



Triumphant Times

Green Country Triumphs

Monthly Newsletter for May 2015

<http://greencountrytriumphs.org>

From Our President *Larry Rice*



Welcome again fellow Triumph enthusiast. I regret not writing an article last month. I actually was going to write it a few days early instead of the usual

11pm Sunday night type fest. By the way it is 11:49 pm as I write this article. But I had driven to Lake Texoma for the weekend and didn't feel well thinking I was tired from the weekend of visiting and fellowship with family. Wednesday night I went to bed with a headache which apparently was a stroke. It proceeded to get better and worse as the days went on, mostly worse, by Sunday I could not lift my left leg or arm.

It is time to go to the hospital. Long story short, (too late) I am recovering well, regaining the use of everything slowly, my thinking still seems to be clear, which brings me to my next order of business. As President of Green Country Triumphs, any Triumph I am riding in should be designated as "Triumph One", also Vice President Jack McGlumphy and I should never be driving our Triumphs at the same time.

One of us should be a pedestrian at all times for the safety of the club. I came close to bumping Jack up to President but fortunately I had a good nurse who made me go the doctor. I think these new innovations to the club will also keep us from losing all our leadership at once should there be a car crash or some automotive mishap. As always it is safety first. So if you have an urge to drive let's get out there. You will see either Jack or I but not both of us at the same time for club security reasons. Keep your spirits up, and your top Down,

NEXT CLUB MEETING:

Tuesday May 19th

Dinner at 6:00 PM

Meeting at 7:00 PM

Location: Albert G BBQ

421 East 1st Street downtown

free parking to the east and

north of restaurant or

American parking across the

street 5.00

From Vice-President *Jack McGlumphy*

Doing a little work on my TR6 today changed the air filters and did a look over of the electrical making sure everything was good and tight then double checked for spare fuses then the belts and hoses everything was in great working order or so I thought. Pull the choke turn the ignition fires right up pulling out of the garage turn on the wipers and ...no wipers.

You know it was at this point in the day that I found hard to believe I mean really it is a British sports car its only 42 years old it has Lucas electrical which some say is the very best that the English could have ever developed so why the one day I take it for a drive in Oklahoma which normally is know for being so dry does the wiper motor stop

working. I invite anyone's thoughts or opinion this question.

Don't forget the meeting on the 19th should be good food cold beer and great company.

John I will see you soon at GHGN on the next available sun shining day.

Jack

Minutes of the Last Meeting

for Secretary Sharon Parker by Kay Robinson

Minutes for April 21, 2015

The April car club meeting was held at Poppa Dave's in Collinsville, OK. President, Larry Rice called the meeting to order at 7pm. No minutes for the March meeting were available. Jan Phillips gave the treasury report; Club insurance had been paid. A motion to approve the treasury report was made by Tom Chronister and seconded by Frank Wood. The report was approved by vote.

Art Graves, Show Committee Chairman, was not present; however, John Phillips reminded the club that the regional convention and show would begin this week. Art and Tom planned to attend.

Activities chairman, Sharon Parker was not present. Jan said the St. Patrick's Day Party was well attended. John reported the scheduled breakfast run for Saturday, April 18 had been cancelled due to weather. Al and Janice Garbart had made the drive, anyway. Frank Wood reminded us that GCT is hosting the next drive planned for Saturday, May 16. The Oklahoma City car club is to meet us at Click's restaurant in Pawnee. Any questions contact Frank, who is organizing the trip.

The parts committee included information on the #1 cylinder tappet problem on Frank Wood's car. Chad Hodges has made little progress since February. The ceramic coating on the exhaust manifold has been completed. Mr. Wood gave an explanation on the coating method. John Needham built a rain cap for his car and resolved the brake problem with new pads. Frank reported members have had good results with parts from British Parts North West. Ron Pruitt will be at the Greasy Hands Garage to seal his windshield and resolve a brake problem.

Old business included Al Garbart's covering the adjustments made to the club's general liability insurance under an umbrella with more coverage for a small increase in cost.

No new business was brought before the club.

In attendance were two prospective members, Trish and Jim Lindsay. We are happy to welcome them, as they are now new members and own a TR4A.

A motion to adjourn was made by John Phillips and seconded by Tom Chronister. Adjournment was approved by vote.



