



Triumphant Times

Green Country Triumphs

Monthly Newsletter for March 2015

<http://greencountrytriumphs.org>

From Our President *Larry Rice*



From the desk of the President:

Welcome again fellow Triumph enthusiast. The birds are chirping, GHGN has a car or two to work on, and warm weather, as well as spring is at our doorstep. All is well with the world, time to get ready for some driving fun and social camaraderie.

We in the sailing community have a saying, actually a quote from the movie CAPTAIN RON, "If it's going to happen, it's going to happen out there". And the meaning is this. Nothing is going to happen to you, or your triumph, good or bad, parked in the garage or up on proverbial blocks.

The adventure begins when you hear the roar of the little engine coming to life, and smell the oil burning off the exhaust pipe, and the odd clicking that never was identified. As you leave the driveway whether on a two block jaunt or a two hundred mile excursion the thrill is the same. Will I see smiling faces waving at me? Will I feel the wind in my hair or the sun on my face? Will I make it back without mishap?

These are questions that cannot be answered with the car parked in the drive. These are questions that can only be answered by taking a chance and driving off with the homestead in the rear view mirror. It's going to happen out there so let's all get out there and enjoy it. Let's get out there and enjoy our little cars because they are not only fun to work on but they can be quite fun to drive also. I hope to see everyone at the next outing, and until then "Keep your spirits up and your top down"

Larry Rice,

NEXT CLUB MEETING:

Tuesday March 17th

Dinner at 6:00 PM

Meeting at 7:00 PM

Location: Baxter's

717 S Houston Ave

Tulsa, OK

March 21st: St Patrick's Day celebration, Jan.

From Vice-President *Jack McGlumphy*

The weather seems to be getting better which is great, Today I was working on the TR6 getting in cleaned up a little checking the fluids putting the charger on the battery making sure all is in good working order for the anticipation of some great spring drive time and some club activities. My plan this year is to do my best to have more time to enjoy both my boat and Triumphs and to get over to GHGN and get my newest gas leak fixed on the TR8 John has offered to help a few times and I have not gotten the time to go north and take care of the issue.

Well I hope to see everyone at the next meeting March 17th at Baxter's make sure you all wear green because that will be St Patrick's Day and I am sure you know what happens when you're not wearing your green.

Jack

Minutes of the Last Meeting

from Secretary Sharon Parker

None submitted for this month.

Engine Noise

Snippets from e-mail, etc. worth sharing.

John / Tom,

I've installed several Bosch #13107, 55 amp alternators (\$122.99 from AutoZone) on TR6s through '74 as a direct replacement for the original Lucas. Uses the same electrical plug (two wire design) as all Lucas replacement units. On a stock '70 TR6 one would need to do the two wire conversion using Moss P/N 540-780 (\$10.65), as the original five wire hook-up has been obsolete for years.

Call me if you have any questions.

John Gauldin
405-250-0903

(Editor's note: This topic had a lot of input but John's message kind of took precedence over the others due to the finality of the resolution. Thanks John)

Engine Noise

Snippets from e-mail, etc. worth sharing.

From: Frank Wood [<mailto:fwood66@atlasok.com>]

Sent: Thursday, March 05, 2015 5:03 PM

To: trdr@cox.net

Subject: Ceramic Coating TR6 Exhaust Manifold

What is your opinion of ceramic coating the exterior surfaces of the manifold? Product is good for 1400F and they fire it at 750F. Would it reduce engine bay heat any? Maybe just coat it with high temp. spray paint.

Thanks

Frank Wood GCT

Frank,

A thermal barrier coating is highly effective in reducing engine compartment heat. I use a dark grey thermal coating that keeps the heat **in** the exhaust manifold or header. The bright silver thermal coating radiates the heat, it is **not** what you want if heat reduction is your goal. Make sure your powder coater knows the difference and has experience in applying the grey coating.

I've used this with remarkable success on headers and manifolds. My clients seem happy with the results, however the process is expensive in OKC (\$200 for a TR6 header).

John Gauldin
Triumphworld Services, Inc
405-250-0903

Engine Noise

Snippets from e-mail, etc. worth sharing.

