Triumphant Times

Green Country Triumphs

Monthly Newsletter for August 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.

Green Country Triumphs, C/O Jan Phillips
5865 E 480 RD
Claremore, OK 74019

Have you paid your dues?

2020/21 DUES METER
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Next Club Meeting
Tuesday August 18th
Dinner at 6:00PM
Meeting at 7:00 PM
Location: Baxter's Interurban
717 S Houston Ave #100, Tulsa

Officers and Committees

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

Welcome New Member Steve LeMaster

From President Art Graves

First of all, I want to thank club members in attendance at Kay & Dennis Robinson's home for the vote of confidence in electing me as club president. Not sure if I heard an exclamation of joy or a sigh of relief when I nominated myself. I served as president once before, about fifteen years ago. Since then I've been laying low as car show committee chair.

A big 'thank you' goes out to outgoing president Dennis Robinson. If it seems like he has served as president for several years, he just about has. As vice-president he filled in for absent presidents many, many times. Hopefully outgoing vice president Bob Avakian will be able to return to the United States soon, assuming he wants to. Sounds like he's having a good time in Germany! I also want to thank new officers Al Garbart, vice president, and Trish Lindsey, club secretary, for stepping up.

Speaking of car shows, all of the British car shows have now been cancelled. Despite good intentions, more and more events and activities are being cancelled. Who in March would have though public school and football season would be being threatened by COVID-19?

Like most everybody, all of my car trips, both Triumph and non-Triumph, have been cancelled or postponed. In this case, 'postponed' is just a nice way of saying 'cancelled'. The odometer on the TR6 read 95,635 miles in January and I thought it would turn over for the fourth time this year. (That's fourth time 'ever', not 'this year'; I don't drive it

that much!) But the only long trip was a drive to Austin, TX for their June club meeting when the restaurants and bars were open.

I want to say the worst is over, but am reminded of the scene in 'Young Frankenstein' when Dr. Frankenstein (Gene Wilder) and Igor (Marty Feldman) are digging up a dead body.

Wilder: What a filthy job

Feldman: Could be worse

Wilder: How?

Feldman: It could be raining

As an optimist, I'll go out on a limb and say the worst is over and hope for the best.

I'm looking forward to the next year and hope you are too.

Cheers,

Art

From Vice President Al Garbart

I finally retrieved the TR7 from the shop. It has been an experience.

Two years ago, it was not running right so I took it to a recommended shop where they diagnosed the problem as bad timing chain. Got that replaced and tried to drive to Carthage for the show. At about Miami, OK the engine blew. I rented a U-Haul and got it back. I had the engine from the TR7 purchased from John several years ago. The shop replaced the engine (after completely checking out). It was back to me in time to go to Texas for VTR regional last year. To say I wasn't impressed with the power was an understatement. It went back.

This time I was a little more involved. The engine was pulled and disassembled. New pistons, bearings and other parts ordered. The engine went to the machine shop. Then Corona Virus struck.

Finally, I was able to coax the machinist into completing work and returning block, heads and crank. The engine was reassembled and returned to the car. I have now put 400 miles and am happy with the way it is running. The air is working as good as can be expected.

There was some damage to the left front fender. The shop wrote me a check for the estimate from the Paint master. I have ordered a new stripe kit and when it comes in, I will send it over to be repaired.

If any year is good for all of this, I guess this one will do. Hoping I can get all work completed and be ready for shows (Hoping we will have some) next year.

Al

Secretary's Minutes of the Last Meeting by Adele Blom

The 2020 Annual meeting of Green Country Triumphs was held at the house of Dennis and Kay Robinson Saturday July 18th. Outgoing President Dennis called the meeting to order after our dinner of his excellent hamburgers, salads and desserts.

The minutes for our June meeting, printed in the newsletter, were approved unanimously without corrections.

Jan Phillips gave the Treasurer's report, showing healthy balances in both the checking and savings accounts. We agreed that Jan could move $2,000 from our checking into savings where we earn a little interest. We donated money last year to a scholarship in Russ Seto's name for a young person training to be great repairing cars. Jan circulated a nice letter of thanks from Russ Seto's daughter.

Art Graves reported car shows for this year almost all cancelled. He still has hopes for the Kansas City All British show on the Sunday before Labor Day.

John Phillips reported that the last short circuit in Mark Forsberg's car is to be corrected. There will be a new hazard switch. Rolf Blom still does not have a working horn in his TR3 but the flooding float chambers are corrected. Al Garbart's car finally got the engine installed and he drove it for an hour. Rolf told about a RATCO frame for a TR6 intended to support a Ford 289, gear box, and rear axle.

Activities Chairman Kay Robinson has set up a breakfast meeting next Saturday (25 of July) at 10:00am in the Crescent Café. The address is 3417 South 113th West Ave, Sand Springs. This is also known as Prattville. In August Al and Jan Garbart will set up a drive near a lake where a lodge has been redone for food or a picnic.

We discussed new members and John Phillips agreed to work up a list of all for all and especially for Trish Lindsay. Our club has new people: Steve LeMaster who is a chiropractor in Joplin. Doug Purdie, Mark Forsberg, Tom Harris, Cameron Smoot from Bartlesville. We haven't heard where Cash Billups and his adorable new wife are. Beth and Roger Bolinger haven't been in touch. People who don't pay their $20 dues or at least call are considered no longer active members.