My first car show: VTR SOUTH CENTRAL REGIONAL 2015

Kerrville TX, Wednesday April 22 > Saturday
April 25

By Tom Needham, GCT, 1970 TR6

Here is a condensed version of my
experience:

- With great support from the GHG North, I began preparing my car for this event well ahead of April by performing some safety and maintenance issues. We did an oil & lube, set valve lash, torqued the head, replaced valve cover gasket, replaced oil pan drain plug, installed new NGK spark plugs, adjusted the OD, replaced brake pads (twice), installed insulation under carpeting, installed some missing carpet pieces, installed a 55 amp alternator and 100/80 watt headlights – carbs had been rebuilt several months ago.
- The week before leaving for Kerrville I invested in a professional polish/wax /seal job on the body and installed a cup holder!
- Borrowed Paul Reynolds' trailer & after a little maintenance on it, my wife & I took off Wednesday morning about 0500hrs down I-44 pulling with my '04 F-150.
- I coordinated with Mike Piggot and met up with the COVTR caravan at a rest stop on I-44 at Wichita Falls, TX. We then took US 281 & TX 16 arriving safely at The Inn of The Hills in Kerrville just before dark.
- We were greeted by host Hill Country Triumph Club members who took me to the trailer parking area on the hotel grounds and made sure I was settled there.
- The reception room had bottled water, cold canned pop, individual bags of snack chips, a keg of beer and some boxes of wine -- apparently we were too late for the fruit and chicken nuggets that had been served.
- We received our registration badges & packet which included a very nice slick color 20 page brochure describing the events and related info, a large stick-on number for the car windshield, a dash plaque, maps and some ball point pen/led lights furnished by British Parts Northwest. Also in the reception area were sign-up sheets for events that were not listed on the original schedule, which included a couple of museum visits, a tour of the Mooney Aviation Co. plant and a couple of dinner runs.
- Thursday morning my daughter (who came from San Antonio) and I participated in the TSD Rally. One block after the start the engine was sputtering, coughing, missing and producing black smoke and smelling of gas! I decided to continue in hopes that it would recover from perhaps some bad fuel or whatever.
- There was no miracle recovery -- the missing got worse and would not stay running below 2500 rpm! Then we got lost - we figured we were in trouble when we lost cell service and therefore the use of Google Map directions! We limped back in after driving in circles for over an hour and didn't even bother to turn in our time sheet.
- The rally was about a 115 mile round trip of absolutely classic and beautiful "sports car" (or motorcycle) roads through some of the famous Hill Country back roads.
- Thursday afternoon when we got back to the hotel I went to the auto parts store and bought a fuel filter and installed it. I talked to Mike P. and he conferred with other COVTR members and we decided to work on it in the morning before my next event- the Funkhana Friday morning.
- Friday morning when I got to the car there was a huge stain in the gravel parking lot coming from under the car! [Gas had leaked out all night because I hadn't tightened up the fuel filter properly.]
- I installed a new piece of fuel line and re-clamped the filter and started it up --after a

couple of seconds, motor oil was spewing straight up from the engine bay—completely soaking the whole engine compartment spraying oil all over the convertible top and my shiny polish job! [During the installation of the fuel filter the night before, I had broken the tube connecting the oil pressure gauge to the engine block!] I went to Lowe's and bought a brass pipe plug to shut off the leak.

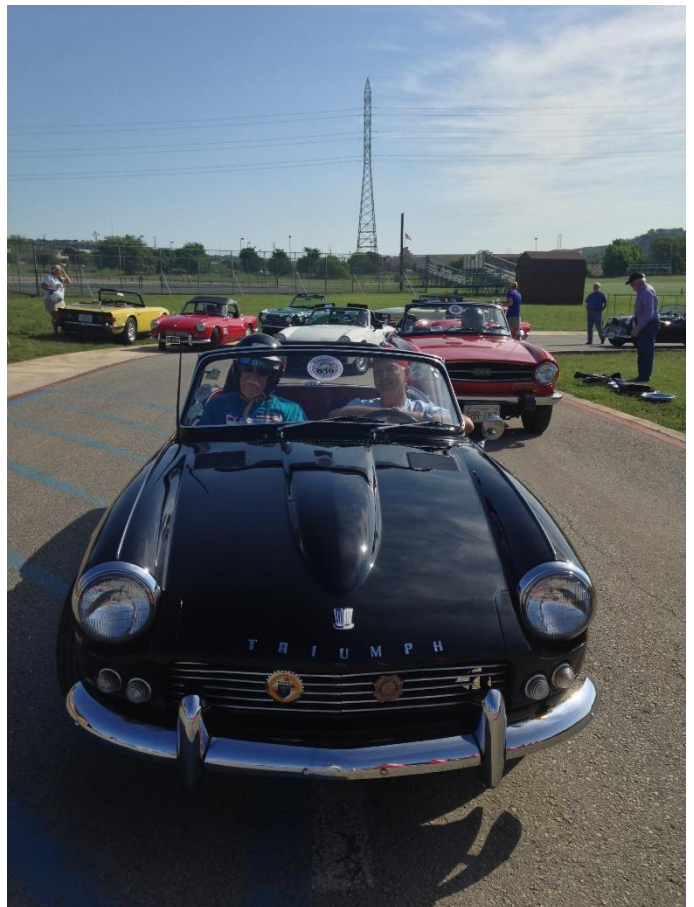
- Help arrived later in the form of Mike P. and another COVTR member—just as we were about to work on the front carb, two Hill Country members came to help.
- Arthur Petri tapped on the carb bowl and it began running fine! But a road test resulted in the return of the terrible missing.
- Then it was determined that the problem must be ignition & thus began the path down that road: replaced the Pertronix with borrowed points and condenser –no help – put Pertronix back; bought 6 new spark plugs–no help; bought a new coil –no help!!
- By this time it was clear we were not going to fix it in the parking lot -- so I called it: “DRT”! (Dead Right There) and made preparations to load it back on the trailer.
- Now it won't even start! It's out of gas! Mike P. got some guys together & we pushed it on the trailer....

