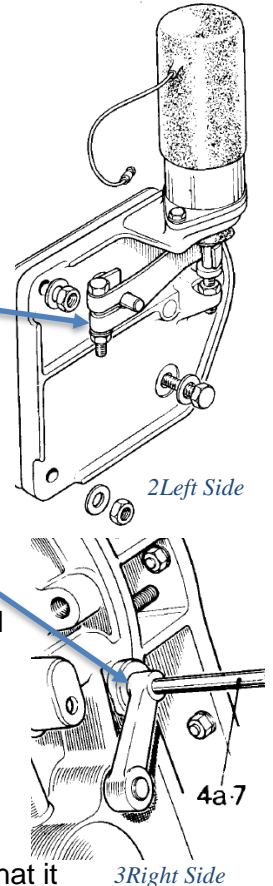
The pin was inserted into the lever on the right side to hold it in place during adjustment of the lever on the left side.

Larry had the travel of the solenoid correctly adjusted so the only thing I was trying to do was position the clamp/lever properly and tighten it down so that it would not move on the shaft.

For some reason this worked and the overdrive was working when Tom left for home. We did notice that there was a missing bushing that is supposed to hold the clamp away from the side of the transmission. If the clamp becomes loose again we may try getting a bushing and spacing it properly and perhaps also use a nyloc nut that will stay tight.

We also noticed that the bearing in the alternator was making noise so Tom is looking into having his rebuilt.

2/1/2015 – David Alexander referred a guy from Spirit Aerosystems (Rajen Shah) to GHGN for



some exhaust work on a rubber bumper MGB. We removed some aftermarket parts that were welded to the old existing MGB exhaust pipe. That included both mufflers and the attached pipes.

Rajen had brought with him the front muffler/pipe assembly and that was all. We cut the exhaust pipe and removed both mufflers. The pipe that connected the two mufflers had been installed as a straight pipe and the original configuration required a bent pipe so we got the front muffler in and deferred installation of the rear muffler until the proper pipe was available.

Fortunately I had a clamp the correct size to connect the new muffler to the existing exhaust pipe.

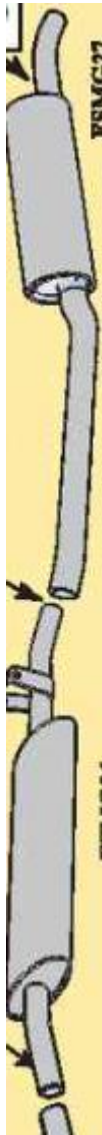
We also reconnected a broken plastic pipe that belonged attached to the fuel pump and clamped one of the steering rack boots that was missing a clamp. He insisted on paying something so he made a \$20 donation to the shop for the clamp, some hardware and a saw blade. I am happy and so is he. Done deal.

2/3/2015 – Nothing done in the shop today but an e-mail request was sent to the Tulsa World to initiate listing of our club in the “Area Car Club Meeting” list. A response was received and it was listed in the classified section of the Tulsa World on Saturday.

2/8/2015 – For about a year, maybe more, I lose track, the horn in the Pumkin would sound when I made a right hand turn. No all the time, just once in a while.

Well I finally get embarrassed enough to fix it. The people standing by the Red Box movie rental did not appreciate my honking at them when I pulled up to return a couple of mediocre movies.

To fix something one has to know what to fix. Diagnosing problems with a horn can be tedious but I got lucky. After shifting the steering



column around under the hood with no occurrence of the problem I moved to the inside of the car.

While in the car the steering wheel was turned a little to the right and lifted up with pressure and the horn honked, but only in a very small area of clocking. Ok so there is a problem with a short in a very localized area, deeper into the steering column.

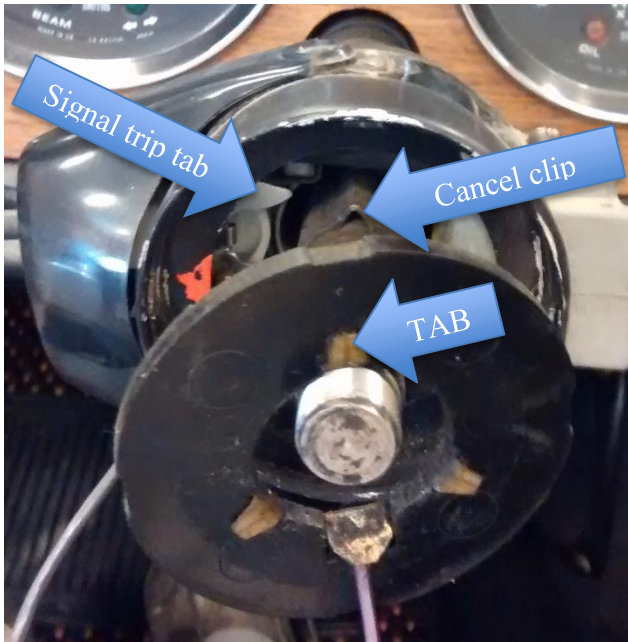
The clocking of the wheel was left where the problem occurred and the wheel was removed. This is done by pulling the horn button and adjoining pad straight off then using a ratchet and socket to remove the retaining nut. Usually the wheel can be pulled off by just wiggling it until it slips off. Once in a while a puller is needed.

