



Triumphant Times

Green Country Triumphs

Monthly Newsletter for July 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 this year now being accepted.
SEE APPLICATION ON LAST PAGE FOR ADDRESS

**Welcome New Members
Doug & Lynn Purdie**

Have you paid your dues?

**Next Club Meeting
Officer Election
Saturday July 18th
Dinner at 6:00PM
Meeting at 7:00 PM
Location: Denny/Kay's
Grilled Hamburgers
provided. If anyone wants to
bring anything salad or
Desserts will be welcomed.**

2020/21 DUES METER
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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

From President Denny Robinson

Hello Club Members:
I hope all are doing well with the heat and virus. The spit has not ventured out of the garage in 3 weeks. I don't look to get it out in the near future with 100 degree plus coming our way. This morning, I have been sitting out on patio watching the rain and giving thanks for what rain we are getting.

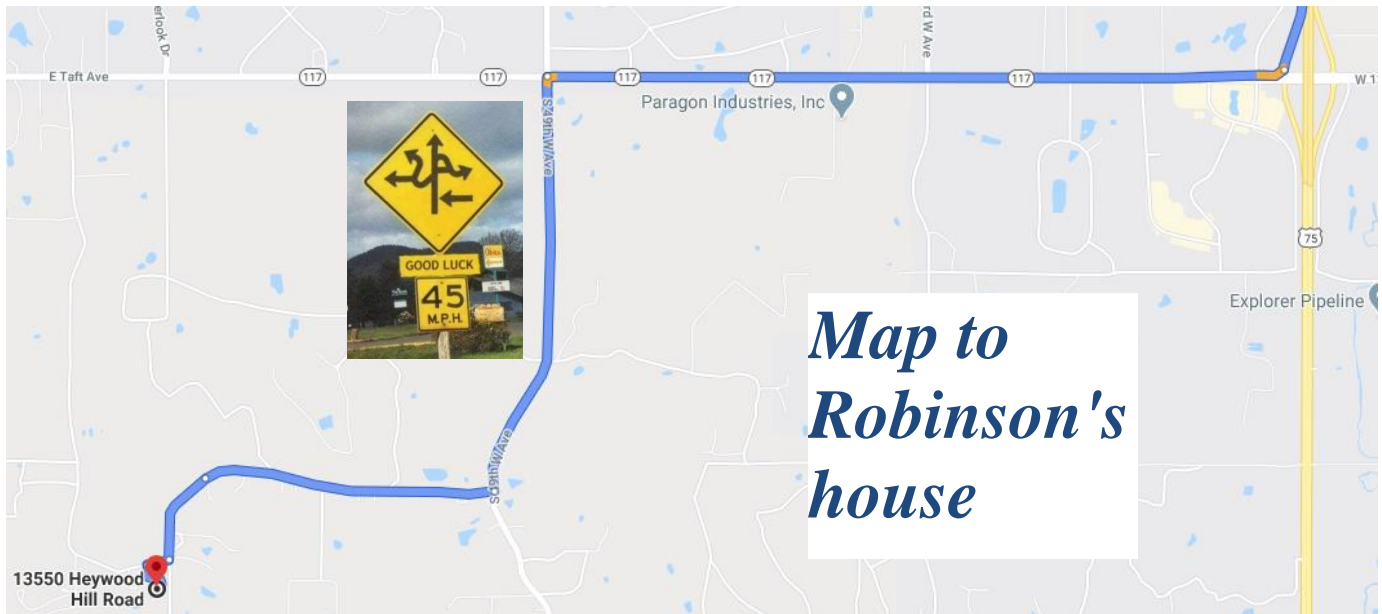
Kay and I are looking forward to the Election Party. Please RSVP (918-346-0306), so we will know how much food to buy. The club will be looking for members to step up to serve as vice-president, secretary and events chairperson. This club is for all members, and we need volunteers for these positions.

While looking through old pictures, I found some of our first Triumph bought new in July of 1979. If I can get them to John, perhaps they will be included in the newsletter.

