



Triumphant Times

Green Country Triumphs

Monthly Newsletter for September 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?

Next Club Meeting
Tuesday September 15th
Dinner at 6:00PM
Meeting at 7:00 PM
Location: Baxter's
Interurban
717 S Houston Ave
#100, Tulsa

Current DUES METER
100% PAID
44
43
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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

From President Art Graves

By the time you read this I will either be in Kerrville, Texas or heading home from Texas. The Hill Country Triumph Club (Austin) organized a two-day tour of the Texas Hill Country with the Inn of The Hills as the hotel to operate out of. Eight members and either six or seven Triumphs will brave the 'outside world'. I'll recount my adventures with a story and pictures in the October newsletter.



I'm always a little nervous prior to a road trip. Even when I drove the TR6 every day for my commute to work, some anxiety set in for the first one hundred miles or so. These days several weeks may pass between drives in the Triumph. That made me wonder how often other club members drive their Triumphs. From experience I know that regular driving is not only good for the car, but good for the owner's peace of mind. It's hard to be comfortable driving an unfamiliar car.

Speaking of driving somewhere, I looked up dates for several of the major car show/conventions. I will work on a more complete list as we get closer to 2021. There seems to be some trepidation to schedule, plan and organize events with so many unknowns related to COVID-19. Anyway, here's what I know so far:

2021 VTR South Central Regional – there won't be one

2021 VTR National Convention –
September 14 – 18, Edmond, OK

2021 Triumphfest – October 14 – 16,
Flagstaff, AZ

You may have seen John Phillip's note that Sharon Parker has renewed her membership in the club. Hopefully we will see her at future meetings and events. Karen and I met Sharon recently at Eerie Abbey Ales, located in downtown Tulsa, and caught up with each other over a couple of beers.

See you at the September meeting!
Cheers, Art

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

From Vice President Al Garbart

Wedgewood

Dave (grandson) and I went over to Paintmaster yesterday to check on the progress on the body and saw the car sitting outside. I went in to see why it looked like they hadn't started. Phil said he had tried to call me but wasn't able to reach me to say he was done. We took it home to look it over and eagle eye Janice notice a couple of spots that needed a little more work. We returned and had Phil look at the car. He was less pleased than me. He promised to have a word with the paint shop. I should get it back by next Wednesday. Since that was the original finish date, I have no problems.



We are scheduling the September drive for the 19th. I figured we could make it a poker rally. We will meet at the QT located at the 145th (Aspen) exit of the Broken Arrow expressway at 9:30 on Saturday.

The change in starting locations is because they have 100% gas. If you want 100% high test (91



octane) Phillips 66 is across the street.

Looking forward to seeing all of you at the next meeting. We will be at Baxter's Interurban on Tuesday, September 15th.

Al

Secretary's Minutes of the Last Meeting by Trish Lindsey



The July 18 meeting of the Green Country Triumph Club was called to order at 7:00 pm by president Art Graves. The meeting was held at Baxter's Restaurant in Tulsa. Sixteen members were in attendance.

Minutes were approved as read in newsletter. The treasurers report was read and accepted.

Under committee reports:

Car Shows - All have been canceled. The Brits in Ozarks show requested donations be sent for ALS. Jan made a motion that the club contribute \$500 to the Brits in Ozarks cause for ALS. Motion carried.

Membership - John reported a loss of 5 families due to nonpayment of dues. We still have 42 families as members.

Parts - John reported that the troublesome Spitfire is finally out of the shop. New member, Doug Purdie, has dropped off a TR6 for brake and clutch repair.

Activities - Al is planning a trip for us to drive around Ft Gibson Lake with a stop at Western Hills Lodge in late September. (By the way, Al's granddaughter is having a baby girl.) Kay will plan something for October and Donna has planned a Halloween party.

Under Old Business, Adele has offered to contact Sharon Parker to see if she would like to join us.

Under New Business, our next meeting will be Sept 15 back at Baxter's.

Jan reported on Sam. He fell again and will need surgery in the future. Art suggested the club offer to help clean out Sam's garage for him.

John moved for adjournment at 7:30 pm. Jan seconded the motion. It passed.

Respectfully submitted, Trish Lindsey, Secretary.