John, I did the unthinkable a couple of months ago; I bought a 1980 MGB. I was looking for a TR6 and ran across the MGB. If you could overlook my treasonous act, I would like to bring the MG over to the shop some day and put it on the lift to check for oil leaks and general condition of the car. Let me know what you think. Thanks,
Ray Brown

Engine Noise

Snippets from e-mail, etc. worth sharing.

Thanks! Now that I have the 13107 number, I have found several sources.

Rock Auto price is \$78 & says the re-man is from AC-Delco factory, with 2 yr warranty but does not come with the pulley.

Others (Auto Zone, Advance, etc.) do not specify rebuilder, are around \$100 with pulley and "limited lifetime warranty".

FYI : the AC-Delco pn is apparently 334-1533.

To find it under vehicle fitment it's for a 1976 / 77 Mercury Capri, V-6!

Tom N.

P. S. John: please delete my advert in the newsletter - I have sold the triple Weber outfit.

From: Sam <trdoctor@aol.com>

To: Tom Needham <tv44engr@att.net>; John Phillips <topaztr6@gmail.com>

Sent: Wednesday, March 4, 2015 11:03 AM

Subject: Alternator Conversion

Tom and John,

I have personal experience with the Delco conversion. I tried it on the GT6 I just sold. The unit installed fine. There was just no room for adjustment. It is really a "plug and play" (or is that "plug and pray")? Anyway, all that is needed to do is swap your original pulley with the new

Delco unit. The part # I have is: **13107**. I bought one from Rock Auto (www.rockauto.com). I forget what I paid for it but it was under \$100. The only thing you might have to change is the plug. John should have one on an old harness. That is it. There is also several references to the conversion on the web. type in something like: "TR6 alternator conversion" or, you can try: "triumphexp.com". It gives nice info on the alternator. That's all there is to it. (beware of 15 minutes jobs). Let John or I know if you wish to proceed.

Sam



A little Trivia



Dear Sir:—

We're writing this letter to you today because we want to help you get your money out of your Model T.

It's still as good a car as it was the day the new Model A Ford was announced and there's no need to sacrifice it.

The Model T Ford is still used by more people than any other automobile. Eight million are in active service right now and many of them can be driven one, two, three and five years and even longer.

Bring your car to us and let us look it over. You'll be surprised to see how little it costs to put it in tip-top shape.

New fenders, for instance, cost from \$3.50 to \$5.00 each, with a labor charge of \$1.00 to \$2.50. Tuning up the motor and replacing commutator case, brush and vibrator points costs only \$1.00, with a small charge for material. Brake shoes can be installed and emergency brakes equalized for a labor charge of only \$1.25. A labor charge of \$4.00 to \$5.00 will cover the overhauling of the front axle, rebushing springs and spring perches, and straightening, aligning and adjusting wheels.

The labor charge for overhauling the average rear axle runs from \$5.75 to \$7.00. Grinding valves and cleaning carbon can be done for \$3.00 to \$4.00.

A set of four new pistons and rings cost only \$7.00. For a labor charge of \$20 to \$25.00 you can have your motor and transmission completely overhauled. Parts are extra.

Very truly yours,

Bottineau, N. Dak.

C. R. GLEASON CO.

2015 Conventions and Shows

New Orleans All British Car Day

Location: Delgado Community College, New Orleans, Louisiana

Date: March 21, 2015

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

VTR South Central Regional Convention

Location: Kerrville, Texas

Date: April 23 – 25, 2015

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

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas

Date: May 3, 2015

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

All British Car Week National Meet

Location: Hot Springs, Arkansas

Date: May 28 – May 30, 2015

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

Euro Expo Car Show ??????

Location: Sand Springs, OK

Date: ?????, 2015

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

TRA National Meet

Location: ?????

