



Triumphant Times

Green Country Triumphs

Monthly Newsletter for April 2020

Recipient VTR Newsletter Award 2016 - 2018

<http://greencountrytriumphs.org>

Club Dues Are Due July 1st or before of each year to the club Treasurer.

Dues for next year now being accepted.
SEE APPLICATION ON LAST PAGE FOR ADDRESS

2020
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Next Club Meeting
Tuesday. April 21st
CANCELLED DUE
TO VIRUS

Dinner at 6:00PM
Meeting at 7:00 PM
Location:

Officers and Committees

Denny Robinson – President
 Bob Avakian– Vice President
 Al Garbart - Member at Large
 Jan Phillips – Treasurer
 Adele Blom – Secretary
 Kay Robinson - Activities
 Art Graves – Car Shows
 Jon Wood – Web Master
 John Phillips – Newsletter,
 Parts, Repairs, Appraisals,
 Membership
topaztr6@gmail.com

Have you paid your dues?

Editor Comment: This edition is difficult to take pride in because of the limited content consistent with the limited amount of related activity. We can hope that next month will be better. Stay well please.

From President
Denny Robinson



From Vice President
Bob Avakian



Secretary's Minutes of the Last Meeting by Kay Robinson for Adele Blom

March Meeting
 The March meeting was held after the St. Patrick's Day Party on March 14 at Jan and John Phillips'.



President Dennis Robinson called the meeting to order at 7:05pm with 16 members present. Minutes for the February meeting were approved as published in the monthly newsletter. Treasurer, Jan Phillips reported no change in the bank balance from February, a couple of dues payments are pending. Sam Clark made a motion to approve the treasury report with Al Garbart seconding the motion; it was approved by a vote.

Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends

Art Graves gave the car show committee report. Regionals will be held in Edmond, OK with Tulsa club in charge of the Funkana and Car Wash. Al will bring towels for use at the car wash. The theme for the Funkana is Route 66, repairs to be made on a trip along Route 66; it is a timed event. The day of the event, 5 volunteers will be needed. Dennis has checked out the location for the car wash. The nationals will be in Galena, IL in September.

John Phillips gave the car parts report. He has been trouble-shooting the TR8 and the fans are working fine. Frank's old car (now owned by Tom Harris) has oil pouring out of the back seal. Jim's car is in line to be next in the Greasy Hand's Shop. Al's car is still in the shop getting the engine re-built. Dale Smith's car is running. British Parts NW is selling a stainless steel tube to replace the metal tube in the right side water hose assembly. A bung hole has been added for a temperature switch for coolant. Being stainless steel prevents any rust forming. Dennis will have spare Spitfire parts for sale at regionals. An Arkansas parts swap meet will be in April.

Kay Robinson gave the activities committee report. After making a trial drive to McAlester, it has been decided to pick another destination for the April car drive. The route to McAlester lacks much scenery and the restaurants not acceptable, at one, the quality of food has gone down and the other restaurant was too expensive for the products. When a new destination is chosen, John will alert members by e-mail.

A huge thank you to Jan and John for once again opening their home to the club by hosting the St. Patrick's Day Party. The food was delicious and the decorations fantastic. Thank you both!

There was no new or old business. John Phillips made a motion to adjourn; Art Graves seconded the motion which was carried.

*Minutes were recorded by Kay Robinson in the absence of Secretary Adele Blom.

**Welcome New Member
MARK FORSBERG**

Here is a new product from British Parts Northwest that I had to have. If your TR6 has an electric cooling fan it probably has a sensor inserted through the radiator fins to detect the temperature and turn the fan on or off when the temperature sensor dictates a change. This pipe allows for a cleaner installation and eliminates the sensor through the fins. I also purchased the switch that inserts into the pipe since the current switch in the fins has no threads.

Triumph TR6 Stainless Radiator Pipe with Elec Fan Boss



Unit price	Qty	Amount
\$42.31 USD	1	\$42.31 USD
Subtotal		\$42.31 USD
Shipping and handling		\$20.85 USD
Total		\$63.16 USD
Payment		\$63.16 USD

Installation is messy but not difficult. The coolant must be drained to replace the old pipe with the new pipe/switch. Electrical connections should not require any change to configuration assuming connecting wires are long enough. A new project for the Pumkin.

E-MAIL

Hello Jan:

My apologies for getting this renewal package to you so late. Our agent, J.C. Taylor, is looking for a replacement for the Hartford (Twin City) policy because of its refusal to cover any "competitive" (i.e. timed) events as it did in the past. Both policies have been renewed, however, with little other changes, and we will keep you informed on our agent's progress.

In the meantime, the VTR Board of Directors wishes you to know that it considers coverage of timed events a vital part of our chapter insurance program and will not be satisfied until coverage of competitive events is assured.

Stay well and Happy Motoring (where and when permitted),

Jack Nixon, VTR Chapter Insurance Coordinator

Editor's Note: Furnished support documents are available but due to the number of pages were not listed here. If you want to see them let me know and I will email them to you.