We elected new officers for President, Vice-President and Member at Large. The new slate of officers and committee chairpersons is as follows:

President: Art Graves
Vice President: Al Garbart
Member at Large: John Phillips
Secretary: Trish Lindsay
Treasurer: Jan Phillips
Activities: Kay Robinson
Car shows: Art Graves

There was no further business brought up and the meeting was adjourned.

Thanks Adele, you and Rolf did a great job on the minutes the past few years.

Taking Care of Business

Lively old tune, wasn't it. It is what our members did last night. When it came time to elect 3 members to fill offices established in the Constitution, we had past presidents step up for another tour.

Like many clubs, ours has been concerned about having enough member resources to carry on the business of the club. The business of having fun.

First, I want to thank Denny Robinson for finishing his second or third tour at president. Denny and Kay are valuable resources for the club and it is recognized by all members.

We should also say thanks to Bob Avakian who had the VP job kind of thrust upon him at the last minute. He has tried to keep up with those duties under very difficult circumstances. Thanks Bob, we appreciate your efforts.

Second, I want to welcome back Art Graves as this year's incoming president and Al Garbart as Vice President. Al has the hardest job which includes finding a place to have our meetings each month. Art will keep his other responsibility as Car Show Chairman, since he is our most active member in that arena anyway.

New to the assigned responsibilities is Trish Lindsey who accepted the job as Secretary. Thanks, Trish, for taking on that job. Jan is back to take care of the money and I (John) added Member at Large to my list of other stuff.

Kay is again filling the Activities chair and takes that job very seriously. I hope members will be very supportive of the activities that are planned and scheduled. There is more involved in setting this stuff up than is assumed so support club activities as often as you can, please.

The club brunch on July 25th at Crescent Café in Prattville

2020 Scheduled Club Activities

WHEN	WHAT	WHO
April	Brunch at IHOP	Kay
April/May	McAlester for Italian	Denny
Apr 30-May 2	VTR Regional Convention OKC	Art
July	Election of Officers	Denny
July	Picnic or Breakfast	Kay
October	road trip around Fort Gibson Lake	Al
October	Halloween Party (Costumes)	Donna
TBD	Road Trip/Ralley	Art
November Friday 1 or 8	Guy Fawkes	Jan
December	Christmas Party	Mark Forsberg

TR6 REPAIRS

By Art Graves

Over the past several months I have had the time to fix a few long-standing annoyances on my TR6. The first was a metallic clanging or clunking from the rear suspension. This noise was readily apparent last October while in Austin for the VTR National Convention. Before heading home after the convention, I put the car on a lift and checked all likely sources – differential mounts, shock absorber mounts, trailing arm brackets, u-joints – but all seemed to be okay. But the noise persisted and so I finally decided to investigate further by disconnecting the shock absorber links and removing the half axles. This allowed me to more closely check the u-joints and trailing arm brackets and bushings.

What I discovered was that the shock absorber links were completely knackered! The rubber cushion inside the ball of the link was completely gone. The picture below shows the old and new shock absorber link.

As you can imagine, replacing the shock absorber links got rid of the clunking.

New link is on the left.

After replacing the links, I took the car for a test drive and heard a ‘rubbing’ noise that coincided with tire rotation: every time the tire made a full circle, something rubbed on something else. I was able to identify the sound as being on the right side of the car, but I had to take it apart several times before I found the problem. In fact, I had this same problem two years ago after replacing all the u-joints and trailing arm bushings.

I use heavy duty u-joints purchased from Good Parts (https://www.goodparts.com/) and they have a grease fitting at the end of one of the caps rather than in the body of the u-joint. What happened to me is that the grease fitting was rubbing on one spot of the inside of the trailing arm. Replacing the grease fitting with a small bolt resolved the problem.

Heavy duty u-joint with grease fitting in cap.

What I finally discovered that a small bolt was imbedded in the trailing arm and the

u-joint rubbed it on each rotation. Removing the bolt solved the problem.

Here you can see the inside of the trailing arm. At four o'clock you can see the bolt head stuck in the trailing arm.

I puzzled over that bolt for several weeks before solving the mystery. I vaguely remember replacing the u-joints several years ago and noticing that there was not a bolt or grease fitting in the cap. What I think happened is that there was a small bolt in the cap and it worked its way loose and was flung at great speed into the trailing arm and imbedded itself there. Then each time I installed new parts it changed the geometry just enough to cause the u-joint grease fitting Since the noise began when I installed a new checkstrap, I decided to change it out again. Before doing so, I measured the thickness of the checkstrap and discovered that the installed part was .007 thousandths to hit that bolt.

Well, it won't happen again because that bolt is now sitting on my workbench.

Another mystery noise was the driver side door checkstrap. I had to replace the it after the door was removed for painting a couple of years ago. From the very beginning the door made more noise than usual, but I figured the screeching noise would soon go away. It didn't.