Date: ?????, 2015

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

Greater Ozarks All British Car Day

Location: Carthage, Missouri

Date: July 24 - 26, 2015

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

Roadster Factory Summer Party

Location: Armagh, Pennsylvania

Date: August 6 – August 8, 2015

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

VTR National Convention

Location: Fontana, Wisconsin

Date: August 11 - 15, 2015

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

Kansas City All British Car Day

Location: Kansas City, Missouri

Date: September 5 - 6, 2015

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

6-Pack Trials

Location: Galloway, New Jersey

Date: September 10 - 13, 2015

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

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: September 11 - 13, 2015

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

Texas All British Car Day

Location: Centennial Park Rock, Texas

Date: September 25 - 27, 2015

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

Triumphest

Location: San Diego, California

Date: October 8 - 11, 2015

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

2015 Vintage Racing

SVRA U. S. Vintage National Championship

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

Date: November 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?

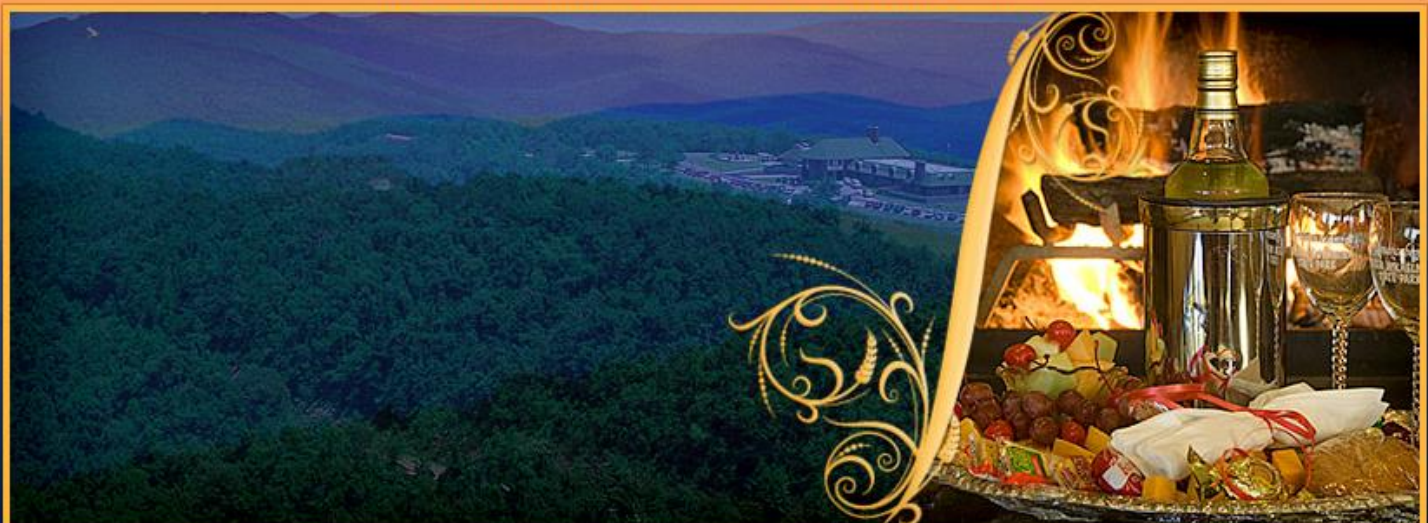
Overnight Out & Back

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@austintx.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 _____

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

morellcarshow@gmail.com

classicismgb1974@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

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.