With the wheel off the slip ring looked ok, showing a little wear but ok. Ditto the horn brush so ok so far. The tabs that hold the slip ring in place were pried back and the slip ring released. Nothing obvious.



While turning the slip ring in place drag could be felt in one spot.

The ring was pulled out and there was a tab holding the brass ring in place that was not fully pressed into place. As it turned out the tab was touching the cancelling clip for the turn signal. The other two retainer tabs did not touch so that is why the horn only honked in one position in lieu of three.



In this picture the slip ring is backward showing the tab that is not fully pressed into place. Also shown is the cancelling clip that the tab was touching. The cancelling clip is what kicks the turn signal off when the wheels are straightened after a turn.

The tab was pushed down with trepidation. The Bakelite backing for the brass ring is quite delicate and I was afraid it would break but it did not thankfully.

Some filing of the signal cancel clip was also done to provide just a touch more clearance in the hope the problem would be permanently resolved.

Stuff under the dash was loosened to accommodate moving the purple and black wire which connects the ring to the horn relay. When everything was working this stuff had to be put back in place and everything tightened up.

Then the wheel, horn button and pad were replaced taking care to get the wheel to sit straight when the road wheels were also straight. Testing indicates the problem is eliminated, at least for now. We will see how it goes.

Ok, it is Sunday and the temperature is 76° and it is time for a drive. A nice little outing was enjoyed. Back roads to the port then up the hill to 76th and in to town for gas. Hop on 169 then 20 to home.

Darn, forgot the movies so back to Walgreen for another 10 miles of driving. Nice weather, enjoyed my Triumphant Times. No horn problem.

2/9/2015 – Enjoyed the drive but today allergies are kicking my butt. The prices we pay for a little enjoyment.

This white space results from my being lazy. It should contain the remainder of my seasonal checks to make sure the Pumkin is in top running order. Maybe you will see that in the next edition.

Also look forward to the beginning of Frank's engine overhaul and a decision on whether or not to convert to a Toyota transmission. It should be interesting.



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



Products Appropriate for Your Car

Not the only option but good ones.

Standard TR6 Tire Size: 215 X 65 X 15

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

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

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

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



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

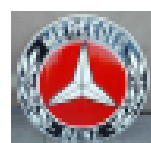


2015vtr.com

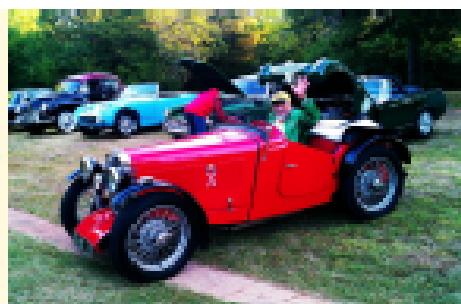
I am considering selling my black hardtop so if anyone wants one here is your chance. \$500 will make it yours. Newer paint / original headliner and hardware. Call John (918) 283-7017



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

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



TR8 for Sale (BEST OFFER)

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

Kent Clovis

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

P.O. Box 270
Stroud, OK 74079

Hi John,

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

Sincerely, Kent Clovis



Another Nice Example



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!!!



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

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



GREEN COUNTRY TRIUMPH CLUB MEMBERSHIP APPLICATION & RENEWAL

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

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

PEOPLE STUFF	MEMBER INFO	
MEMBER NAME		
MEMBER NAME		
MAILING ADDRESS		
PHONE NUMBER		
E-MAIL ADDRESS		
V.T.R MEMBER?	YES	NO
6-PACK Member?	YES	NO
TRA MEMBER?	YES	NO
OTHER CLUB?		

CAR MODEL	YEAR	COMMISSION#

SEND YOUR DUES TO THE CLUB TREASURER: \$20

Make Checks Payable To **GREEN COUNTRY TRIUMPHS**
 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.**



JD YOUNG

the document solutions people

On Site Printer, Copier & Fax Repair



Call (918) 925-3388

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



Tony Mullenger

"Superior Service - Uncompromising Integrity"

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

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



Admiral Alignment

For Brakes, Suspension & Steering

11323 East 20th Street
 (918) 437-0070

Andy Wilmes C.A.T. Service Manager

We accept and recycle used oil, transmission fluid, brake fluid, power steering fluid, anti-freeze, old tires (the state requires a dollar be collected for each tire), batteries, radiators, metal, etc.

**Specializing in Home & Auto Insurance
 including Collector Cars, Boats and
 Motorcycles**

Hayden 12" Electric fan &
 thermostatic control. Fits TR2 thru
 TR4A. \$70.00.
 Thomaschronister @ cox.net