Door checkstrap and spring clip assembly

The noise was caused by the movement of the checkstrap through the spring clip. So, I figured either the spring clip needed to be spread apart a little bit or the checkstrap needed to be thinner. So, I did both, and it

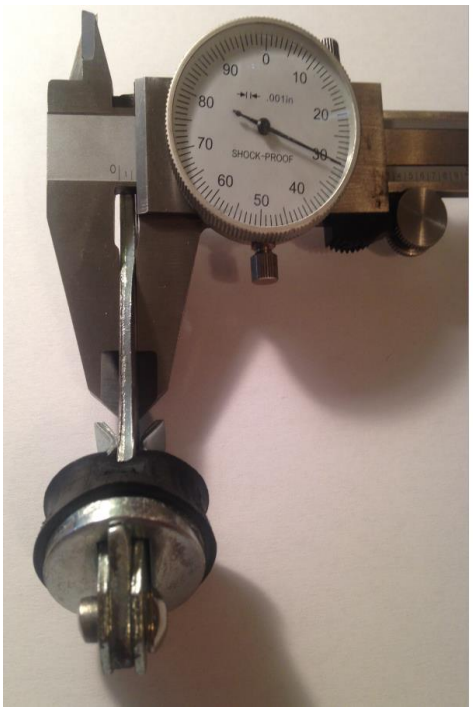
was better, but the noise persisted.

Door checkstrap and spring clip assembly

thicker than the new one.

The new checkstrap measures .123 thousandths. (*Gage 11*)

The old checkstrap measures .130 thousandths. (*Could be Gage 10 or 11*)



Replacing the checkstrap solved the problem and, bonus, I know why. As far as I know both checkstraps came from the same supplier. Well, at least we can get parts for these old cars, right?

Editor's Note! If you wonder why the checkstrap manufacturer could make the part from material that is too thick to function properly, consider the chart below for Gage 10 and Gage 11 raw sheet stock material. The company producing the raw material cannot make material at a nominal thickness since nothing is perfect. Industry standards are established for minimum and maximum thicknesses for each gage.

Note the tolerance range for both gages:

- *10 .1292" to .1472"*
- *11 .1143" to .1323"*

As you can see the allowable tolerances actually overlap so in some cases material can be compliant with both gages at the same time. So, if you are making the part, what would you choose? I personally would choose Gage 11 assuming that material with minimum thickness would comply with engineering strength requirements.

SHEET THICKNESS TOLERANCES

Hot Rolled HR P & O Cold Rolled Galvanized

Tolerances shown are for 48" wide sheets. Weights are based on ordered thickness at 41.82 lbs. per square foot per inch thick.

	Hot Rolled, HR P & O, Cold Rolled				Galvanized		
Gage	Dec.	Toler, Range		Lbs. Per	Dec.	Toler.	Lbs. Per
No.	Equiv.	HR, P&O	CR	Sq. Ft.	Equiv.	Range	Sq. Ft.
4	.2242	.2332 .2152		9.375			
5	.2092	.2182 .2002		8.750			
6	.1943	.2033 .1853		8.125			
7	.1793	.1873 .1713	.1873 .1713	7.500			
8	.1644	.1724 .1564	.1724 .1564	6.875	.1681	.1771 .1591	7.031
9	.1495	.1575 .1415	.1575 .1415	6.250	.1532	.1622 .1442	6.406
10	.1345	.1425 .1265	.1405 .1285	5.625	.1382	.1472 .1292	5.781
11	.1196	.1276 .1116	.1256 .1136	5.000	.1233	.1323 .1143	5.156

Stag. A new kind of Triumph.

https://www.hemmings.com/stories/2020/07/20/still-stag-gering-triumphs-star-crossed-flagship-turns-50?refer=news&utm_source=edaily&utm_medium=email&utm_campaign=2020-07-20

Stag is Triumph's first luxury car. Built with the experience obtained through decades of national and international road racing competition. Resulting in an automobile of superb handling, performance and comfort.

This sumptuous 2+2 GT is first and foremost a car to be driven. Power assisted rack & pinion steering and front disc brakes. Fully independent suspension complemented by cast aluminum alloy wheels and high-performance radial tires. And a new overhead cam 3 litre V-8 engine making Stag the fastest Triumph of all.

Once inside Stag, its luxury is all too evident. Standard equipment includes deeply cushioned, fully adjustable bucket seats. Electrically operated windows. Padded steering wheel which adjusts for height and distance. A host of controls at your fingertips. True 2+2 seating.

And then there's Stag's unique new top. Which, if you prefer, can give you a choice of three tops.

For wind in your hair driving it's a convertible with a distinct T-shaped padded roll bar.

To keep the weather out, we've given Stag a fine quality soft top which neatly encloses you, your passengers and roll bar.

Finally, there's the optional removable hard top that looks good enough to leave on all year round.

In addition, you can order automatic transmission, overdrive, AM/FM radio and air conditioning.

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Triumph Stag

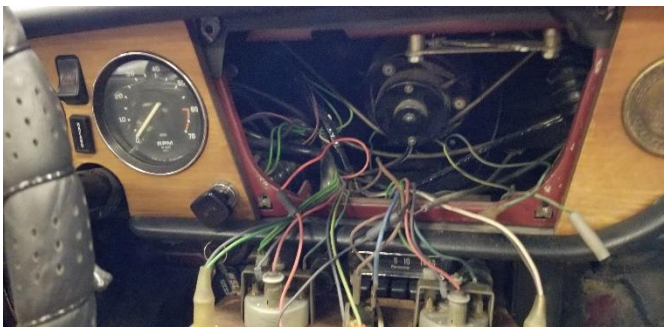
BRITISH LEYLAND

Today was an example of why this is a hobby shop in lieu of a business. Failure is a much too frequent experience. **I am feeling very humble** at the moment. This Spitfire is kicking my butt, period. John, 8/8/2020

Greasy Hands Garage North Update by John Phillips
Continued from last month:

6/26/2020 – Today in the shop started with brake lights which previously had not worked. I had planned all the places in that system that could be a problem and was prepared to check each until the bad spot was found. To my surprise the brake lights worked so that job disappeared.