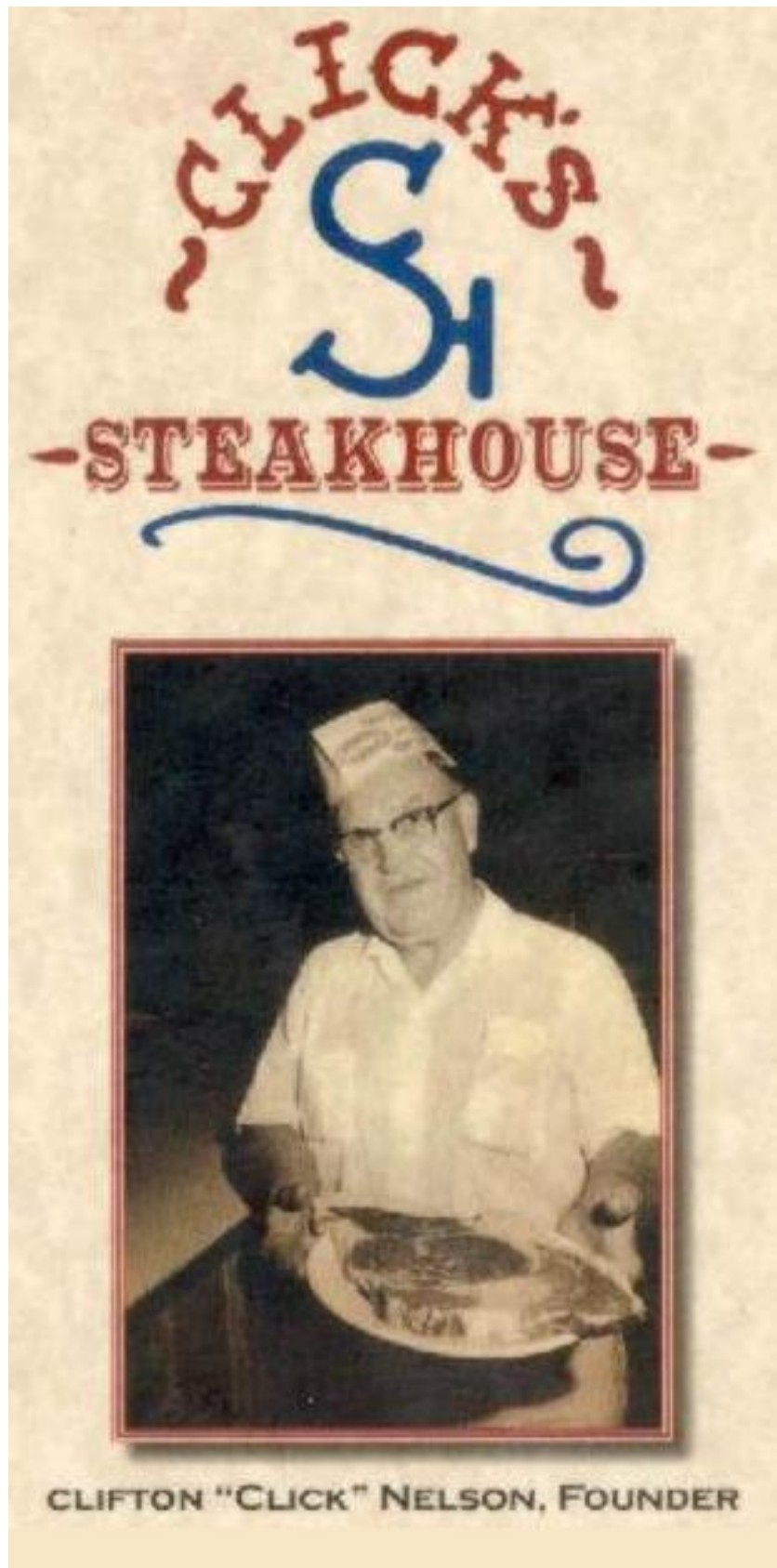
In 1982, Click sold the restaurant to the Bob Sanders family. They operated the restaurant until 1995, when the next owner, Roger Smith, purchased it. Though the building has undergone changes and the menu has expanded, the quality of the steaks and the unique aging and preparation technique has not.

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



Time to Rebuild

By Frank Wood

While Fall dropped into Winter I would go sit in the TR6, fire it up and let her run until hot. Luckily in December and January there were some great days for driving. We took advantage to drive her to Sperry for Sunday church when the weather was decent. I finally put the top up to keep peace in the family. Always around my birthday late in January the weather really goes sour so the car has sat in my shop since then.

During this time I start the car up and get it warmed up. I sit there and ponder the situation: oil pressure is good until the engine is good and hot, then drops to almost zero pressure at idle. I have in my hand the cylinder pressure reading John and I took last summer: 150, 125, 120, 125, 130, and 140 from #1 to #6. This is not good either. I dig through my records and note Snow White consumes one quart of oil about every 1000 mi. That is not too bad. If the odometer is correct the car has 97,000 plus miles. Because I did not get many records from the previous owner, John Gauldin provided me with what work he performed on the car in the two years he worked on it. None of the work involved the engine. So I think she tells me an engine rebuild is in order.