- Friday afternoon – went to the car show (which I had also signed-up for) and saw some really fine specimens there – I talked to a '70 TR6 owner that was showing his car that he bought new in England – it was in the Concours division. A judge told me that there were 85 cars there.
- **Saturday morning** we checked out of the hotel a day early. Then drove over to the autocross (which I had also signed-up for). Mike P. let me ride as passenger on his practice run in his Spitfire — great fun! He later had a 29 second run which was very good but I don't know where he placed. There were about 50 cars lined up for the course, each getting 1 practice run and 3 timed runs.
- Saturday afternoon -- my wife, my daughter & I decided to do the “Gimmick Rally”— (which I had also signed up for) -- in her Honda Pilot. It was about a 50 mile roundtrip while answering a sheet of questions about signage, roadside items and scenery along the way. A clever event that had been well planned. The tie breaker questions were trivia questions answered back at the reception room in front of an official without using a cell phone or tablet!
- **Thus ended my very first car show entry**.....Thanks so much to Mike Piggott for his support and to the others that tried to help!



We left Kerrville Saturday afternoon following my daughter to her home in San Antonio. About half way there on I-35, a trailer tire threw its tread. We limped to a Discount Tire store where they were just closing the doors. The gator had wrapped around the trailer axle and had to be extricated. They replaced the bad tire then discovered the other 3 were about to separate at the tread also – so I bought 4 new tires....

We had some fun our one day in SA – then drove home Monday -- the last 7 hours in heavy rain!





Engine Noise

Snippets from e-mail, etc. worth sharing.

John:

Have you heard from Tom regarding his car and its malfunctions at the regional? We had a lot of expert help from Hill Country club but I think they were erroneously chasing an ignition problem when in fact the forward carburetor was messed up. We had to include them because we didn't have the necessary diagnostic tools within our group. Cylinders 1, 2, and 3 were extremely rich and fouling the plugs. This was the root symptom and from there things went downhill. Loose fuel filter leaking, broken oil line to gauge, etc. They replaced coil, replaced electronic ignition with points and put in new plugs which immediately fouled. Needless to say Tom is extremely discouraged but I think he will get over it. Please let me know what you find when you get to look at it. My guess it is something to do with float level in the forward carb. Something stuck or came loose.

Mike

Engine Noise

Snippets from e-mail, etc. worth sharing.

Engine Noise

Snippets from e-mail, etc. worth sharing.

Hi John,

Well the car show in OKC was cancelled due to weather. It is scheduled for May 23rd. Not sure if I can get away but if I do I will let U know.

Well my down/mid pipe for the 1977 and earlier Spitfire models came and as my luck had it it's flange is smaller than the flange on the manifold (turns out the catalytic converter has slightly larger flanges)!!! But as luck should have it in the bucket of spare parts there is a 77 manifold! So for fun we attempted to take off the manifold to see how difficult it would be to do so. Turns out there is a super really secret nut somewhere underneath. In other words we could not remove it! (The 3000 picture video U sent was a day late.. I watched it and discovered the bolt.) Now it was time for plan C or D...

Luckily my buddy was with me and as we shined a light through the catalytic converter and he pointed out it was obvious it had been hollowed out. We deduced it is just a pipe and so put on the old catalytic converter and old mid pipe. I added new hangers and then u bolted on the muffler. Prior to all this I went to a local muffler shop and had him weld on the Monza tips. Yes a bit flashy but I think it looks cool.