Art Graves

to me

Not much going on in the car show world. But there's not much going on anywhere, for that matter. In the big scheme of things, cancelled car shows are barely a blip on the screen of life. However, like so many activities, they are a healthy diversion. Driving your Triumph, enjoying the countryside, getting together with people of similar (and sometimes dissimilar) interests is a great way to break up the monotony. Not that I am bored. There are plenty of 'busy work' jobs for me to do; jobs that probably only I care if they get done. But they keep me amused. Hopefully 'stay at home' won't linger on past the end of April. Too much in this country and the world depend on it!

That said, the world should be getting back to normal by June. The month of May will probably be iffy. Fortunately, except for the South Central VTR Regional Convention, most other car shows were scheduled for later in the year. The VTR National Convention and Triumphfest have both posted that their events are still a 'go'. Closer to home, maybe cabin fever will get more people out to the Euro-Expo Car Show in Sand Springs the end of June.

With any luck we will get some driving time this year!

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**John
Phillips** <topaztr6@gmail.com>

to Mark Forsberg

Mark,

Well, this is a first. It seems I dropped your application check on the way to my office and one of our pups basically ate it. I hope you can see the humor in this but it would be helpful if you could make out another check and send it as you did the first. Should be addressed to:

GCT

C/O Jan Phillips

5865 E 480 Rd,

Claremore, OK 74019.

I apologize for the double submittal but this is just another senior moment on my part. I will buy you a beer at our next meeting to make up the cost. A new member packet will be coming soon but I have no idea how long it will be before we can have an actual meeting again due to the quarantine. We are very glad to have you as a member and look forward to meeting you.

John Phillips EVERY MORNING IS THE DAWN OF A NEW ERROR



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2020 Scheduled Club Activities

WHEN	WHAT	WHO
Feb 15 th	St. Valentine's Day Date with your sweetheart Drive to Red Robin on Riverside	Kay
Mar 15	St. Patrick's Day Celebration	Jan
April	Brunch at IHOP	Kay
April/May	McAlester for Italian	Denny
Apr 30-May 2	VTR Regional Convention OKC	Art
June 15	Road Trip/Ralley	Art
July	Picnic or Breakfast	?
July	SHARON'S EVENING CRUISE	
September	Annual Lake Tour	Rob/Tom
September	road trip around Fort Gibson Lake	Al
September		
October	Halloween Party (Costumes)	Donna
November Friday 1 or 8	Guy Fawkes	Jan
December	Christmas Party	TBD



Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends

Upcoming 2020 Car Shows

by Art Graves

New Orleans All British Car Day

Location: Delgado Community College, New Orleans, Louisiana

Date:

Web:

EVENT CANCELLED
<http://www.vtr2020.org/CurrentShow/Carshow>
w.php

VTR South Central Regional Convention

Location: Edmond, Oklahoma

Date:

Web:

EVENT CANCELLED
<https://www.vtr2020.org/regional2020>

Dallas All British & European Car Day

Location: Wylie, Texas

Date:

Web:

EVENT CANCELLED
<http://www.dallasbritishcarshow.com/>

Greater Ozarks All British Car Day

Location: Carthage, Missouri

Date: June 6 – June 7, 2020

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

TRA National Meet

Location: Lexington, Kentucky

Date: June 15 - 19, 2020

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

Euro-Expo Car Show

Location: Sand Springs, Oklahoma

Date: June 27, 2020

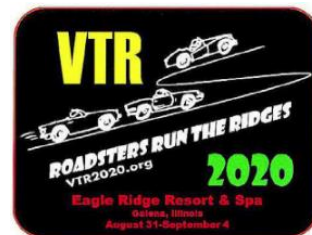
Web: <http://www.jaguarcluboftulsa.com/>

VTR National Convention

Location: Galena, Illinois

Date: August 31 – September 4, 2020

Web: <https://vtr2020.regfox.com/vintage-triumph-register-convention-2020>



Kansas City All British Car Day

Location: Kansas City, Missouri

Date: September 6, 2020

Web:

<http://www.heartlandallbritish.com/index.html>

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: September 10 – 12, 2020

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

Triumphfest

Location: San Diego, California

Date: September 10 – September 12, 2020

Web: <https://triumphfest2020.com/>

Texas All British Car Day

Location: Round Rock, Texas

Date: September 25 – September 27, 2020

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

6-Pack Trials

Location: Richmond, Virginia

Date: October 1 – October 3, 2020

Web: <http://www.6-pack.org/vb5/>



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JOIN US !