The list is not long but has some daunting tasks on it. The next one up is the heater. The Bentley manual starts off with access the middle panel. This involves 6 easy to access attachment screws through the wood facia and two very small screws in the knobs that take an Allen wrench to remove. It is the smallest size in my set and is hard for me to handle with my bad thumb but they had to come out again.



The heater switch hardware has already been removed in this view but it looks similar to the silver colored hardware on the upper right. When I got it out it looked like the photo below.

The lever protruding outward to the right is supposed to move left to right and in and out. Left to right directs the air in a

particular direction. In and out operates the fan motor from off to low to high speed. How

well do you think it was working? I moved in neither direction; it was frozen solid.

The assembly was cleaned so that the lever would operate the door on the heater to put the air where it was wanted. The electrical contacts were also cleaned so that the fan motor could be activated or deactivated as desired.

At the heater unit, the door that directs the air was also frozen so the mechanism was sprayed with penetrating oil then moved with a crescent wrench. After it was moved it moved freely. The cable was reattached at both ends and the assembly connected to the wiring harness and reinstalled in the dash. I hope the center portion of the dash has been installed for the last time. My fingers are sore.

It is now about time for UPS to deliver the windshield so break time is over. Back to the shop to see what is needed to repair the hand brake assembly.

5 P.M. and UPS is not here yet. After break I tackled the hand brake. It was all exposed and all the needed parts were there.

The instructions said to install the pin into the clevis that connect to the cables going to each rear wheel. Ok, done.

The instructions then say to install the lever fulcrum pin. I tried; I really did. I always have trouble with these pins and don't remember how I was successful in the past. What makes it hard is the part you cannot see under the handle. I think I will disconnect the cables from the rear brakes. Perhaps that will give enough flexibility to get the pin in the holes.

At any rate, I got played out and took the afternoon off except for waiting on the windshield to get here. We need to install that tomorrow.

I left the house in Tinkerbell after 6 to get some dinner and the windshield was on the front porch when I got back. Mark and I have some more work to do. Hope my sore fingers hold out.

6/27/2020 – This morning I finished up the installation of the fuzzy door seals on the Spitfire. Also glued the window seals to the sides of the windshield frame.

I then tried again to assemble the handbrake and had some success. The brake will not set when the handle is raised unless an internal part that protrudes from the bottom of the handle is pushed into place to engage the teeth on the stop. It works but not like it is supposed to work. ½ a win.

Mark arrived while I was finishing the hand brake work and accepted the result. Mark installed the tonneau cover connectors on the dash pad that we forgot to put in earlier. We then turned to the windshield and seal.

The seal was put in place on the glass and cord was put in the groove the holds the windshield frame to mount the glass. When we had the glass in place in the frame the cord was pulled to pull the rubber over the flange of the frame. The seal slipped off the

flange at the bottom. Make that multiple times and we finally threw in the towel.

The spitfire frame is part of the car structure, not a bolt on assembly like the TR6. The bottom surface of the frame/flange is touching the dash pad so there is no room for the rubber to pull out over the flange.

Since the glass was broken while installing the pad, it does not seem prudent to remove the pad to get the glass in, but it may come to that.

So, while we scratched our heads about the windshield issue, we turned our attention to taking a drive sans windshield.

Mark started the car and I checked the alternator to see if it was working and it is. The engine speed went up to about 4000 rpm very quickly because the throttle shaft seals were sticking to the shaft. I pulled the throttle back to an idle of 950 and squirted stuff on the ends of the shaft in hopes of lubricating it so it would not stick. Not successful.

We decided to go for a ride anyway and drove the car about 4 miles. The car ran well but by the end of the drive the smell of a hot brake was evident.

Back at the shop the infrared gun was used on the wheels and the right front was about 3 times the temp of the others. Found our bad brake.

Tomorrow the calipers come off for rework or replace. The carb will also need some attention, some grease perhaps, to make the throttle shaft return as appropriate. We noted a couple of other things during the drive that are minor housekeeping stuff.

6/29/2020 – Not good enough. Today began with a renewal of purpose. I was not happy with the pad on the dash. The vinyl was separating from the foam in some areas because there was too much vinyl on the edge that fits under the windshield.

I took it out and glued the foam back to the vinyl. I then trimmed some of the vinyl from the leading edge so it would not bunch up and separate from the foam, about a ½ “.

The pad needed to come out to make room for the windshield to be installed anyway. Mark and I will take another run at that installation on Saturday.

To kill some more gremlins, I removed the carb and removed the throttle shaft. The shaft diameter was smaller than the shaft used on a TR6, which is what caused the problem to begin with. I had tried to use TR6 seal retainers thinking they would be the same. Not! New seals and retainers have been ordered.