Now if you have held on and have made it this far without stopping this is where the lesson of the day comes in! In my excitement and rush to fire her up and drive I left off the heat shield. Mainly because my buddy said U don't need that. Of course it did not help that I broke off the head of the bolt and do not have an easy out. So the car runs fine for 5 miles until it goes lean and cuts in and out (doesn't die but sputters some). I park and realize my heat gauge is at 3/4 (normally 1/2-5/8). It cools off and drive again, same result, once heated up it cuts in/out. If UR theory is like mine which is that it is too hot and evaporates gas. So I get on line and BINGO there it is on a forums and we all know everything on the internet is true? Right? LOL!

So I decide I will never get out the broken bolt so I take a self-tapping metal screw and make a new hole next to it and the shield is in place. The car ran perfectly! The temperature gauge is back to 1/2.

Have a great evening!

Joe Landers

Reference Classic Motor Sports E-mail

Well Ted, it appears your car is priced about right.

CAR	ORIGINAL PRICE	ADJUSTED FOR INFLATION	CURRENT VALUE	
MGC	\$3,637	\$22,256	\$18,746	▼
MORGAN PLUS 8	\$2,800	\$17,134	\$34,592	▲
1.9 OPEL GT	\$3,494	\$21,381	\$8,560	▼
PORSCHE 911 E	\$7,240	\$44,304	\$79,584	▲
ROLLS-ROYCE SILVER SHADOW	\$19,600	\$119,940	\$10,902	▼
ROVER 2000TC	\$4,500	\$27,537	\$7,912	▼
MERCEDES 280 SL	\$7,833	\$47,933	\$59,175	▲
PORSCHE 911 T	\$6,418	\$39,274	\$52,150	▲
SUBARU 360	\$1,346	\$8,236	\$6,296	▼
SUNBEAM ALPINE GT	\$2,570	\$15,726	\$10,652	▼
TRIUMPH GT6+	\$3,380	\$20,683	\$6,753	▼
TRIUMPH TR6	\$3,565	\$21,815	\$14,668	▼
VOLVO 164	\$4,340	\$26,558	\$3,886	▼

My Trip to the South Central Regionals

by Larry Young

"The sun has riz and the sun has set and we ain't out of Texas yet".

It's a big state, but I decided to drive my TR250 down to the regionals anyway. It turned out to be a little over 600 miles to Kerrville due to some side trips. My brother-in-law, Rob, lives about 20 miles away in Comfort so I stayed with him. After several trips down that way, I recently discovered the best way to get there. I-35 is now worse than rush hour on the Broken Arrow. Even the next road west, highway 281, is two lanes and pretty well clogged due to all the Houstonians that have bought property in the Hill Country. I went down through Lawton, Wichita Falls, Brownwood, Mason, etc. These are two lane roads, but well paved, lightly traveled with few towns. I grew up in the DFW area and went to school in Lubbock. My TR250 drove through this part of Texas many times. When I hit Olney, it pulled to the right like it wanted to head on out to Seymour, Benjamin, etc. and on to Lubbock. This is the Texas I remember, unlike the mass clutter along the I-35 and I-45 corridors. The area had recently gotten some rain, so the wild flowers were out in full force.

My son, Tom, had screwed up and planned a visit to Tulsa for the time I would be at the meet, so I invited him to drive down with me. On the way down, we took a slight detour over to Archer City so he could see where the film "The Last Picture Show" was shot. Not much there. Tom was able to stay for the first day – the so called TSD rally (never did figure out what was TSD about it). Rob attended the meet with me the other two days – for the car show and gimmick rally. We elected to do the gimmick rally rather than the autocross, because Rob is a master of trivia and he lives in the area. I had a ringer for this event. We ended up with a 2nd place despite having skipped one question and a couple of others with dubious answers. For the car show my TR250 got best in its class for the third year in a row, but there were only 3 TR250's.

I was on my own for the trip back to Tulsa, so I decided to break it up with some side trips. I drove mostly up highway 16 through such great Texas towns of Llano, San Saba, Comanche, etc. I took on side trip to see the Enchanted Rock north of Fredericksburg (the 2nd largest granite monolith in the US). Then at San Saba, I took off to look at the "Regency Bridge", an old suspension bridge which has been restored, but is currently in the middle of nowhere on the Colorado River (the one in Texas, not the one in Colorado). I spent quite a bit of time on some Farm to Market Roads. Unlike Oklahoma, even the minor roads in Texas are well paved. On trips to Lubbock, I used to get off on these roads so I could let her rip without fear of a radar trap. At Comanche, I was back on 16 and drove along the east side of Lake Possum Kingdom (what a name!). By the time I hit Oklahoma, I was done in, so stopped in Norman for the night.