*As we tour the
backroads
of Galena, Illinois*




VTR NATIONAL CONVENTION 2020

HOSTED BY ILLINOIS SPORTS OWNERS ASSOCIATION

AUGUST 31 - SEPTEMBER 4 2020

Visit VTR2020.ORG for details and registration

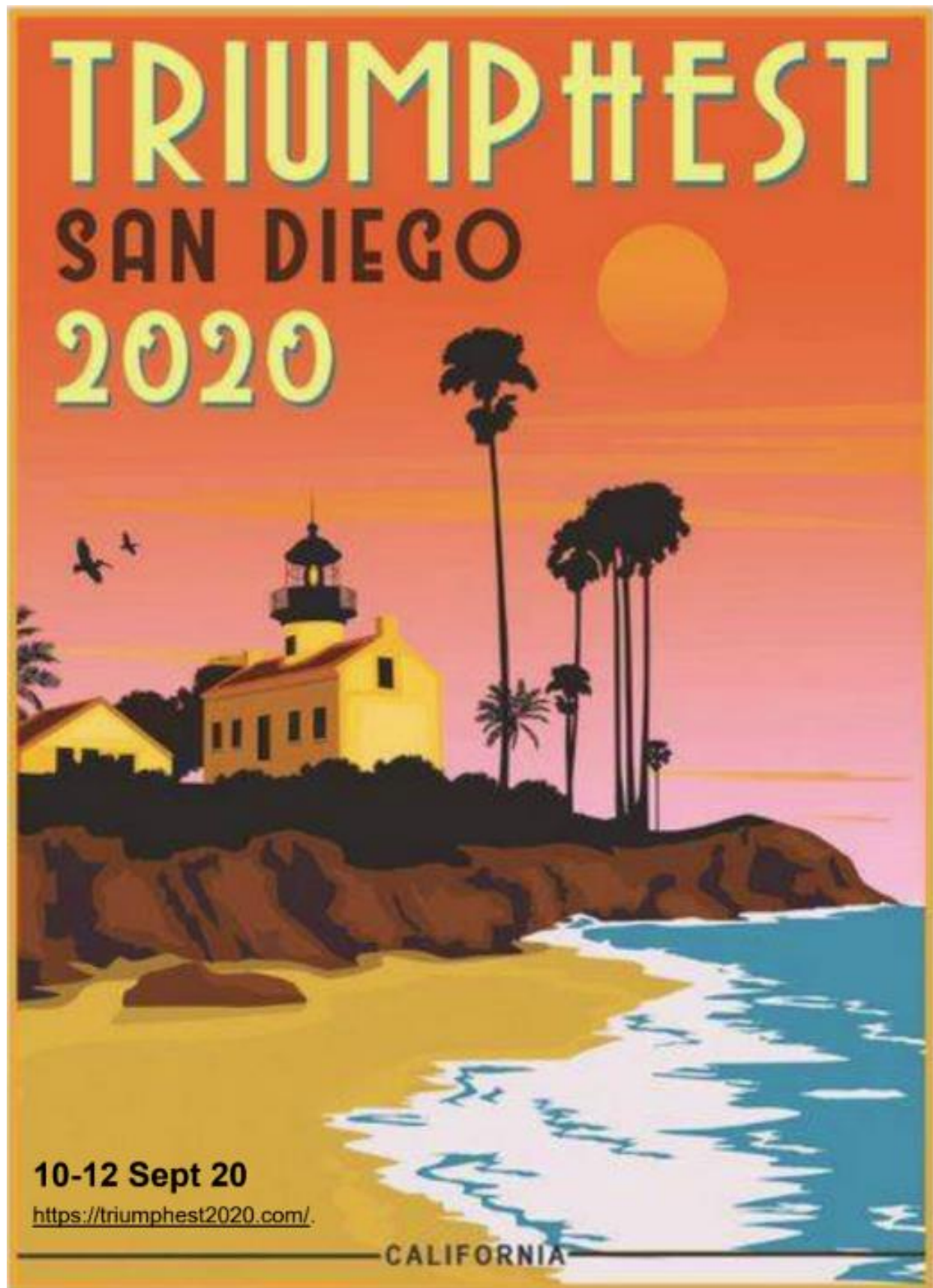
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VTR National Convention 2020 Galena, IL Event Registration Form August 31 - September 4, 2020 <small>Hosted by the Illinois Sports Owners Association</small>									
For easy online registration, go to www.VTR2020.org									
Personal Information (For Badges)									
Name of Driver A (First and Last Name)					Name of Driver B (First and Last Name)				
Address					Address				
City	State	Zip	Email		City	State	Zip	Email	
<input type="checkbox"/> Check if you are willing to be a Concours Judge					<input type="checkbox"/> Check if you require trailer parking				
List additional attendees below for badges (first and last)									
1									
2									
3									
4									
Would you like to be considered for the Charles McCartney Daily Driver Award? <input type="checkbox"/> Yes <input type="checkbox"/> No									
Car Vehicle Number 1					Car Vehicle Number 2				
Make	Model	Color	VIN		Make	Model	Color	VIN	
Car Show For Car #1 (Select only one)					Car Show for Car #2 (Select only one)				
<input type="checkbox"/> Concours Showroom Stock		<input type="checkbox"/> Concours Senior			<input type="checkbox"/> Concours Showroom Stock		<input type="checkbox"/> Concours Senior		
<input type="checkbox"/> Concours Modified Prepared		<input type="checkbox"/> Concours Preservation			<input type="checkbox"/> Concours Modified Prepared		<input type="checkbox"/> Concours Preservation		
<input type="checkbox"/> Concours Modified Touring		<input type="checkbox"/> Participants' Choice			<input type="checkbox"/> Concours Modified Touring		<input type="checkbox"/> Participants' Choice		
Driving Events - Check Events for Car #1					Driving Events - Check Events for Car #2				
<input type="checkbox"/> Autocross		<input type="checkbox"/> TSD Rallye		<input type="checkbox"/> Funkhana		<input type="checkbox"/> Autocross		<input type="checkbox"/> TSD Rallye <input type="checkbox"/> Funkhana	
Other Events - If you plan to attend the events below, please indicate by checking the box and enter the number of attendees									
<input type="checkbox"/> Welcome Party					VTR 2020 Regalia				
<input type="checkbox"/> Ice Cream Run					Sub-total				
<input type="checkbox"/> Poker Run					Men's T-shirt \$18.00 S/M/L/XL Size _____ Size _____				
<input type="checkbox"/> Self-guided Winery Tour (additional fees apply on site)					Men's T-shirt \$20.00 XXL/XXXL Size _____ Size _____				
<input type="checkbox"/> Self-guided Brewery Tour (additional fees apply on site)					Ladies' T-shirt \$18.00 S/M/L/XL/XXL Size _____ Size _____				
					Men's Polo Shirt \$30.00 S/M/L/XL/XXL/XXXL Size _____ Size _____				
Registration Fees					Terms and Conditions <input type="checkbox"/> Caps \$18.00 _____ Total _____				
Must be VTR Member to Register. I am a VTR Member and my membership number is _____									
Item					Quantity		Sub-total		
<input type="checkbox"/> I am not a VTR member and would like to join (\$35.00)									
Registration 1 car/2 related people \$150.00 (After June 30, 2020, \$165.00)									
Additional attendees, no car \$75.00									
Additional Cars, \$25.00									
Thursday Night Awards Banquet \$50.00									
Beef	Chicken	Fish	Veggie	List quantities in choice box					
Breakfast Run \$15.00, includes full buffet, coffee or tea, juice, tax, and tip									
Total									
Send signed form postmarked by August 1, 2020 and check payable to: ISOA Triumph Club, c/o Kim Jensen, 903 Lilac Lane, Joliet, IL 60435									
See VTR2020.org for information, updates, and lots more. We look forward to seeing you at VTR in 2020!									