I also ordered a new temp sending unit to get the temp gauge working and a kit to rebuild the front brake calipers. The right caliper was getting hot during our test drive.

The reason the caliper was not working correctly was that there is a lot of what looked like mud inside that was gumming up the works. Fortunately, the piston and cylinder were not pitted so they can be used again in the rebuild. The new seals are all that are needed.

Additionally, the door checkstrap for the driver’s door still needs to be installed in the repair metal that is already in place. I may work on that tomorrow after I vote. There are also some lights not working in a couple of places so bulb replacement may be needed or perhaps some grounds need so be cleaned. We will see.

Going backwards to remove the pad was the right thing to do. It was not installed properly and did not look right. I may even

revisit the handbrake which works but not as designed.

6/30/2020 – Parts are on order and due Thursday for the caliper kits, temp sensor and carb shaft seals. Today was for attacking remaining issues.

The easiest thing on the list was a side marker light on the right rear wing that was not working. The instructions say to pry the red lens out of the rubber retainer to access the bulb. This was a problem because when the lens was out the rubber retainer was toast. Looks like there will be at least one more order. Darn.

This issue was a connection problem. Since the bulb was good, I put some dielectric grease on it and stuck it back in and it worked. But no lens.

The other light problem was reverse lights. Naturally one of the bulbs was checked first. It was bad so I hoped this would be easy.

The bulb was replaced but still no light. I checked the wiring diagram to make sure I knew what I was doing. As expected, power runs to a switch on top of the transmission. When the transmission is put into reverse the switch is closed and power flows to the lights.

The situation here is that the green wires feeding the switch are charged which indicates there is power at the switch. The best bets are that there is corrosion on the connections or the switch is bad which could also be due to corrosion.

To access the switch the transmission tunnel must be removed. I think a visit with Mark is in order before jumping into that.

The last thing on the list is to somehow install the door checkstrap into a sheet metal patch where the original door material used to be.

Again, the Dremel tool with a cutoff wheel comes in handy. It became down right essential when my set of square drill bits turned up missing.

The part that the checkstrap rides on will be riveted across the hole on the back side and the strap will be put in that slot and connect to the door via one or two pieces of steel angle riveted to the door.

Perhaps I can finish this job tomorrow assuming I can find the metal I need.

7/1/2020 – I started by removing the screwed on patch over the hole. That revealed that there was some metal crumpled up back in there so I straightened it as much as I could so I could fasten the patch to it to add a little structural strength to the door checkstrap.

Holes were drilled where needed in the steel patch removed earlier. 3/16ths pop rivets were used to reattach the steel

plate to the door jamb and to fasten the door checkstrap retainer to hold the door open when desired.

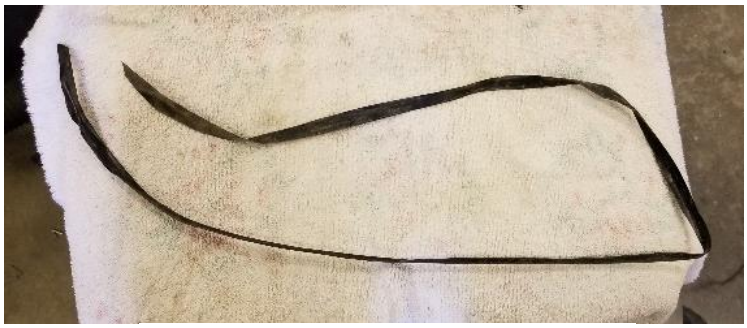
The checkstrap was pulled out to lock it in the fully open position so that an attach fitting could be fabricated and installed such that there was no interference with the door and the checkstrap would operate as intended. It may be a redneck fix but if it fails someone who welds metal will be needed to make it better.

One of the rivets on the right side of the spring guide pulled out so it is time to raise the bar. Two ¼ inch bolts replaced the rivets and were secured using Nyloc nuts. Should be ok now.

18a) DOOR CHECK STRAP SPRING GUIDE MK4/1500

I had a little lunch and went back to work long enough to figure out the fitting to be attached to the door to receive the end of the checkstrap had been fabricated from material that was not strong enough to do the job. If I can remember, I will pick up some stronger material tomorrow.

7/3/2020 – This morning I went to the shop a little early to get a head start on stuff. First up were the new shaft seals for the carb. Very difficult installation. The recesses where the seal retainers rest are .004" smaller than the retainers. I am not sure how people deal with this but when the retainer is bigger than the hole it gets difficult.



Excess material removed from leading edge of the crash pad.

The 5 minute seal installation turned into an hour and a ½. Aftermarket parts can make life hard.

Mark arrived on time and not long after Charlie Brown showed up to help with the windshield. I finished the carb installation then moved to the windshield. It took one attempt to get the windshield in place.

After Charlie had departed Mark pointed out that the lower edge of the windshield seal was too high and needed to be lowered to keep the seal in place. I used a block of wood at the top of the seal and a rubber hammer to force the seal and windshield downward so the seal would engage the lower part of frame adequately.

The seal lip was then pulled out enough to retain the glass and all was well.

Mark then removed the left brake caliper so it could receive new seals. The right one had been removed previously and was being reassembled with new seals.