This has been more about the road trip than the meet itself. Art has mentioned that he gets a kick out of driving to these meets, and I have to agree. By the time I pulled into the garage, I had put 1600 miles on the TR250. I am so glad I've got the car back looking good and driving well. It is such a fun road car.

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2015 Conventions and Shows

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

Bluebonnet Run - Gimmick Rally

PLACE	DRIVER	NAVIGATOR	YEAR	COLOR	MODEL
1	T.D. Hathcock	Samantha Wood	1971	Red	TR6
2	Larry Young	Rob Trippet	1968	Green	TR250
3	Dave Fox	Kay Fox	1976	Mimosa	TR6

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.britshironnwa.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/>

Local Winners at this year's regional convention are shown below.

2015 VTR Regional— Concours

CLASS AND PLACE	NAME(S)	YEAR	COLOR	MODEL
Best in Show				
1	Sean Cook	1981	White	TR8
Spitfire MK I/III & GT6				
1	Sam and Jeff Jeffries	1963	Red	Spitfire
2	Sam and Jeff Jeffries	1964	Red	Spitfire
3	Steve Ball	1965	Signal Red	Spitfire
Spitfire MK IV & 1500				
1	Bob Skewis	1980	White	Spitfire 1500
TR2 & TR3				
1	Bill Hovestadt	1957	White	TR3
TR3A & TR3B				
1	Michael and Vicki Sabelhaus	1962	Black	TR3B
2	Mike and Marie Hado	1962	Green	TR3B
3	Bob Presley and Julie Zelent	1961	Black	TR3A
TR4 & TR4A				
1	Andrew Reed	1967	White	TR4-A
2	C.W. Koellman	1964	Valencia Blue	TR4
3	Lonny and Kay Wall	1965	Green	TR4-A
TR5 & TR250				
➡ 1	Larry Young and Rob Trippet	1968	Green	TR250
2	Bob Skewis	1968	Jasmine Yellow	TR250
TR6 Early				
1	Jim Herter	1970	Signal Red	TR6
2	Dan and Francis Julien	1970	Jasmine	TR6
3	Richard Dicks	1972	Damson	TR6
TR6 Late				
➡ 1	David Bryant	1974	Pimento Red	TR6
2	Art Graves	1976	Delft Blue	TR6
3	Nancy Money and John Hanten	1976	Java Green	TR6
TR7 & TR8				
1	Sean Cook	1981	White	TR8
2	Dave Hogan	1980	Black	TR7
3	Gabe and Janetta Rodriguez	1980	Poseidon Green	TR8
Special Triumph				
1	Duncan Wood	1973	Brown	Stag
2	Michael and Anet Hathaway	1964	Litchfield Green	Sports 6
3	Shane Richolson	1972	Green	Stag
Modified Touring & Prepared				
1	Timothy Skinner	1973	Red	TR6
2	David Kuykendall	1974	Saphire Blue	TR6
3	Jay Cook	1980	Aqua Blue	TR8
Senior				
1	Max and Linda Speegle	1957	Red	TR3
Preservation				
1	Louise Carter and Dustin Nicholson	1974	White	TR6

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?