Vintage Triumph Register

Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends



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Greasy Hands Garage North Update by John Phillips

2/20/2020 – After the stall in the center lane of 169 due to the engine overheating in traffic, I checked the oil, coolant and battery voltage. All were perfect. I started the car and it started normally and ran great. All is

good with the car except I suspect the cooling fans did not engage.

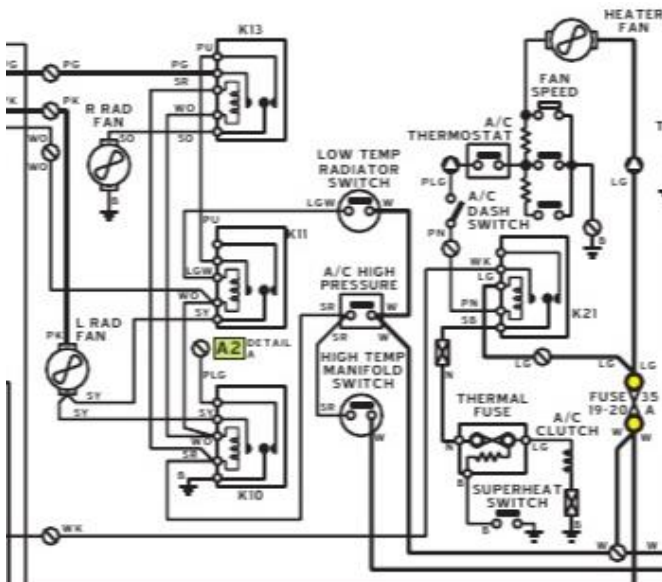
Fortunately, I have a power supply, test lights and voltage tester that I hope will help in identifying the problem area so it can be repaired.

Now I have to start to tinker with Tinkerbell and get the cooling fans to work reliably. They were working so something changed. I think the answers are in the wiring diagram and learning what the relays do and how.

2/26/2020 – I am bored stiff. The internet was lost on Sunday due to no DSL connection and this is Wednesday. It is the end of the month and the tax stuff is beginning to arrive.

I called ATT on Monday and they made me go through a lot of problem solving exercises that did not work. Then they sent me a new modem.

On Tuesday I received and installed the new modem and the result was the same, no DSL connection so I called again and scheduled a repair person to come and fix the problem. It is noon now and arrival is still two



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to four hours away. I am about to jump out of my skin.

I probably should be working on my TR8 but I can't think of anything but access to my tax information. I am not really a patient guy but I want to be and I want it now!!

4 PM came and went but he was here by about 4:30 and he was here about an hour and found that the new cable installed recently by an ATT contractor had not connected the service back to the new cable????

Another service visit was scheduled for Thursday and they are here working on it at 10:30, done, finally. Come on TurboTax.