Hope to see you Saturday, July 18,
Denny



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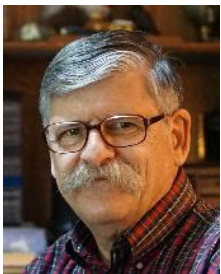
Germans dote on their cars. A car with a visible scratch is probably owned by a non-German. This even goes as far as their driveways! Driveways consist of individual interlocking concrete

pavers so Germans get to weed their driveways. Some use small long handled torches to burn the weeds to a crisp. No bending and possibly more emotionally satisfying than simple plucking.

A word about speed limits. Almost all divided highways have speed limits topping out at about 75 mph. And there are camera equipped speed traps. Looking like something out of a dystopian novel or Dr. Who, they flash and take a picture so you know you've been had. Most are on the median behind the guardrails, so forget about running one over. Anyway, knowing the Germans, they probably have guts akin



From Vice President Bob Avakian



We're still in Germany and will be a bit longer. Not much has changed since our last trip around New Year's. The place is still crawling with Mercedes, Audis, BMW's, and VW's in various forms and even a few Smarts. But some models are a lot smaller and more affordable than those they export.

American drivers identified by the Ford 150 crew cab pickups or large Japanese SUV's they drive.

German drivers are pretty good. The privilege of driving in Germany is difficult to obtain and easy to lose so there is a natural selection process at work. It's like "the old days", when American cars were standard shift so not everyone could just jump in, turn the key, and escape. I bet we all can remember someone that could never learn to release a clutch and give it the gas smoothly.

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to airliner flight recorders. They pop up almost anywhere, and are a lot harder to see than patrol cars.

Germany is coming out of their lock down, but in a typically German way. Social distancing is still the watchword, along with small groups and no public events. Everyone is forced to use masks where two meter social distancing is difficult to maintain like in shops and grocery stores. Cashiers hide behind Plexiglas screens that look like massive, vertical, 4 feet high buffet sneeze barriers. To eat in a restaurant, one must leave an address and phone number so if you, or any of the other diners, become COVID positive they can notify and track everyone. As a result, the infection rate is still very low. Perhaps we can learn from that?

Secretary's Minutes of the Last Meeting by Adele Blom



The June monthly meeting of Green Country Triumphs (GTC) was held on Tuesday the 16th in Baxter's Interurban Grill at 717 S Houston Avenue. Dennis Robinson called the GCT meeting to order at 7 pm. Kay Robinson's minutes were approved as distributed in the newsletter. John Phillips collected dues (\$20 for the year) and gave the Treasurer's Report.

Art Graves said the Heartland show in Kansas City in September has not been cancelled. The Brits in the Ozarks is also still on. St. Louis may do the Regionals next year and OKC is planning the 2021 Nationals in Edmond in October. Everybody pay attention, we have agreed to support OKC in the upcoming nationals (which replaced the cancelled 2020 regionals) and still are the planners of a funkhana and the responsible people for the car-wash. We need to plan to attend and help as needed in this event. Art Graves is kind enough to be our go-between with COVTR.

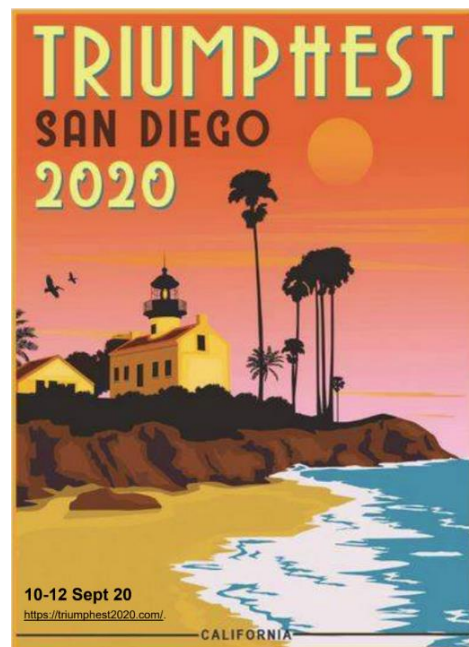
John Phillips is helping Mark Forsberg with his '73 Spitfire. Rust free almost. John and Mark have done the brakes. Denny and John sawed off the door. The screws and door check strap will not be all they have to replace. A metal piece for the

driver's door will probably have to be fabricated. Inside handle for the door is \$70 but the outside handle is \$145. Spit Bits is the source for them. Once the top, door and dash pad are finished, it will be time to work on Doug and Lynn Purdie's TR6. Their clutch doesn't work. John has worked years helping old and new club members to have working cars. He offered to help Rolf Blom with his TR3 carpet when it comes in.