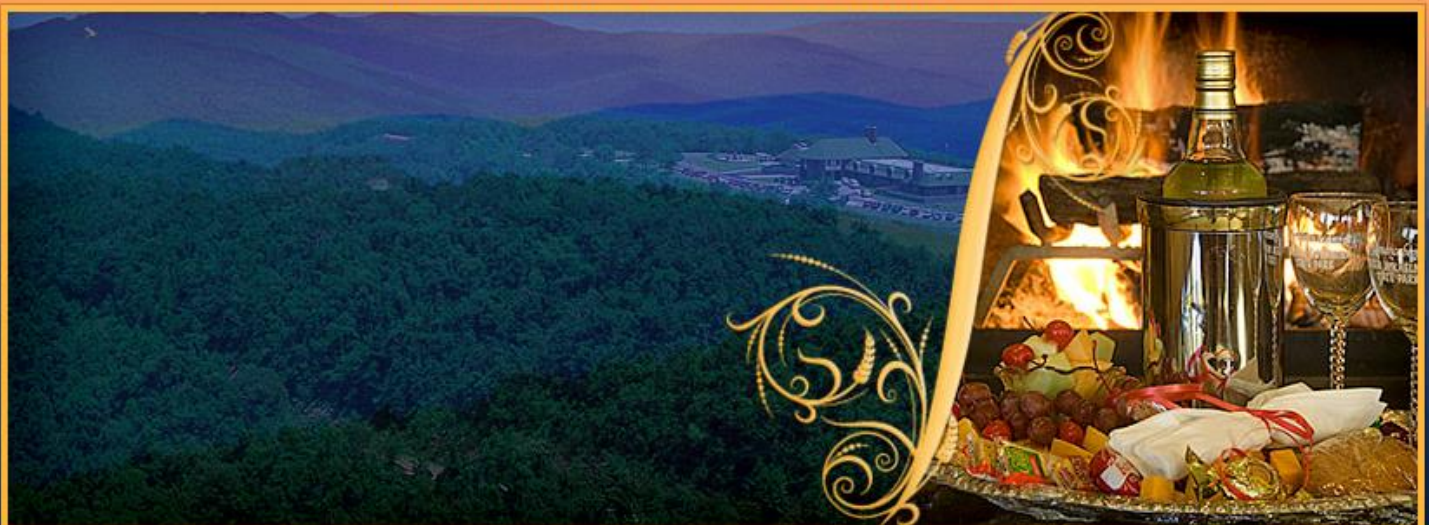
Overnight Out & Back

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"



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. 1899-255-0088" 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.

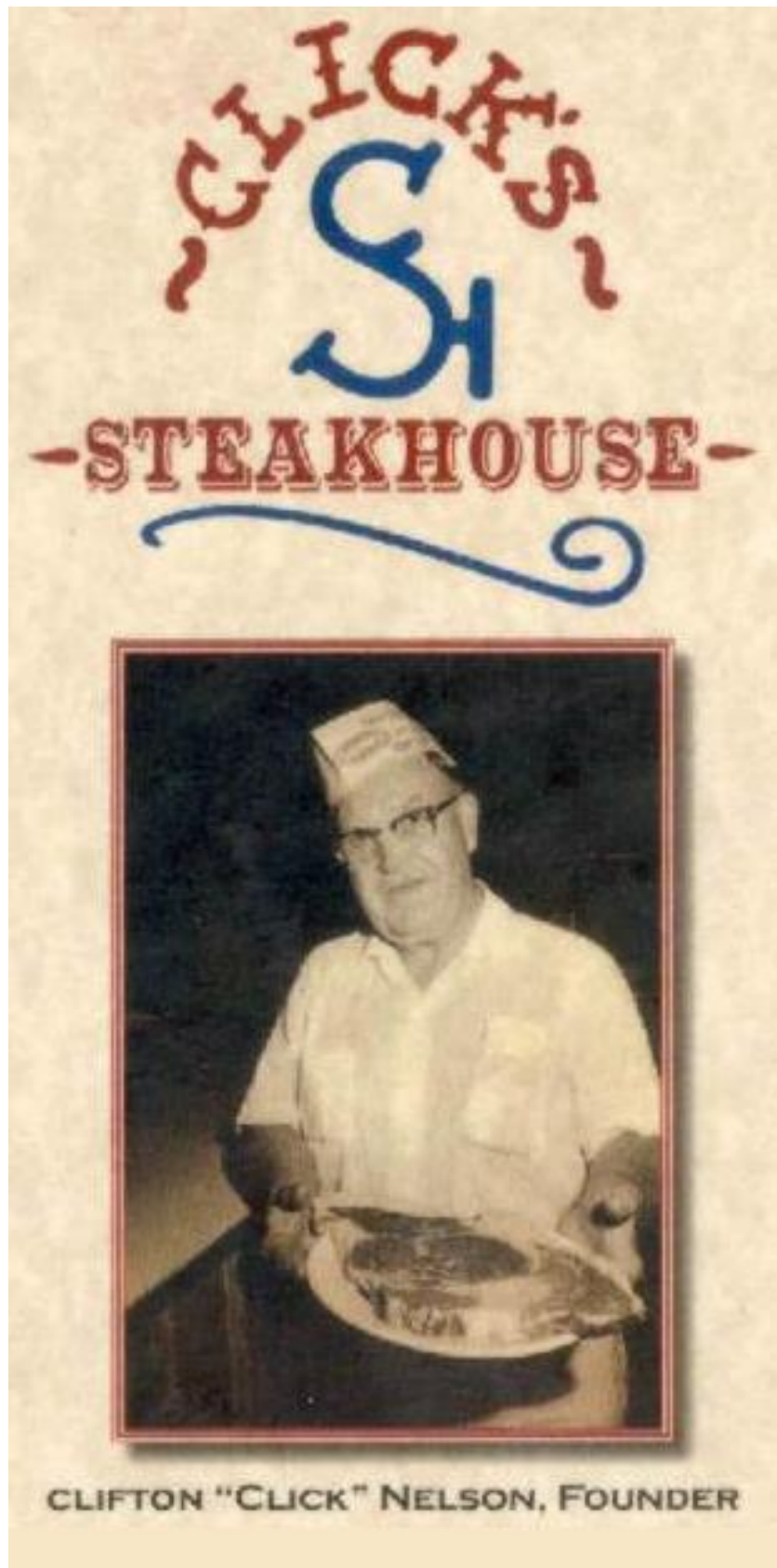
In 1982, Click sold the restaurant to the Bob Sanders family. They operated the restaurant until 1995, when the next owner, Roger Smith, purchased it. Though the building has undergone changes and the menu has expanded, the quality of the steaks and the unique aging and preparation technique has not.