2/29/2020 – I am finally getting around to checking out the cooling fans on the TR8. The first thing I wanted to check out was the operation of the low temp radiator switch and the circuitry that turns on the fans when the temp gets to 200°.

The switch wiring shown below is pretty simple. The white wire is power from the ignition switch. Ergo, when the car is running at 200° the switch in the radiator should close and turn the fans on.

To check the circuitry between the switch and fans a jumper wire was run from the white power wire (W) to the light green / white wire (LGW) which should feed power to the fans if the wire is in good shape and the relays are working.

When the ignition switch was set in the run position the fans came on just as they are supposed to so the circuit is good.

With the jumper wire removed, the car was started and the infrared temperature tester was used to tell me when the engine temperature reached 200°. When it did the

fans engaged as they are supposed to so at least today everything worked as it should.

The fans have two speeds. The test above tested the slow speed operation. Now I have to test the high speed fan operation. Another day.

Time for a test drive. The route is familiar. East to Claremore and stop at

RADIATOR TEMPERATURE SWITCH

DATA	
Manufacturer	Otter
Type	V51
Triumph part No.	URP 1126
Cut-in temperature – maximum	93°C (199°F)
Cut-out temperature – minimum	82°C (180°F)
Minimum differential	4.0°C (7.2°F)

RADIATOR TEMPERATURE SWITCH

Description

The unit monitors the engine coolant temperature in the top left-hand corner of the radiator. It is the 'first stage' protection against high coolant temperature. In normal vehicle operating conditions it may be subject to some cycling.

The switch is included in the fan circuit. When the coolant reaches the 'cut-in' temperature both fans run at low speed. Increased air-flow across the radiator lowers the coolant temperature. When the 'cut-out' temperature is reached the fans will stop.

ENGINE TEMPERATURE SWITCH

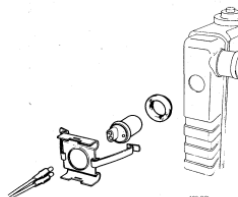
DATA	
Manufacturer	Otter
Type	V52
Triumph part No.	ERC 2864
Cut-in temperature	102 to 108°C
Rating on 12 volt d.c.	216 to 226°F 3 amp

ENGINE TEMPERATURE SWITCH

Description

The unit monitors the engine coolant temperature in the inlet manifold forward of the carburetors. This position provides a quick response time to check any rapid rise in temperature. It is the 'second stage' protection against high coolant temperature. In hot vehicle operating conditions it may be subject to some cycling.

The switch is included in the fan circuit. When the coolant reaches the 'cut-in' temperature both fans run at high speed. Increased airflow across the radiator lowers the coolant temperature. When the 'cut-out' temperature is reached the fans may revert to a low speed run.



Casey's for gas. Then North up old Hwy 88 to Oologah where it intersected with 169 South.

This took me back to Hwy 20 East and back home. The car ran great, the weather was perfect, the drive was terrific. All is well.

3/1/2020 – Tom Harris paid a visit to the shop today to submit his application and pay his dues. Naturally we had to do a little tuning while he was here.

The carbs needed some attention so we removed the air cleaners and adjusted them. The front carb was a little lean and the idle screw was not where it needed to be. The mixture is now good, the balance is good and the idle speed is good.

If you want to tweak your carb adjustments, loosen the shaft connectors first so that the carbs can be adjusted individually. If you do not do this there is no way you can actually improve the

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adjustments. **Period!!!!** If you want the instructions for the adjustments, I will be happy to furnish them.

Tom put the filters back on after we installed a carbon canister vent hose. The car runs much better.

He asked about mirrors and we found a better windshield mirror and a bigger door mirror in the attic. Yippee, I got a couple of items out of the attic.

3/11/2020 -Today the sun was shining through a lite haze of clouds and the wind was not bad. The Pumkin has not been out for a while so it is a great time to give it a little exercise.

The drive was west on 116th/hwy 20 to the drug store to pick up a prescription for Jan. Then it was on west to 75 where the car went south. I had no plan in mind it just sort of evolved.

The drive was all the way south to the 144 intersection where we headed east. The drive took us to Catoosa where we caught 193rd E. Ave. and past the Hard Rock Casino headed north.

At 46th we climbed the hill and continued north to 76th Street North, back west to 177th E. Ave.

From there it was an easy drive north to 116th and then east to the shop. Nice drive, I need to do that more often. It took about an hour to make the loop and the drive was flawless, except for an idle speed creeping up to about 1500 RPM. I think the temperature (74°) was enough to kick in the temperature compensators. I think I will fix that.

3/14/2020 – Today is the day of the St. Pat's party and monthly meeting for March. We did our due diligence prior to the meeting to address as appropriate concerns related to the Corona virus. Now we plan to get together and have a good time with fellow club members.

3/18/2020 – Jim Lindsey came by yesterday to work on my TR8 and his

Trailblazer. We stared out thinking about the high speed fans on Tinkerbelle. We ended up testing the fans the easiest way, start the engine and let it idle until it heated up.