John and I start the removal process on Feb. 9th. All goes well and we extract the engine and tranny on Friday Feb. 13th. After a long morning of work we go for a late lunch and return to remove the tranny from the engine. As I go to put a funnel back in its proper place I trip and fall, hitting my right cheek and jaw on the compressor and bang to the floor. I gather myself up and immediately notice that the fingers on both hands (excluding thumbs) feel like they are on fire and I could not grasp anything. Enough for the day. Cleaning my hands with GoJo was very painful. Finally by the following Tuesday after four days of misery, the hands are better.

Doctor says I must have hyperextended both hands to catch myself from the fall. Bent my glasses all out of shape to boot. Yikes! It was Friday the 13th.

John and I noticed a few things during the removal: flywheel is not kissed up to the flange as it should be, tranny tunnel is trash (expected that), some goofy engineering on the console, bolts used where there should have been studs and vice-versa. I will take the radiator to be boiled out at H and H, and the starter to Shorty to be checked out to see if it is the source of grinding sound during some but not all startups. I am doing away with the Mickey Mouse air pump set up- what a goofy way to inject air into the exhaust stream.

Shortly the engine will go to Chad Hodges a little ahead of schedule and John and I will review to see what non-engine parts need to be ordered

If you are interested in a nice little roadster for not much money



For Sale: 1979 MGB. A pride to me & a beautiful car. I have \$8,000 in the car, including \$3,500 repairs & upgrades. I will take \$6,500! Drives Great! 45,000 miles. New axles, New Weber carb. Gaskets & belts. Much More. Garage kept. No dents. Lowell Lehman - 918-494-6800

this one might work if you do not insist on a Triumph.



Greasy Hands Garage North Update

by John Phillips

2/11/2015 – After a couple of easy afternoons in the shop Frank and I have a lot of the stuff off the engine or out of the way in preparation for removing the engine and transmission.



Friday we plan to remove the seats, center dash support, carpet and tunnel so we can release the rear motor mount at the back of the transmission.

At this point it appears the smog stuff will stay on the floor in lieu of being reinstalled. Frank is inclined to convert to a simpler system than the extraneous, superfluous system.

Employing my usual level of detail for this work would be a bit over the top. Describing how each component or assembly is removed has been addressed on more than one occasion so a shotgun approach will be used for disassembly work.

2/13/2015 – Today Frank was at the shop about 10 a.m. and we got started. It is nearly 3 p.m. as I write this and we just finished. The transmission is off along with the clutch stuff and flywheel.

Tomorrow I plan to remove the sump to check for thrust bearings in the bottom. That would be a bad thing. After that the engine is ready for transport to Chad. As soon as a parts list is



available after teardown Frank gets to circulate some of his currency.



The tunnel was obviously toast as are the rear motor mounts but an assessment of the other components removed from the engine has yet to be done.

2/18/2015 – The meeting at Bricktown Brewery in Owasso was very well attended considering the weather. Most of the ice and snow were off the roads but there was a brief wind and rain shower event that could have dissuaded

One subject of particular interest to me was a proposal by Al Garbart that the club look into some liability insurance for the shop to help protect my personal assets in the event someone is injured on the premises while working on cars, etc. We have been very fortunate over the years that no one has been seriously injured but since Frank took a scary fall last week it seems like a good idea to look into it.

Jan is to make contact with the insurance person at VTR to see if they provide any such coverage. If not then we can look into something from club members in the insurance business to see what is offered from their quarter.