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



Hi John,

Thanks for doing the newsletter. It looks super. I wondered if you all have any grill badges left? If so I would like to purchase one. Let me know how if you are the contact and how you would like me to pay you.

Also I am late in writing you for the newsletter and I apologize. But I wanted to update you on my 1979 Spitfire radiator. As luck should have it the guy I bought the car from did have an exact match/spare radiator in the box of parts that came with the car! After taking it to 2 shops that could not pressure test it I found Broken Arrow Radiator who tested it and declared it non-leaky! So on March 29th I raised the bonnet and devised a plan. Having never replaced a radiator I was not sure how hard it would be to swap out. But after realizing it "sits" on rubber mounts; I could just remove the passenger side bracket and slide it out. The only hard part was to loosen the fan bolts from the right bracket without damaging any plastic. This cooling set up was modified previously with an electric fan mounted flush against the radiator. I read this was a common "fix" to help overheating.

I had no problem loosening the clamps but getting the hoses off, and more so the bottom hose BACK on, was a bit of an effort. I saved the fluid in a pan to be reused as it was clean. I inspected the hoses for wear or cracks or inflexibility and declared them good. I also reused the clamps which also seemed in good shape. The only mistake I did make was in my hurry to refill the antifreeze (which was "new" because I pretty much added all each week as it leaked out LOL) I failed to run it through a strainer to clean out any particulate material. I only picked out the big stuff at the beginning with a fish net from the catch pans. So I plan to change in the fall unless my speed problem turns out to be compression issue which I suspect will call for the engine to be torn into. I have my fingers crossed it does not come to that!!

Following up on the muffler, I ordered a new one from Victoria British which arrived last week. Perfect match. I have been advised to spray it with drive train paint to seal it and still need to do so. I thought about reattaching it but then I thought I have come this far why not proceed to the manifold! So after researching the parts it was decided to eliminate the catalytic converter as the price would

be \$400.00 which someone suggested may be part of the speed problem if it was clogged. So instead I have ordered and I am anxiously awaiting the arrival of the down/mid pipe (looks to be one continuous piece) that is supposed to fit my car (as it is for 1978 and earlier models) from Spitbits (thank U for the link!). To my surprise the old bolts all really loosened quite easily, and hopefully will go back on well! As a side note the old muffler has Monza tips which my VW bug restoration friend attempted to salvage but we only got as far cutting the pipe and then thinking how cheap am I really? Well as it turns out I am exactly \$48.19 (includes free shipping) from JC Whitney "cheap". And I so ordered the part. It too is on its way (turns out free 2 day shipping is actually 7 or so, U get what U pay for, LOL). Normally I would not splurge but the tail pipe tips "sold" me.

Anyway I will let U know how it turns out. So far I have been able to skinny under the car on cinder blocks but wished I had a lift like U! The trailer I used to come to ur garage was stolen and as my poor luck had it I did caught him on camera but the setting sun and window sign made it impossible to get his license. Our family ranch hand found a good deal in Arkansas and so I have access to it but it is 75 miles away. I bought better locks and am also putting in a better fence if they let me borrow it again! LOL Maybe I could make an appointment for suspension work some time? That is next on my list (which gets longer-I.E. I have narrowed down the fuse blowing short to turning on the high beams), and figure the car really needs to be elevated for that. I am researching where to get the kits like U suggested.

Sorry if I have rambled and again thanks for your help and really enjoyed the newsletter. I am sorry I will not make it Tuesday as we have previously purchased tickets to Phantom of the Opera to go with my in-laws last Christmas. Have a great time!