My assumption based on the history of it overheating to the point of stalling the engine, was that it would do it again. To my pleasant surprise that did not happen.

The car heated up to the point the fans engaged on low speed and then they did their job and the car did not heat up anymore. The high speed never engaged because the engine did not get that hot.

I declared success and said we are done. What I should have done was turn on the air conditioner and see what happened. The high speed fans should have then kicked in to verify they were indeed working. No problem, I can easily do that after the next drive.

We then moved to the 2002 Trailblazer. It has a drain on the battery that if left for a couple of days will require a battery charge.

The fuse box was located and the negative battery cable detached. A test light was placed between the cable and battery post. The light was lit.

The test is simply to remove fuses until the light goes out to identify which circuit is malfunctioning. We checked them all and number 24 did not turn the light out completely but did cause the light to dim and flicker. I know, that sounds like a normal Triumph.

No. 24 feeds the gauge cluster but at this point that is all we know.

With nothing else to go on it was time to do a little research. It turns out that there were a lot of references to this problem on the internet. Most did not propose a solid fix but one did. *"Get a rebuilt cluster from fixmygauges, there was a software update to address certain cases where the cluster did not turn off after the key was removed."*

Well, I don't know where that is going so on to something else.

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Jim called today and asked to put the Trailblazer on the rack to check the underside of the truck

3/21/2020 – Today we got back to work on the Blazer tracing a power drain that runs the battery down.

The first thing Jim wanted to do was to remove every fuse in the fuse box to see if the drain was still active. The previous check of the fuse box showed an anomaly on the fuse for the gauge cluster. The test light would flicker and blink during the test.

We pulled all the fuses in the fuse box and the drain on the battery continued. What did we learn? The drain is caused by something that is not fused. This eliminates some possibilities but only makes it more of a challenge to pinpoint the location.

The next thing to do was raise the truck and look for any obvious damaged areas that could cause a short in the system. No wiring damage was observed but we did find a torsion bar bushing that was toast and needs replacement.

The truck was lowered and backed out of the shop and the Pumpkin moved back into its normal parking space.

Before heading for home Jim asked if I needed any help and I said not unless you want to take a look at the transmission jack that has not worked since purchased.

We played with that for about an hour then gave up and Jim left for home. We accomplished nothing but it kept us busy for a few hours.

3/24/2020 – Dale brought two rebuilt carbs back to the shop and while here he pointed out the spring loaded pin that was causing problems on one of the carbs we rebuilt for his car and one of the carbs from David's car.

The strange thing about this problem is that this has never been identified as an issue over the years that I have been playing with these things. Now that it has been an issue it

has been with two sets of carbs at the same time.

In both instances this subject pin would not move. There was dirt/oil/etc. that had collected over the years and needed to be cleaned out.

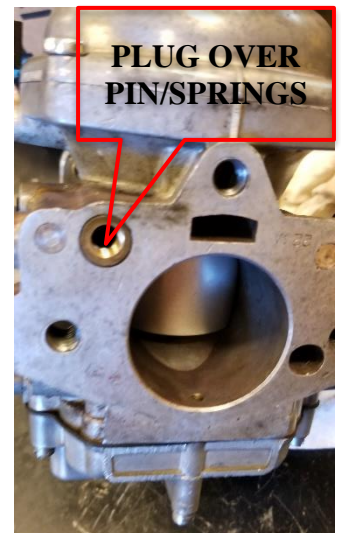
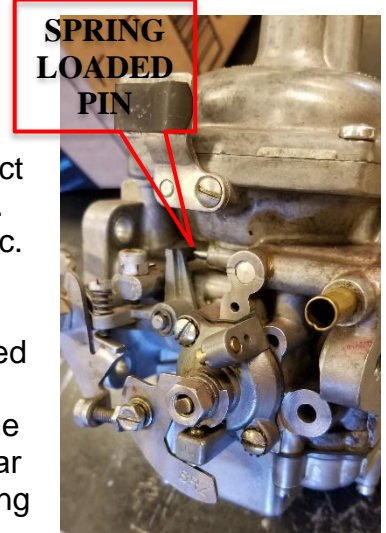
The pin on the carb from David's car was freed up by using penetrating oil and just working the pin in and out until it moved freely.

This process was not successful on the carb from Dale's car. Dale decided to remove the plug over the pin/springs, clean them and reinstall the springs/pin/plug to get the carb to adjust and run properly.

Dale drilled and tapped the plug then pulled the plug out using a bolt through a socket, or something similar. The pin and springs were worked out of the hole, cleaned and replaced. The plug was then pressed back in place and the carb now expected to perform as designed.

Dale's experience with this repair is that after the pin was freed up the car started and ran well. He expected to drive it to Edmond for the convention but of course that was cancelled because of the virus.

I looked in the TR6 manual for this configuration of carb but it only had pictures of the early carb that did not have this pin so the early carb is not affected by this problem.



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3/26/2020 – Tom Harris called yesterday and said that his car would not get up to 3500 RPM. We discussed possible causes and he went back to the car to see if anything we discussed would solve the problem.