While Mark was installing the first caliper, I was working on resealing the second. When he moved on to the second

caliper, the bolt would not align through the caliper, dust guard, stone guard and mounting bracket. You run into these time wasters periodically when something simple uses up time better spent elsewhere. Tomorrow is a new day and we can look at it with fresh eyes.

Mark also installed his new temperature sensor into the thermostat housing.

At the end of the day we were down to these tasks:

- Finish the door stop on the driver's door
- Reinstall the dash pad
- Replace the dash components
- Install the seal windshield/top
- Finish installing the left caliper
- Install seal between top and windshield

I worked on the crash pad for a while and then saw everything was going backwards so we called it a day.

Tomorrow we will attack the remaining work to be done.

7/4/2020 – Reinstall dash pad, Check. Replace dash components, Check. Finish installing caliper, Check.

I went to the shop a little early and raised the car so I could see why one caliper bolt would not engage in the bracket. The stone guard was blocking ½ of the hole so some pressure was applied to the guard to align the holes and the bolt was installed. The fluid line was attached, pads installed, and front brakes bled. The wheel was going on when Mark arrived so he got to torque the lug nuts.

Mark broke the horn brush so there will be one final order for that, one horn and rubber mounts for side marker lights.

I got the bracket made for the left door stop and it will be installed tomorrow to finish up the doors.

It will be attached to the door by three ¼ inch pop rivets and attached to the checkstrap via a ¼ inch bolt & nyloc nut. If the rivets hold up the fix should work. We will see.

While I fabricated the bracket, Mark was putting the dash back together.

Tomorrow:

- Finish the door
- Install the seal windshield/top
- Redo the handbrake (not right yet)

7/5/2020 – Finish door, Check. Install hood seal, Check. Redo the handbrake, not done yet.

It appears the thin sheet metal at the B pillar is not even close to being strong enough for the leverage applied by the door stop. It is only marginally effective and will require stronger metal welded in to provide enough strength. This fix is temporary at best.

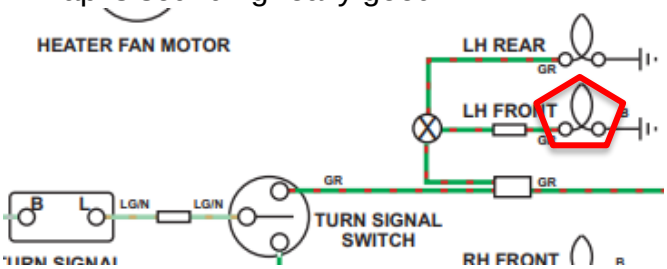
Mark and I had great results from the seal over the windshield installation. It took about 10 minutes and the thing was in place. The thickness of the rubber flange is much thinner than that of a TR6 and goes in the channel much easier as a result.

We took a test drive to see if the car was ready to go home. Turn signals don't

work and the fuse for that green circuit blows instantly. The brake warning light on the dash is also burning so I have to figure that out as well.

My gut feel is that the speedometer as a minimum will have to come out again so I can trouble shoot the circuit problem. It appears there may be a pinched wire or a routing issue.

Today I am tired and am going to rest. A nap is sounding really good.



7/7/2020 – Yesterday was hectic. Roofers were here from 6 a.m. to 8 p.m. but they did finish. They destroyed Jan's flower beds but did a nice job on the roof. Looks great.

They took the DirecTV dish down. Roofer suggested a call to ATT to get it reinstalled. Spent 57 minutes to get an appointment set up for Thursday. Roofer said let me call my guy. It was installed by 6 p.m. Spent 39 minutes with ATT trying to cancel the Thursday appointment. Finally got it done.

Today opened with a lot of little tasks to take care of so I was very late getting to the shop and did not spend much time there. My focus was on finding the short in the turn signal system.

Going in I had two assumptions. Mark had put the dash back together so I thought there might be a pinched wire or some other problem there. I had worked a little in the boot on the left back up light so it was possible I messed something up there as well.

CONTINUITY: I knew the problem was in the green circuit because that is where the fuse had blown. I also knew the turn signals would blow the fuse if the left turn switch was closed.

I started in the boot since I had been working there previously. Using my continuity tester, I checked for a positive noise by connecting the two probes to one, the Green/Red wire at the signal light, the other probe to the light housing. There was a definite response that there was continuity. That meant there was a current path on the G/R side of the system, to say that another way, a short circuit.

I left the G/R wire disconnected and went under the dash. One G/R wire from the switch was checked by using the tester probes from the wire to a body bolt. There was no response. I checked the other wire from the switch and there was a response.

At this point I left both wires from the switch disconnected under the dash. I went to the front of the car and disconnected the G/R from the wiring harness and each light. I checked for continuity on the wiring harness wire. None there so the wiring harness is good. I checked the right turn signal and there was no short there. I checked the left hand light and there was conductivity, AKA short circuit.

I settled for that today and will fix the short tomorrow. There are a lot of positives about where the short is not. It should be relatively easy to repair. Wish me luck.

7/8/2020 – No luck. I removed the light and it is sealed together. Cannot get to the wire connections without destroying the boot. Ordered a new light but it won't be here before the weekend. Darn.

7/10/2020 – More parts are due today no later than 9 p.m. so this seemed like a good day to do some rat killing. It is now 4:25 and the parts are here.