Kay Robinson has been trying to get a breakfast location so we can drive in the cool mornings. This has been difficult because of Covid-19 complications. Maybe a picnic after a drive could be scheduled. ON a light note, she said rust it is just patina. We are fortunate with our wonderful club members.

We wished Dennis Robinson a Happy Birthday. We have a new member named Tom Harris who bought his TR6 from Frank Wood. John Phillips said there has been a hack on his e-mail account, and warned not to click on message from Kay Wall or even John Phillips until you are confident it isn't a hack. We lost an ad in our newsletter because Tony Mullinger retired. If anyone wants to advertise, contact John Phillips.

With no further business to discuss the meeting was adjourned at about 7:35.



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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	?
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
TBD	Road Trip/Ralley	Art
November Friday 1 or 8	Guy Fawkes	Jan
December	Christmas Party	Mark Forsberg



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Heartland All British Car and Cycle Meet

[Home](#) [Event Info](#) [Event Site](#) [Sponsors](#) [Previous Heartland All British Registration](#) [Previous MG Heartland](#) [Previous KC All British](#)

Save the Date!!

**Sunday, September 6th, 2020
Car Show**

We are returning to the Merriam Marketplace for 2020.

Location: Merriam Marketplace
5740 Merriam Dr
Merriam, KS 66203

Heartland All British Car Day

Location: Kansas City, Missouri

Date: September 6, 2020

Web:

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

Upcoming 2020 Car Shows

Triumphfest

Location: San Diego, California

Date: September 10 – September 12, 2020

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

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About time

agarbart@cox.net

to John,

As you can see, I have the block, head and crank back from the machine shop.

The owner was actually not bad to deal with.

All are back at shop for assembly.

I am having some more surgery on my back next week but the shop owner said he should have it back together and installed shortly after that.

We will see.

Alan A Garbart CPA (Retired)

garbart@cox.net

Al,

We all wish you good luck with your back surgery. You and Glenn are going through that at the same time. Best of outcomes to the both of you. Editor



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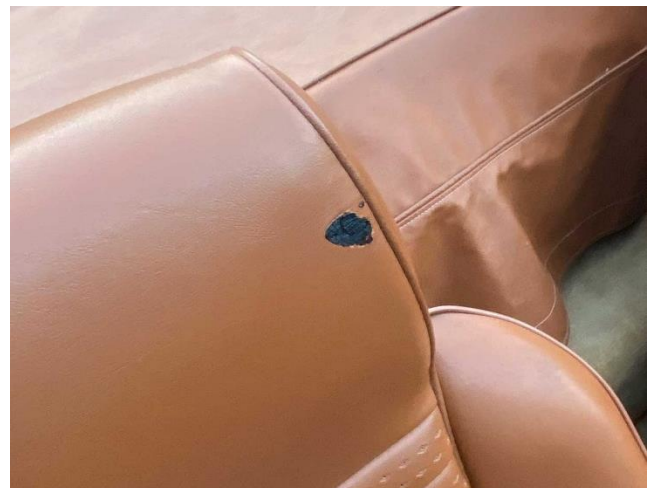
Just pick whatever color you want. Remember those days? Bell bottoms, hair, salesmen still wore suits. I am thinking 1972. Does anyone see anything weird about the windshield wipers?

On this nice sunny day, 32 °C (that's 90F for you guys) went for a drive and stopped at some friends for a drink and left my driving prescription glasses hanging on the rearview mirror. The sun going through the lenses acted like a magnifier lens and burned and melted a vinyl line on the newly refurbished bottom part of the passenger seat. Credit TRF



Another example

Apparently, the sun reflected off the mirror on his passenger side sun visor, burning a pretty severe hole in the top of the passenger seat



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\$108.00 DOLLAR MIRACLE

By Tom Harris

After a few late-night drives home in my newly acquired TR-6 I remembered how dark those drives home from Stillwater on the old highway were. I'm pretty sure my vision was better then and more than one deer gave me quite a start.