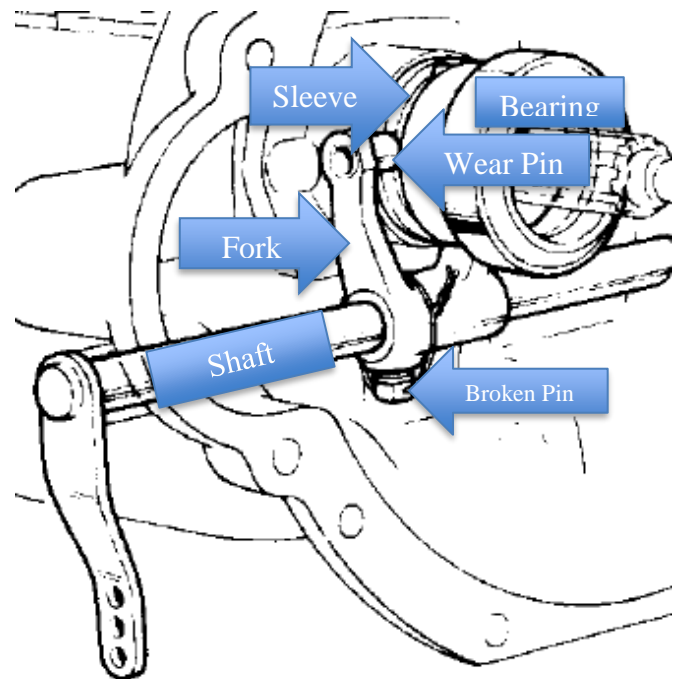
2/19/2015 – Ray Brown had talked at the meeting about bringing his newly purchased MGB over today to use the lift to see what was needed if anything. While waiting on Ray to arrive I put up tools from Frank's engine removal and then put his transmission on the work bench to check out the clevis pin to see if it was broken as most are.

The safety wire was cut and removed and a 7/16ths open end wrench used to remove the pin. Adequate leverage was not available to turn the pin so a cheater bar was placed on the end of the wrench and the pin came loose.

As expected the pin was broken so I called Frank to make sure his parts order included the pin if he intended to reinstall the same transmission as came out.

The next step is to drill the fork so that the remainder of the pin can be pushed out so the new pin can be installed. This work typically includes the addition of a second hole drilled through the fork and shaft and a backup bolt/nut added to double the shear resistance between the fork and shaft.

While the fork is out the pins that move the throwout bearing will also be replaced since this is a pretty major wear point due to the spinning of the sleeve to which the bearing is mounted.



If I can remember I may install a roll pin across the area of the sleeve that the pins are in which will make all the spinning happen in the bearing instead of the sleeve spinning on the pins which will reduce the wear in this area. Some of the original sleeves came this way and it works well.

As I was starting to drill the fork to remove the remainder of the broken pin Ray arrived and focus moved to his car.

We checked the fluids and added some oil to the dif. While here we lubed everything and worked on the grease gun which had come apart. We added new grease before figuring out the gun would not work until the missing piece was found and reinstalled. That may have been the messiest job I have ever done. Ray and I were both pretty slippery guys before we finished.

Some of the things on Ray's to do list include replace suspension bushings, valve cover gasket, rear brake wheel cylinders, front brake hoses and a few other odds and ends.

I think the car will make Ray a nice little roadster to tool around in. He has no plans for a restoration but will make the car safe and reliable. It should be a lot of fun. Naturally I offered any assistance needed to mess things up.

2/21/2015 – Frank was over today trying to find brass plugs for the exhaust manifold where the pipes for the smog system had been. We removed the small tubes from the manifold then figured out the plugs needed to be ½ x 20 nf threads about ½ inch long on the threaded shank. They should make for a clean installation.

Today was also the day that the throwout bearing fork was drilled and the broken pin shaft pushed out. This went pretty well as I broke only one drill bit. When the replacement pin is received and installed we can do the drilling of the secondary hole and install the backup shear bolt.

Before that is installed we may replace the seals in the front and back of the transmission. That is if Frank does not decide to replace his transmission with something else.

The Valentine's Day party is tonight so it is time for a nap so I don't end up asleep before everyone is gone.

2/22/2015 – Last night Jan hosted a late Valentine get together for club members. The turnout was good and of course the food was excellent. We had a good visit and talked about most things of interest.

Of course we ended up in the shop to check out the progress on Frank's car. He is still looking at all his options related to what if anything to do about the transmission upgrade.

He is also trying to communicate with Chad Hodges about when to take the engine over for the rebuild. The radiator and starter are being checked out as well.

One thing done yesterday was to check out the existing overdrive switch and wiring which checked out ok. If he should decide to go with the Quantum mechanics kit the work inside the steering column can be eliminated since the original switch and wiring are functional.