The stubborn handbrake still did not work normally so I tackled it again. Installing the fulcrum pin has been the problem because

805812	18) HAND BRAKE BOOT MK4/1500 up to FM28,000
158565/6	7) MOUNTING RUBBER SET (black rubber) MK4/1500
142534	12a) BRUSH (horn push) 2.6" MK4/1500 up to FM60,006 1976
XDH112H	44) HORN HIGH NOTE MK4/1500

when it did go in, the handle button was not in the correct position.

I used a lot of tape to hold the button in the correct position and the pin slipped in place ready for the snap ring retainer. It was just a matter of persistence. I worked on it several times before getting it right. Now the just received boot can be installed.

7/11/2020 – The next to last shipment of parts was received late yesterday.

Mark came to the shop today to help install the above list of parts from the last shipment. I got a little bit of a head start by putting the hand brake boot in place prior to his arrival.

When he got here, I picked the horn brush up but could not remember which end was inserted first so I looked it up in of the parts books since the manual did not address that component.

The brush was placed in the steering wheel hub followed by the horn button push and the trim ring. Easy job.

While I was on steering, Mark was installing the new high note horn. We finished the easy stuff and starting replacing the rubber around the running lights.

Mark took the front and I focused on the back. The right rear was the most difficult of the 4 due to sheet metal covering the rearward most attachment stud. There was a hole in the sheet metal providing access for a socket + an extension.

With the lights disconnected from the wiring harness the old rubber remnants were removed and the reflector on the right rear was straightened and the edges folded around the inner component. This was the only one that required repair.

With new rubber in place and the lights and reflectors pushed back into position, the lights were tested before final assembly. The two front light bulbs had worked previously but were now bad so they were replaced.

Now that they all worked again, they were mounted back on their respective wing via washers and nuts.

We finished up about 1 P.M. and had a beer before Mark left for home. We made a tentative schedule for picking up the car on Wednesday the 15th of July. The last light is due on the 14th and unless something else breaks we should see the end of this project for a while. Mark plans to install new seat covers, foams and carpets soon.

7/14/2020 – Today I purchased a new battery for the Spitfire. The aftermarket battery cable (NEG) was not grounded on the body of the car. Upon installation ½ inch of insulation was trimmed from the ground cable. I found a line clamp, basically a small strip of metal with a hole in both ends. With it bent in the middle and bolted to the body it took a little pressure with pliers to pinch the cable enough to provide a good ground. When the battery was purchased the correct grounding clamp was asked for but neither O really's nor

AutoZone had what I wanted so I kind of made my own.

I was disappointed when a new fuse was blown after attaching the battery posts to the cables. Now I have to trouble shoot the green circuit better to find the problems. I got about 1/3 through that process and needed to rest. I hope to finish it tomorrow along with installing the new running light.

7/15/2020 – The new front left turn signal and running light are installed and connected. It took over an hour to do. I am exhausted.

I was trying to troubleshoot the cause of the burned fuses and eliminated the wiper system, the reverse lamp system and the belt warning gearbox switch. That leaves the hazard switch and the related connected wires, of which there are many and they have multiple power sources which causes a false continuity positive for all of them. Have to figure this out.

7/17/2020 – On the 16th I mowed the yard early to beat the heat then drove Jan to her Dr. appointment and then just rested when we got home around 2.

Today I got up and took another look at the wiring diagram to formulate a plan to trouble shoot the hazard switch and related wires/components for a short that keeps blowing fuses. If everything else was checked adequately, there are no more issues. Wish me luck.

Time ran out before I got very far. The post office delivered Jan's new phone so naturally I stopped what I was doing and did the setup of the new phone. Mark will be here tomorrow, perhaps we will make more progress.

7/18/2020 – I was already in the shop studying books, diagrams and lists to figure out where the short in the green circuit is when Mark arrived. We put our heads together and tried to figure out what made ~~scents, since~~, sense.

Using the conductivity meter, we would disconnect wires and test for a signal. We did this multiple times and narrowed the problem to a very limited section of the circuit.

We ended up agreeing the problem appears to be in the hazard warning switch so we ordered a replacement and have high hopes this saga with the Spitfire will come to a close.

7/22/2020 – As of today, Mark is due back in town on Sunday and it is hoped he can pick up the Spitfire and take it home. The original scope of work was get it running and make sure it had brakes, and by the way, the passenger door won't open. Looking back that was on or about May 9th and it is now July 22, pretty much 3 months.

To be fair, a lot of down days were from just waiting on parts from California, like now as we wait for the hazard switch. You fix something and discover something else so you keep ordering parts and running up shipping charges. It can get frustrating as well as expensive.

I typically get a message from SpitBits when parts are shipped. This week Tuesday came and there was not shipment notice.

I used a message to simply say, "Please Expedite, time sensitive."

It seems that shipment was held up for an oil pressure switch, which I did not need since it was a replacement for a new one already installed. They got the hazard switch in the mail immediately on Wednesday and delivery is scheduled for no later than Friday evening.

Saturday morning is the Club Brunch that Kay scheduled for us so ½ of Saturday is spoken for. That leaves me that afternoon to get the switch installed on the wood fascia, get the wood fascia reinstalled in the dash, reconnect all the lights and wires to gauges and switches, reinstall the speedometer and tachometer and put the trim under the dash.