I eventually upgraded to some Bosch Halogen headlight that required an additional relay and wiring. I went to the trusty You-Tube for information on the new LED headlights. After watching many comparisons, I realized that the worst of the lot was way better than the candle yellow glow that currently emanated from my stock headlights.

A little more internet research and I found them from \$100 to \$500. I opted to go for the low end. In a few days I got an interesting box from China...I know what you are thinking... 😊



7 inch LED Headlight Round 2PCS
E-MARK Approved 6000K Hi/lo
Beam lamp, UNI-SHINE,J004-2pcs
by UNI-SHINE
★ ★ ★ ★ ★ 116 ratings
106 answered questions

Price: **\$107.59 & FREE Shipping**
Get \$125 off: Pay \$0.00 upon approval for the **Amazon Business Prime Card**. Terms apply.
Not eligible for Amazon Prime.

- THE NEWEST UNIQUE DESIGN, DIY YOUR CARS: Enhance The Look And Performance Of Your Motorcycle With The Next Generation Of Led Lighting. The Headlight Kit Comes With Everything You Need To Switch To The Completely Modern And Powerful Led Lighting System.
- HIGH PERFORMANCE HI/LO BEAM, INCREASED SAFETY: Brighter, But Softer Light(Closer To Daylight), Efficiently Relieve Driving Fatigue. Complex Reflector Design Can Improve Overall Visibility While Project Light During Long Distance, Helping Drivers Receive Better Views And Road Reflections
- EASY PLUG AND PLAY INSTALLATION, SAVING YOUR TIME: Comes With Standard 3 Blade Connection, H4 Led Driver And Wiring Adapter, Making Installation Is Quick And Easy. Just Connect The Light To The Factory Headlamp Wiring, Then Go To Rock!

\$107.59 & FREE Shipping
Arrives: July 8 - 15
Fastest delivery: July 7 - 10
In stock.
Usually ships within 2 to 3 days.
Qty: 1
Add to Cart
Secure transaction
Ships from and sold by Uni-Light Direct.
Add a Protection Plan:
☐ 3 Year Auto Accessories Protection Plan for **\$5.66**
Deliver to TOM - Owasso 74055
Add to List
Share
Have one to sell?

And just as advertised two surprisingly heavy aluminum LED headlights were mine.

A few evenings later I was ready for a test. I started off with the trim ring.



I turned it just a little and it came off easily. I noticed a notch and corresponding clips.

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I found the headlight was retained with three Philips Head Fasteners.



The Slotted fasteners are for headlight adjustment and should not be removed.



Being careful I removed the headlight and found the new plug matched perfectly.



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The LED headlight indexed and fit perfectly. Notice it does protrude a bit from the trim ring.



With one installed there was a significant difference!



With both I had my \$108 Dollar Miracle.



The Hi-Beam on the left illuminated the tree on the left and gave more definition to the black truck. This photo may not capture the difference that well and to really see the difference, I went to the open road. During the last few night drives, no oncoming drivers have “Flashed” me. The conversion seems adjusted from the start and not irritating to other drivers. Having had automatic headlights, the first thing I did was

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leave them on for about four hours. My wife discovered them and flipped them off but left the running lights on. When I came home a couple of hours later the car still started like a charm.



In the end I could have not been happier. As you can see from this photo the immediate side illumination is great! Turning into the driveway or racing up the sweeping turns of Keetonville Hill I could see the apex with ease. You have now noticed how dim my dash light are.... that's a project for another day and that's exactly why I purchased my second TR6 forty years later.

I can't thank Frank enough for passing along this little Hot Rod. It has taken me back to my college years and produced new memories for both my children. My son who has raced various things for twenty years has really taken a liking to it and drives it every chance he gets. I think there may be hope for the next generation of Triumph enthusiasts.

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Greasy Hands Garage North Update by John Phillips

6/11/2020 – Jan and I took the dogs to the vet for vaccinations today. When we got home, I was sitting here trying to figure out how to get the distributor gear installed.

The phone rang and it was Dale Smith. He was sitting in my driveway and had just dropped by to see the Spitfire in the shop.

Naturally when I told him about all the trouble I was having with the distributor gear installation, he said “let me play with it a little”.