2/25/2015 – Today Frank and I loaded his engine on his truck and took it to Chad Hodges in Coweta for a rebuild. We got there about 11 something and everything was locked up. Turns out Chad was on a parts run to one of the local parts houses and since the counter guys could not find what he needed he was digging through stock to find the needed components, which he did.

Chad quickly lifted the engine off Frank's truck and noticed the wood frame we had set the engine on to hold it upright. He recognized it from other engine transports to and from his shop in past years.

We visited for a while and agreed to come back when the engine had been disassembled to see firsthand the condition of the block and other parts.

When business was concluded we had some chicken at a place that Frank likes then headed for the shop. While enroute we discussed what needed to be done while the engine work was being done such as cleaning and repainting parts that were oil and mud caked or rusty.

We also discussed whether or not to get all the coolant out of the heater core and when the time comes, add Evans waterless coolant as a lifetime alternative. I like the idea.

I also like the idea of using the Castrol 10W50 with adequate ZDDP for classic cars in the newly rebuilt engine.

The radiator was cleaned and repaired already and the starter checked out ok as is. The ring gear is pushed back onto the flywheel and ready for reinstallation. The clutch components are good and the transmission seals and clutch fork pin are available for installation. It appears this project is well under way.

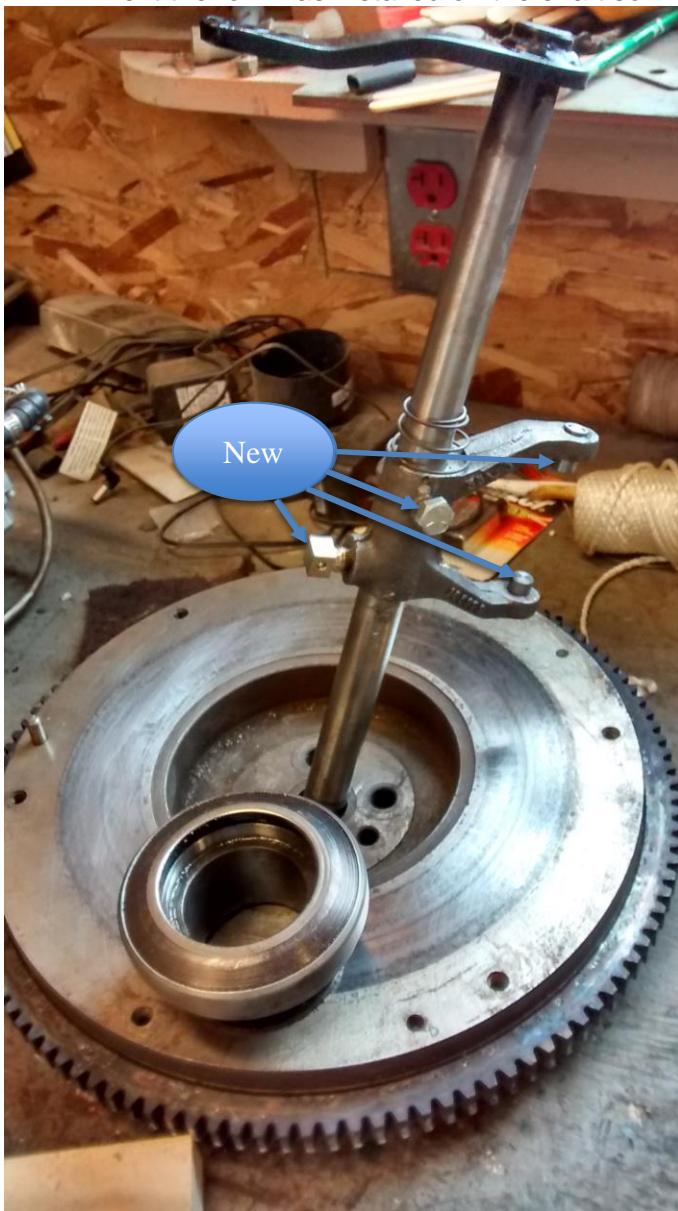
2/27/2015 – Frank came over today to continue getting his car ready for reassembly. While he was cleaning parts I worked on the transmission. He has decided at this point to reinstall the original transmission so it was readied for use.