Dr. Joe

Thanks for the input Joe and yes we have grill badges. I have one with your name on it. Tom has borrowed our trailer for the convention but we can use it if needed when he gets back. I never heard of drive train paint so let me know how it works out.



Greasy Hands Garage North Update

by John Phillips

4/15/2015 – Today is tax day and the day that Tom wanted to check out a perceived miss in his engine.

He had just installed a new upgrade alternator so that is where my mind went but Tom was confident that was not the cause.

We checked the plug wires and plugs but found no problems. We did compression check and found cylinder #3 about 20 PSI low but the car was still running well so we decided to stick our heads back in the sand.

Finding nothing wrong that we could fix today and nothing of any safety impact we turned our attention to making a rain cap to keep the car water tight in the event of rain during his trip to Kerrville, TX.



The problem encountered here is that the tarp procured to use as material to make the cover was not of sufficient width to reach the bottom of the side glass and cover the area through which rain might enter.

So in the end we did a lot but changed nothing, but we know more than we did so the day was not a total loss. I know a little more about upgrading an alternator which I will probably never do for myself, but I could.

4/22/2015 – On Monday in preparation for his trip to Kerrville for a combination visit to his daughter's house and to attend the 2015 VTR South Central Regional Convention, Tom came out to make a rain cap (see how on web site <http://www.greencountrytriumphs.org/?p=1207>).

The one I made for the trip to San Marcos several years ago came in very handy as by using it there was no water in my car after a bad rain storm that left most attendees trying to dry out for the show.

Tom's is a little different from mine but should serve him well in keeping dry. He found

some really good exterior type duct tape at Walmart that looks like it will do a great job of holding everything together.

Ron Pruitt is making plans to visit the shop to check out the brakes and replace the seal around his windscreen. This is not a quick or easy job so scheduling is anticipated for next week after the class reunion.

We have new members, Trish and Jim Lindsey from Collinsville. Jim has a TR4A that has been in storage for about 20 years and thinks that it is time for it to see the light of day.

Apparently the car was disassembled for restoration, the body painted and before reassembly a fire destroyed most of the items that were to be reinstalled. After Frank's car is completed and living back at home the 4 will be moved to the shop for a lengthy assembly process. It is assumed the list of spare parts in the attic will be put to good use.

5/1/2015 – Frank came out yesterday to clean up the engine bay on Snow White his TR6. He brought a pressure washer for the frame and steering rack and we set the car on plastic sheet on the side of the shop approach.

He sprayed the oily, greasy areas with Gunk and let it sit for a while then hooked up the pressure washer and sprayed it off. The worst of the nastiness was gone but there was still an oily sheen on some things and the inner fenders still needed to be cleaned.

I pulled out the Simple Green and Frank sprayed it on and used a paint brush to work it into the dirty, stained areas of the inner fenders. When the areas were sprayed with the washer they looked much better.

We left the car outside for a while to dry after moving it off the plastic. When dry the plastic was put in the truck and the washer was put in the shop for me to borrow for some chores around the house.

We also loaded the bonnet into Frank's truck for a ride to a shop where the paint will be touched up after a small dent is worked out.

Still no progress to report on the engine rebuild. Two months has passed and it is anybody's guess as to when it will be finished.

An Unusual Triumph

This car is part of a calendar sent to the Roadster Factory from Australia. At first glance I assumed it was a Stag but not so.



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



Triumphs
in the
Heartland



VTR 2015 - Fontana, WI

August 11-15, 2015
Celebrating Fifty Years of the
Spitfire Mark II and the TR4A

Hosted by the
Illinois Sports Owners Association



2015vtr.com

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

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/>



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!!!



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

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

carol meyer jamescarolmeyer@att.net Carolyn Meyer 918-231-0817



GREEN COUNTRY TRIUMPH CLUB MEMBERSHIP APPLICATION & RENEWAL

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

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

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

CAR MODEL	YEAR	COMMISSION#

SEND YOUR DUES TO THE CLUB TREASURER: \$20

Make Checks Payable To **GREEN COUNTRY TRIUMPHS**
 Check # _____ Check Date _____

GCT C/O JAN PHILLIPS
 5865 E. 480 RD|
 CLAREMORE, OK 74017
 (918) 283-7017
 maudp@atlasok.com

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



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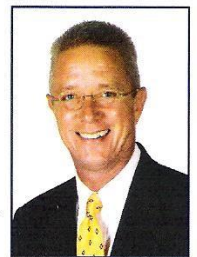
Assorted
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 TR4 parts
 Contact:
 Larry*
 cartravel@
 pobox.com



Tony Mullenger

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 Claremore, OK 74017
 tony.mullenger@aaaok.org



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