Three minutes later it was in place and the thing I had worked on for hours was done in minutes. Hooray! Thanks Dale.

6/12/2020 – Today was a shop day. First up, since the distributor gear was now installed, was to set the timing by the static process.

The harmonic balancer had timing marks plainly stamped in the metal but there were small white marks in two places, TDC as you would expect and another about 8 degrees advance. That seems to say that someone determined the best timing setting to be on that other white mark.

So why should I doubt that guy. That is where I put the pointer, 8° advance.

A test light was connected between the + battery post and the low tension wire that was disconnected from the coil.

By turning the distributor until the light went out and then tightening the clamp on the distributor the engine is timed. Yes, I will verify the timing is correct using a timing light but in theory they should have the same result. I will wait for Mark to return so he can be here to hear it run for the first time in many years.

The top was next. I folded it back and masked off the areas that did not require glue. Glue was applied to the header rail and the vinyl fabric. The top was then positioned on the header rail with the white stripe on the leading edge.

I was not impressed with the glue. It was what was left over from a previous job and did not appear to hold the vinyl as well as it should. It can be redone if needed.

The seal retainers were then riveted in place and the latch handles were fixed to do their job and I was done with my part. Mark has already been informed that installing the

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seal is all his. The top looks very good to me. Easy installation.



If plans work out the passenger door is next. We have to figure out how to get the latch to release so we can get everything repaired inside the door and a new latch on door. The door itself is ok, but not the latch.

6/13/2020 – The plans did not work out. I changed my mind and started on the dash crash pad. The new one is lying around subject to being damaged so I decided to get it up and in the car before something happened to it. I followed the instructions up to the point of taking all the instruments out and decided to see if the facia could lean out enough for the new pad to be slipped in over the top. It looks like it might work.

The picture shows where the work was suspended for lunch. Most of the old pad is off so If I can get it cleaned up today and put the new pad on tomorrow that will clear the



path for the big remaining project of fixing the door.

6/14/2020 – First up today was the completion of the crash pad removal so all the brown color above and black down near the windshield is not out. I little more cleanup with a scowering pad might be a good idea but it looks pretty good right now.

Since four hands may be better than two for the pad installation, I decided to take a look at the door to see what I was getting into. The inside handle was held in place by four screws so those were removed. The rods that connect at the B pillar location were held in place by a couple of nylon clips so they were removed and the assembly then removed from the door. One of the handle parts was broken in half as you can see in the picture below.

Ok for the easy part, now for the latch. The three screws holding the latch assembly to the door had to be removed somehow. One screw could be accessed and removed. One screw was aligned well enough with a hole in the B Pillar component that it could barely be backed out and the third just required a saws-all to take care of the problem.

After playing with the parts and trying to get things to move I did something right and it fell apart in my hands.

Now it was obvious the latch was completely gummed up so a long soaking bath in the parts washer along with some brushing got things moving a little easier. After a drying off, brake clean was used to get rid of more

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grease or whatever lubricant was in there mixed with dirt and dried hard.

Working the latch over and over loosened it up to the point I think we can use it again.

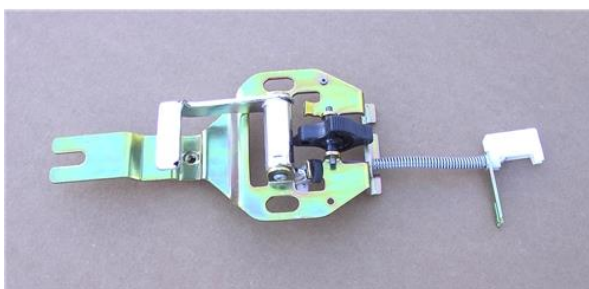
The door is ok, no damage. The window is fine and works ok. The hinges are not loose so no replacement there. We have new door checkstraps to install. Not many parts are needed to finish it up and get it reinstalled.



One bit of housekeeping to do was to extract the screws that were cut from the B pillar to get the door out with Denny's assistance.

A drill was used to put a small shallow hole in the end of the bolt sections, then a Craftsman screw extractor was used to back the screws out. This is the first time they have actually worked for me so I was surprised but pleased. It worked quite well.