After playing with some things he realized the linkage was not operating the back carb. When he called back to tell me this the obvious answer was to tighten the ¼ screw that clamps the linkage to the carb.

The screw was obviously not tightened adequately when we adjusted the carbs a couple of weeks ago. With the clamp properly tightened Tom was quite happy with the results. The car is running well. Another senior moment I suppose.

At some point we will have to address the leak at the rear main seal. In normal times I would have just driven over to help check out the car but this is not recommended during the virus situation.

3/27/2020 – When in the course of human events, something in the shop breaks it must be stored, discarded or repaired. While working diligently the other day, feet up, leaned back on the bar stool, the particle board seat bottom broke off.

This is the last of the bar stools discarded by the family after the death of Jan's dad. The others, one of which had been repaired for the same breakage, had been



donated to a newly divorced son of a club member.

It having been a stable stool and used heavily it seemed prudent to just repair it by replacing the particle board seat bottom with a piece of plywood, which I found in the attic. It showed evidence of having been used for the repair of the previous stool.



The stool was disassembled and the bottom cushion removed. The broken seat was used as a template for the replacement plywood seat. Holes were drilled for fasteners, threaded inserts put in place and the padding and vinyl were stapled back in place and the screws reinstalled to hold the back to the seat and the seat to the pedestal.

The next time, either you or I, will have a place to sit while the other works on a Triumph. I shall endeavor to be the one on the stool.

4/7/2020 – Today I am ½ way through the bottle of antibiotics being take for a significant sinus infection. Still coughing a lot with lots of mucus. I have not been this sick in a long time. But I am getting better. Got part of the yard mowed and hope to finish tomorrow.

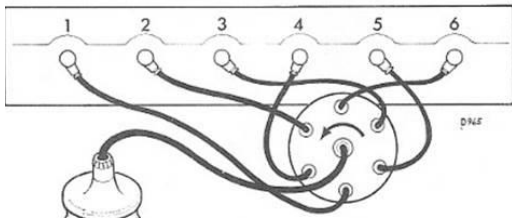
My route to the mower took me past a couple of Triumphs so they are still here. Love to feel good enough for a drive.

Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends

JOHN'S QUICK TIPS

Plug Lead Positions (Fig. 55)

Ensure that the plug leads are attached to the sparking plugs as shown. Firing order is 1, 5, 3, 6, 2, 4, taken in anti-clockwise order, as viewed from the top of the rotor arm.



TR6 Soft Top Folding

To prevent window damage when top is down fold TR6 top as shown.



1 Release top from windscreen, rear bow snaps and snaps at the rear sides then spread out over back of car.



2. Fold top forward without folding back



3. Fold side windows on top without folding side windows, tuck top down behind seats, add cover.

https://www.youtube.com/watch?v=IS2FhnWK6_o&feature=youtu.be

Products Appropriate for Your Car

Not the only option but good ones.

Standard TR6 Tire Size: 215 X 65 X 15

This web site is terrific for selecting a tire size that will work with your speedometer.

<https://www.tacomaworld.com/tirecalc?tires=215-65r15-205-70r15>

Classic Car Motor Oil
PennGrade 1, 20W-50



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

Spin on oil filter sizes: TR6 Wix 51516. TR8 WIX 51515

*Coolant: Option 1; Evans Waterless High-Performance Coolant is specially formulated for gasoline engines in classic cars and high-performance vehicles.

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

Coolant: Option 2; Peak anti-freeze, no water.

Transmission: 40 Wt. Non-detergent Motor Oil or
Gear Oil: GL4 grade which is lower in sulphur.
GL5 not recommended

Differential: Red Line Heavy Shockproof Gear Oil



Brake Fluid: Valvoline Synthetic DOT4/5

Spline Lubricant – CV Joint Grease

Star Tron Fuel Additive: For use with ethanol fuel if you have to use it.

Lubrication for front trunnions on TR6



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JOHN'S QUICK TIPS

Starting Page 2



How does one know the alternator belt is tight enough? If you can turn the fan/pulley with your hand, it is not tight enough. If you can twist the belt 90° or more, your belt is not tight enough.

What's on the Web Site

Seat Belt Refurbish
Service After Storage
Rear Wheel Bearing End Float
Speaker Box Install
TR6 Wind wings
Rear Sway Bar Installation
Triumph Rain Cover
Flywheel Ring gear rework
Rebuilding Triumph TR Trans/Overdrive
Rebuilding Stromberg Carburetors
TR6 Wiring Diagrams

AIR PRESSURE VIDEO

https://www.youtube.com/watch?v=wqLcxyTpVfA&utm_medium=email&utm_campaign=DTC_AirPressure_Reminder&utm_source=Reminder&utm_content=Air+Pressure+Video

LESSONS LEARNED

- When using an electronic ignition system by the **ballast resistor** is highly recommended. The resistor is for protection of ignition points (which is no longer part of the system) and lowers voltage to the plugs.
- Coolant hoses get loose over time. Be sure to tighten them periodically.
- The rear hubs on IRS cars are known to shear causing the wheel to separate from car while moving. Check by moving the raised wheel in the caster/camber attitude to check for play. There should be none.
- Thrust bearing end float should be .011" max. Push the crank shaft (fan) rearward as far as it will go. The crank should move forward when the clutch is depressed. It should move between .004" (0.1016 mm) and .011" (0.2794 mm).
- Find paint codes at PaintRef.com

Spark plugs for TR6 – NGK BP6ES
Spark plugs for TR8 – Champion RN12YC

GCT Merchandise

SEE NEXT TO LAST PAGE

idea of selling the truck as well.