Since it is too cold outside to clean it externally I decide to get the shaft and fork

completed. The broken pin had already been removed and Frank had procured a new pin for the shaft and two pins for moving the throwout bearing.

The first task was to drill the backside of the worn throwout bearing pins so they could be punched out. After the old pins were out the new pins were installed. The new 20 ton press made short work of that.

Next the fork was installed on the shaft so



the second pin (bolt) hole could be drilled. After drilling the 5/16ths hole a bolt with a non-threaded shank was found and threaded to a precise length

to just go through the fork and shaft and still accommodate a nylock nut.

After the needed threads were cut the excess threads were cut off with a hacksaw to maximize the fit of the second shear bolt.

With the shaft and fork ready to reinstall along with the excellent bearing and collar assembly it was time to turn attention to the seals. The front and rear oil seals were replaced and a gasket added to the front seal housing as none was used during the last installation.



Ok, the transmission is ready to be cleaned and installed. Most of the small parts are now also cleaned and the rear engine mount is next to be removed and cleaned. Work is progressing nicely.

3/7/2015 – Its tunnel time and Frank was over today to work on converting his from the destroyed cardboard original to a new plastic one.

Since the engine bay has been cleared of engine and transmission this is the perfect time to hold it in place and predrill the attachment holes from under the car, at least for the holes going over the bell housing. The holes that match with the



floor pan are pretty well identified by some dimples molded into the cover by the manufacturer.

There were holes to drill, hardware to move from the original and some access panels to deal with.

Drilling the attachment holes in the wrong place causes all kinds of trouble when in installing the tunnel so you want to do this right. At this point the only thing we have to do is glue on the seals and punch holes as needed prior to installation.

There is one hole about 3 inches in diameter that was drilled slightly oversize that no longer holds the plug in place. Have to figure out what to do about that.

If you have not made your reservation at the Queen Wilhelmina Lodge for this fall's scenic tour through the mountains of Oklahoma I encourage you to do so. This a beautiful drive and the hotel has just finished a complete restoration. Please join us for this overnight out and back. It promises to be a great adventure.

Also, don't forget Jan's famous St. Patrick's Day celebration on the 21st. Let her know if you are coming so she can make sure there is enough corned beef and cabbage. Don't say Yuk until you taste it, it is good.

Engine Noise

Snippets from e-mail, etc. worth sharing.

Thanks Steve -Good to know!
Tom N.

From: Steve Olson
<solson816@sbcglobal.net>
To: Tom Needham <tv44engr@att.net>
Sent: Wednesday, March 4, 2015 5:06 PM
Subject: Re: Alternator Conversion

The alternator shaft is metric and smaller than your stock one with the Saturn alternator. Saturn used multi grove system. Any alternator rebuilder should be able to fix you up with a pulley for around \$10. Not only does the Saturn unit fit your mounting, with the proper pigtail it will operate the indicator lamp on the dash properly.

Sent from my iPad

On Mar 4, 2015, at 4:50 PM, Tom Needham <tv44engr@att.net> wrote:

Thanks! Now that I have the 13107 number, I have found several sources. Rock Auto price is \$78 & says the re-man is from AC-Delco factory, with 2 yr warranty but does not come with the pulley.

Others (Auto Zone, Advance, etc.) do not specify rebuilder, are around \$100 with pulley and "limited lifetime warranty".

FYI : the AC-Delco pn is apparently 334-1533.

To find it under vehicle fitment it's for a 1976 / 77 Mercury Capri, V-6!
Tom N.

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/>



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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



Greasy Hands Garage North Has Used TR6 Parts If You Need Something
Structural parts for suspension and steering
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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!!!



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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#

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Make Checks Payable To **GREEN COUNTRY TRIUMPHS**
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 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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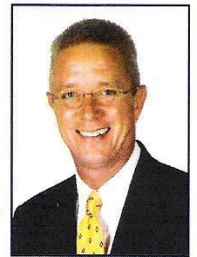
Assorted
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 TR4 parts
 Contact:
 Larry*
 cartravel@
 pobox.com



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