A trip to the hardware store is in order to replace the screws that were cut off during disassembly. It appears that a new inner handle and 6 screws will be needed to repair the door.



6/15/2020 – Today I thought it would be a good idea to take a look at the outside door handle to make sure it was ok before putting the door back on the car. It was not. Notice the nylon part is broken on the far left end. There is supposed to be a hole that a pin fits



into that provides a fulcrum for the lever handle to push against the latch which releases it to open. One side of the hole is broken out.

You probably saw my plea via email requesting an outside handle for a 73 Spitfire 1500. At this writing it appears that the only option is to buy a used part or a new one.

6/17/2020 – This morning I was sitting at the computer placing an order for a new door handle and leaned back in my chair for a swig of coffee. The chair swiveled around and I was suddenly looking at one of the foxes that live in our area. Just one of the little pleasures related to living where we do.

6/19/2020 – I went to the shop today to catch up from doing pretty much nothing for most of the week. The only things accomplished were to sort the remaining parts and finish up connecting the wires for the front turn signals. The parts left to install, mostly door stuff, were put on the spare work bench.



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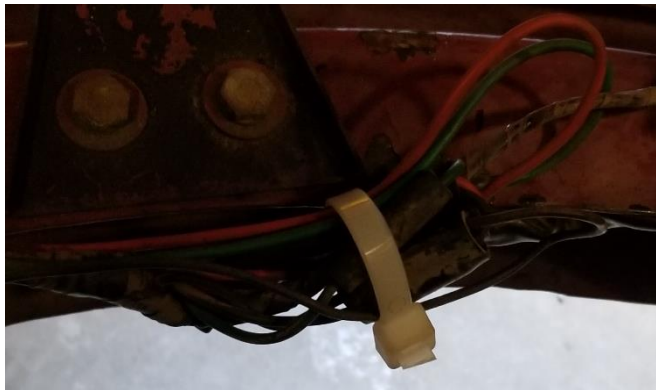
The ones not scheduled for installation were put in the boot. The big box they had been in was hurriedly rushed to the trash truck which was currently dumping my cart.

Ok, that helps make some room. The crash pad was kind of maneuvered into place to check for fit. It looks like to me some trimming is in order but I think Mark should have a say since the part is expensive and I don't want to buy him another one.

Nothing on the pad seems to align with the features in the dash, like the vent slits and ash tray hole. Can you spell intimidation? Yes, I am.



The inside door handle is due for receipt today. The outside handle is due on Tuesday. If the dash pad can go on this weekend and I can remember how to connect the wires to the gauges, with Mark's assistance, I may finish this thing by mid-week.



As for the signal light connections, the harness threw me a little bit of a curve. The wires to the lights from the harness

connections were both green instead of Green/white and Red/white.

The wiring diagram reassured me that the Red/green was for the left light and the White/green was for the right light. It was plain which direction the green wires went so the connections were made and the wires tied down.

6/20/2020 – Today Mark and I tackled installation of the crash pad on his Spitfire. Without going into a ton of detail, the pad was too long so there was some trimming from each end. We also went to great lengths to make sure all of the old pad was cleaned out of the slot that was to receive the new pad leading edge.

Installing the demister vents was very difficult and one of our attempts resulted in breaking the windshield. On the good side that made finishing the pad a lot easier with the windshield out.

Reinstalling the other components was also difficult. The gauges, wiring connections, installation of the tach and speedometer were far more difficult than in a TR6.



Everything is back where it is supposed to be related to the pad installation. The new windshield is on order, the door repair is in work to replace the handles on the passenger side, the left door checkstrap repair is in the "How the hell am I going to do this" stage.

I have some ideas, hope they work.

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The new inside handle on the left door is installed.



We also tried to start the engine. Fuel is being pumped to the carburetor, the timing is spot on from the static timing done earlier, the spark plugs have been re-gapped and there is plenty of spark. I ordered new spark plug wires anyway.

The engine started and sounded good using starting fluid to keep it running. For some reason fuel is not going through the carb. I can figure this out.

6/21/2020 – I spent some time in the shop today trying to resolve some issues. First up was to determine why there was no fuel going through the carb. There are not many reasons so it was the first thing I suspected.