I hope to get a test drive in no later than Sunday morning so Mark can come straight from the airport and drive it home. That would be nice as this job has taken much longer than expected and other members are also wanting to get some work done. Sorry for the wait folks.

7/24/2020 – I picked up the new hazard switch from the mail box about11 a.m. and went to work installing it, or at least getting ready to install it. The switch installs from the back of the wood fascia in a location between the speedometer and tachometer.

Installation involves a metal frame that holds the switch in place and the switch. The switch must fit inside the metal frame which is attached to the wood using wood screws. The problem is that the after market switch is wider than the original by about .025".

A file was placed on the work table and the switch rubbed on the file to remove material from both sides of the switch until it fit in the frame. This took a while but the fit was good when rework was finished.

Wires were connected to the switch and wood screws used to fasten the switch in place. Installation of various lights, wiper switch, choke cable, speedometer and tachometer followed. This process is quite difficult in a Spitfire in my opinion.

The center section of the wood fascia was installed next and now it was time to test everything to see what worked and what did not. A quick test left me with questions about the brake light that was still burning but a little dimmer than before. The oil pressure light that was burning but a little too brightly. The ignition light that was not burning at all. I did not start the car because it was time for a pill.

I am going to rest for a while and may or may not go back to the shop today.

Ok, I went back. Time to do some more testing. I put the ignition switch in the run position and tried the headlights/running lights. One tail light was not on.

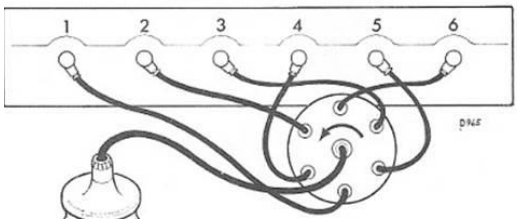
I tried the left turn signal and blew a fuse immediately. The car is not ready. Maybe next month.

Ben Laster sent his dues in with a bonus of $30 for cokes and beer for the shop. Guess I better go shopping.

JOHN'S QUICK TIPS

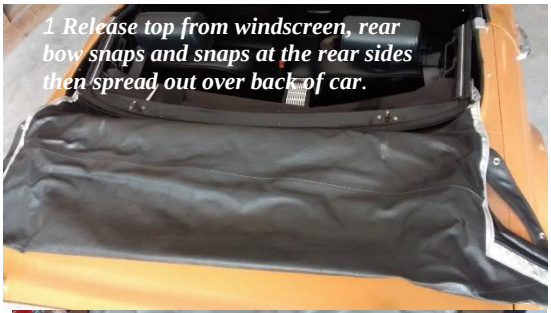
Plug Lead Positions (Fig. 55)

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

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*** byp the **ballast resistor** is highly recommended. T resistor is for protection of ignition points (whi no longer part of the system) and lowers voltag 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***
- ***Early TR6 Seat Backs Won't Stay On***

Cause: Straps in seat back are stretched.
Repair: Remove cover and shorten the straps to tight. Not too hard.

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

GCT Merchandise

SEE NEXT TO LAST PAGE

entertain the 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

DENNY'S PARTS FOR SALE

Triumph TR3A Parts for Sale

One TR3 wire wheel 15"
Battery Box
TR3 Transmission
New in box tire storage lid, red
New Muffler, still wrapped in plastic
Stainless Brake Tubes and fittings
Chrome Guard and Brackets for exhaust

Mark 1 & 2 Spitfire Parts 1964 & 1966

Front and rear suspension both left and right side
3 heaters; 1 works good, other 2 motor bad, one motor good
Frame for Mark 1
2 Tappet Covers
Spitfire Hubcaps, 2 sets small, 3 large
2 Doors off 1966 Spit, complete with windows
2 Rear Ends
Electric Fan
Gas Tank, complete with fill cup, Chrome
4 Wheels with good tire, 1 extra wheel
Drive Shaft
2 Steering Wheels, 1 original, 1- 13"
1966 Steering Column
1966 Radiator with Horns and Water Bottle
Sway Bar
1200cc Engine Complete except exhaust & carburetor
1200cc Engine Block, Head and Oil Pan

deugenerobinson@icloud.com

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

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

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

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 Log

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 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, Fumes, 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 (9l8) 283-7Ol7

GREEN·COUNRY·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·STUFF¤	MEMBER·INFO¤
MEMBER·NAME¤	¤
CO-MEMBER·NAME¤	¤
MAILING·ADDRESS¤	¤
PHONE·NUMBER¤	¤
E-MAIL·ADDRESS¤	¤
V.T.R·MEMBER?¤	·····YES☐ → → NO☐¤
6-PACK·Member?¤	·····YES☐ → → NO☐¤
TRA·MEMBER?¤	·····YES☐ → → NO☐¤
ANOTHER·CLUB?¤	¤

CAR·MODEL¤	YEAR¤	COMMISSION#¤
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SEND·YOUR·DUES·TO·THE·CLUB·TREASURER:··$20 → GCT·C/O·JAN·PHILLIPS·¶
5865·E.·480·RD¶
CLAREMORE,·OK·74019¶
(918)·283-7017¶
maudjpp@gmail.com¶

Make·Checks·Payable·to·**GREEN·COUNTRY·TRIUMPHS**¶
Check·# → → → Check·Date¶

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.**¶