Classified Section

Sam is selling his trailer. He no longer needs it and says it is in great shape. It has served him well but is no longer used. I suspect he would also entertain the



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Tony Mullenger

"Superior Service - Uncompromising Integrity"

445 S. Brady

Claremore, OK 74017

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Office (918) 341-2100

Fax (918) 341-2154

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

There are two ways to join VTR (VINTAGE TRIUMPH REGISTER) Just signup online on our website: www.vtr.org. Click the "JOIN" link, it takes less than five minutes. Payment may be made using the credit card of your choice. Or, if you prefer, you may mail your check in the amount of \$35 payable to "Vintage Triumph Register" to: HOW TO JOIN Membership Secretary Vintage Triumph Register PO Box Q Lexington, NC 27293

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



Newly rebuilt carbs for 73 TR6, \$400 OBO.

Or \$250 exchange

topaztr6@gmail.com / (918) 283-7017

LiteZupp Industries, LLC

Cutting Edge Automotive Lighting



LED lights for your British Auto

We can see you now!

www.litezupp.com

Sales@litezupp.com

Jim or Mike



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

Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends

GCT Merchandise

Visit the **Cafe Press** store to shop for Green Country Triumphs apparel and merchandise

<https://www.cafepress.com/greencountrytriumphs>

Land's End Merchandise & Club Logo

Inbox

Art Graves

to me, Rob, Dennis

TWO CHOICES
- VISIT BOTH

Hi John, Rob & Denny,

Please review my message below and set up your own accounts with Land's End. If all looks good, John, please distribute to the club.

Thanks,
Art

Green Country Triumph Club Members,
As a result of some discussion at the June business meeting, I have taken steps to make available shirts and hats with our club logo using Land's End as the retailer. Actually, you can get almost anything embroidered with our club logo from Land's End. (Even pajamas, as I half-jokingly stated at the meeting.)

Each member can order as many items as desired; we do not have to make a bulk order.

To do this, log in to Land's End using this link: <https://business.landsend.com/>. In the top right corner click on the "MY ACCOUNT" icon to create or sign in to your account. You must have an account to order merchandise. Once you have an account, click on your "name" icon, located in the same place as the "MY ACCOUNT" icon, and select 'My Logos'. Then click on "ASSOCIATE A LOGO TO MY ACCOUNT". Enter Logo Reference Number "1617508" and Customer Number "4853648" and click "ADD TO LIBRARY".

Now that you have an account and the club's logo associated to it, 'Commence to shopping', as Jed Clampett would say. The charge to add the logo to any garment is \$6.95, so a \$50.00 pajama bottom with our logo will cost you \$56.95.

The logo size is 3.5" X 3.22". The colors of the stitching may be changed at any time for any color fabric. For example, if the fabric were black, the Oklahoma outline could be made white. This example shows the logo on a light blue garment.

I believe Land's End products are of high quality and are priced accordingly. However they are forever having sales, promotions offering to add a logo at no charge and free shipping.

Cheers,



Our Third Decade of Fun, Sun, Leaks, Tunes, Sparks, Whines & Friends

**FREE
FOB
GHGN**



TR8 WHEELS / *Free*, no tires. Fifth wheel now being used as spare also included.

**Greasy Hands Garage North Has
Used **FREE** TR6 Parts If You
Need Something
Structural parts for suspension
and steering
Transmissions and a Differential
Windscreen Frames, Some with
Glass
Lots of other stuff so if you need
something for your TR6 contact:
John Phillips at
topaztr6@gmail.com or
phone (918) 283-7017**

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. · Form not required for renewals but changes to information may be communicated using the form.¶

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

PEOPLE-STUFFα	MEMBER-INFOα	CAR-MODELα	YEARα	COMMISSION#α
MEMBER-NAMEα	α	α	α	α
CO-MEMBER-NAMEα	α	α	α	α
MAILING-ADDRESSα	α	α	α	α
PHONE-NUMBERα	α	α	α	α
E-MAIL-ADDRESSα	α	α	α	α
V.T.R-MEMBER?α	.....YES□ → → NO□α	α	α	α
6-PACK-Member?α	.....YES□ → → NO□α	α	α	α
TRA-MEMBER?α	.....YES□ → → NO□α	α	α	α
ANOTHER-CLUB?α	α	α	α	α

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-74019¶
(918)-283-7017¶
maudjpp@gmail.com¶

Dues are payable by 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). · **Newsletters are discontinued Oct. 1st following the date dues were due.¶**