I removed the fuel inlet hose and added a short piece of hose and tried to blow through it. No luck. I then removed the air valve from the top of the carb and tried again to blow through and nothing.

At this point the carb was removed from the car and the float bowl removed. The float valve was checked to see if it was free and it

was not. Even though it was replaced with a new one a few weeks ago, it was stuck shut.

I tapped it to get it free but it was still sticky so some carb cleaner was squirted through it which freed up the needle so that it would move when the valve was turned upside down or back up, it was working very well. Since I did not have another new one handy, the cleaned one was put back in the carb.

I had originally assumed the float level was .650" as is the TR6. I did double check to make sure they are the same and they are.

Time to start the car. It needed a little help from starting fluid to get it going but before it ran out of fuel the carb supply took over and the car started running.

The idle at start-up was about 3500 rpm which turned out to be throttle shaft seals that were too tight. The idle speed is currently set at 1000 rpm, which is a little fast but it will be reset later.

At start up there was a lot of white smoke which I attribute to a collection of condensation in the oil sump that was burning off as water. Happily, it soon stopped smoking and the engine sounded healthy and ran cool.

Even though there is an issue with the temperature gauge, the infrared gun was used to verify that the temp never exceeded 170° F while sitting in the shop idling.

My attention soon went to the door handle installation. The inside handle has two rods running to the latch. One is for the lock, the other opens the latch.

I had to fiddle with the rods, their retainers in the middle of the door, and the return springs near the handle. Once all that stuff was nailed down the handle operates the newly cleaned latch as it should.

The lower crash pads were the next thing to draw my attention so I started to replace them. They are held via small wood screws, some of which escaped before we

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needed them for reinstall. Have to find more screws.

I thought a list was needed to keep track of things left on this car. I was surprised at how long it is. More to come.

6/22/2020 – today was an easy day. Task one was to visit O'really's to pick up a cover for Mark's steering wheel. The rubber on his wheel was in bad shape so it was best to cover it up if it is too be used.

The next task was to install metal snaps on the hood cover (hood = top remember) since the old plastic snaps were in many cases broken and did not fit on the metal snaps previously installed on the car. The snaps there were in poor shape as well.



Task 3 was to fix the boot so it would latch. This is something that surprised me a little. A new seal had been put in place previously and the boot latch no longer would latch.

The portion of the latch that bolts to the inside of the boot (trunk) was the obvious point of adjustment. After trying to understand how it worked, I moved the two attachment screws to the lower holes from the upper thus raising that component about 3/8".

The latch will now latch but the boot lid does not sit as low as it needs to appear level with the rear wings (fenders).

Jan had just entered my shop as I failed to lock the door. One of the outside faucets would not shut off, so I stopped my hobby to fix something so she could continue with hers.

If I break something or need a part, I fix it or go get it. If Jan needs something for her hobby, she calls me. Do women not understand the concept of replace or repair? I guess that is just the man's responsibility. Amounts to lots of interruptions.

At least my checklist got a little smaller today. The outside door handle is due for delivery today so I may get the passenger door back on tomorrow.

6/23/2020 – This was a very good day in the shop. I had been thinking about the temp gauge not working but the fuel gauge did. Relevance: The same wire powers both gauges which sit next to each other in the dash. That means that the wire is connected to the voltage stabilizer as it should be.

The center section of the dash was lowered again and the ignition turned on. Using a test light, I found power on the fuel gauge as expected.

By using the gauge on the temp gauge, it also had power in and out. Cool, that means the issue is at the sending unit.

I checked for power at the sending unit and the wire was charged. The connection to the sending unit looked pretty iffy so a new connector replaced the old one. A wire brush was used to clean the connection at the sending unit and there is now power to the sending unit.

The next time the car is started the issue will be resolved assuming the sending unit is functioning. If not, it will be replaced.

Now for the biggy, when Mark brought the car over, he mentioned the door on the driver's side would not open.

I tried a lot of things to get it open but in the end Denny and I used a saws-all to cut the door off at the B pillar. I figured we were maybe going to have to replace the door.

After completing several other tasks on the car, the door was put on the work bench and the handles removed. They were both broken and had to be replaced.

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Today the outside handle was fastened into place on the door, the latch secured to the door, inside lock mechanism and inside release lever were connected to the latch and the new screws used to hold everything together.

Two push on nuts were needed to hold the rods from the inside handle in place. I had one and thought I had lost it. A trip to O'really's got me an assortment of push on nuts that ended up not having the main one I needed. It did have one that I needed for the inside latch rod which was good.



I happened to look down at the work bench and there was the one desperately needed. I had looked right at it about a dozen times while searching for it but failed to see it. I can't explain these things but will take help anytime any way I can get it.

With the door completed, almost, it was mounted back on the car. I used two jacks to



hold it in the right attitude for the bolts to be reinserted. Worked like a charm.

Denny and I had distorted some metal during disassembly so the rubber/plastic mallet was used to persuade the metal back to where it should be. This door operates more smoothly than about any door I have used. There is no way Mark will not like it.

The door was the most intimidating project on the list. To be done are get one horn to work with the other, fix the heater door so it can be adjusted via the knob on the dash, and install the new windshield when it gets here. Getting closer.

6/24/2020 – Today started with getting Sam to a surgery center for his next surgery on his foot. I got home after 11 a.m. and changed clothes and went to the shop.

The first task up was to replace the lower crash pads on the dash. It did not go well so I gave up and started to do something else.

One horn does not work so I figured out which horn works and tested the other to see if it was something I could fix. It either needs refurbishing or replacement. Neither of which is something I want to mess with.

Since I did not feel particularly well, I sought out my couch and took a long nap. That helped a lot. Later in the day Tom Hill came over to figure out why his car was suffering from periodic power failure.

The only thing we could put our finger on was loose electrical connections at the coil. He decided to drive it some more and see if we got lucky with tweaking the coil connections. Not a good day in the shop.

6/25/2020 – The right door kept my attention for one more day. The door cap had been destroyed before Denny and I finished the job. It was time to put a new one on.

The hole locations were identified on the cap but were a little bit high. No problem, I just cut the space below the hole out so the door card pins could be inserted later.

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

The glue surfaces on the door and on the cap were wiped several times with lacquer thinner to get them clean enough for the glue to stick. The cap still had release agent residue on the surface and had to be removed.

Both clean surfaces were coated with a super strong 3M glue and allowed to set for a couple of minutes. The cap was then pressed into place and worked as well as possible to make sure the position was optimal and the surfaces were stuck down.



The inner and outer seals for the window glass were installed next. The process I use is to put the clips in place on the door then push the seal down into each clip. This process just seems to work better for me. It is still a pain in the butt but it is done on this door anyway.



The badly damaged door panel was next followed by the handle trim and window handle/knob. The goal here was to give Mark something to use until new panels can be installed.

The panel was washed with simple green to get the yuck off and then pushed

back into place using whatever I could find to do what needed doing.

With the panel more or less secured, the trim for the handle was put in place and secured with the original screw. After that the tedious process of reinstalling the window handle was begun.

A 1/8th inch punch was used to hold the parts together while the retainer pin was installed using large needle nose pliers. The punch was pushed out of the hole by the pin as it was pushed in using the pliers.



While Mark is here on Saturday, I plan to get the windshield installed assuming it arrives tomorrow. The only job of substance after that is the repair of the other door. Mark needs to know what I have planned for that as well so he can stop me if he does not like the plan.

As a follow up to the Tom Hill's car ignition issue, tightening the nuts on top of the coil eliminated the issues he was having with intermittent power loss.

The Spitfire story will resume in the August edition. It got up to 28 pages so it is broken into two sections. I am sure the Spitfire saga will end next month. Lots more to come.

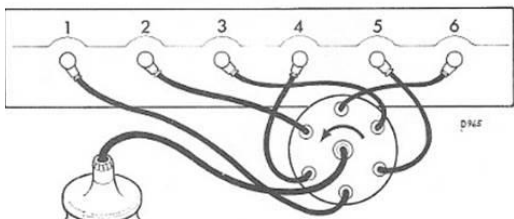


Our Third Decade of Fun, Sun, Leaks, Fumes, Sparks, Whines & Friends

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 R
eminder&utm_source=Reminder&ut
m_content=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.

GCT Merchandise

SEE NEXT TO LAST PAGE

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

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



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.



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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.¶**