Editor: A check for \$500 has been sent to: ALS Association, Arkansas Chapter and mailed to: Brits in the Ozarks

Jim Carney

11565 Oak Hills Dr.,

Bentonville, AR 72712

800.773.5433 (ALS number)

Also, after the meeting, another member paid dues so the new numbers are: Paid – 43, Lost 4. Sharon Parker was also added to make that Paid 44, lost 3.

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2020 Scheduled Club Activities

WHEN	WHAT	WHO
April	Brunch at IHOP	Kay
April/May	McAlester for Italian	Denny
July	Picnic or Breakfast	Kay
July	SHARON'S EVENING CRUISE	
Sept 19th	Al's Drive Around the Lake & Lunch at the Lodge Meet at QT, 145 th & Aspen, B.A. 9:30	Al
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

Here is a car to show, a little different.

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there won't be one

2021 VTR National Convention –
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Ben, I have thanked you many times for the knee pads donated to the shop years ago, but they wore out. The best part of my day today was getting some new ones. How do you like them?



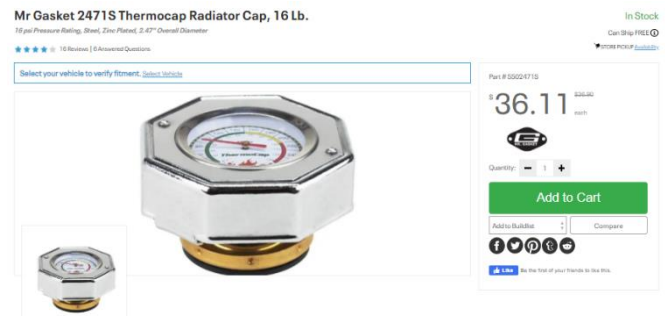
Today, 8/15, Member and Past President Dewayne Pass stopped by the house to drop off some books and key blanks left over from his ownership of Triumphs. I now have a new Haynes manual for Spitfires. Now that Mark's car is headed home, I should read up on how I should have done some of that stuff.



Dewayne looks good and is two weeks into getting back into their house after it burned down last year. He said his new Nissan truck is coming in handy during all the moving. It was good to see him again. We had a nice visit while he was here.

A recent temperature sensor replacement resulted in an indication that the engine was constantly overheating. If you question whether or not your temperature gauge is showing an accurate operating temperature this little jewel may be the answer.

I first noticed this on one of Charlie Brown's cars and the more I thought about it the better I liked the idea.



<https://www.speedwaymotors.com/Mr-Gasket-2471S-Thermocap-Radiator-Cap-16-Lb-43975.html>

Another alternative is the Infrared Digital Thermometer.



Klein Tools >
Infrared Digital Thermometer with Targeting Laser (10:1)
★★★★★ (32) Write a Review Questions & Answers (9)

- IR Thermometer has a 10:1 optical resolution (distance-to-spot)
- Temperature range from -4 to 752° Fahrenheit
- NOT intended for testing human temperature

\$29.99

Save up to \$100* on your qualifying purchase. Apply for a Home Depot Consumer Card.

How to Get It

Ship to Store Ship to Home Scheduled Delivery

This won't look cool on your car but it can be used in a lot of other applications than just the temperature of your engine.

Klein produces good quality tools and this one is available at Home Depot.

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Paula Sammons-Brown is attending Fort Gibson Historic Auto Show with Charlie Brown at 108 W Poplar St, Fort Gibson, OK 74434, United States.



Paula Sammons-Brown, dad and I trekked an hour to Ft Gibson for a car show today. The convertibles look good. It's nice to get them out to a car show.



Hi John,

Carol & I sure enjoy your very funny posts and comments. It has sure lightened the burden of pandemic isolation. I drove for the first time in four months today, drove the Triumph around the neighborhood. It started right up and ran great! I had to have Carol's 2007 Volvo C-70's battery replaced, the car's original battery (mfg. Mexico in 2006) was 14 years old! Can you believe that? Nowadays you're lucky to get one to last 4 years. I bought the new battery from AAA (6 year+ warranty) and had them replace it as I still can't lift over 15 lbs. You had to tear half the engine compartment apart just to get to it! Things are getting better getting around now. I start physical therapy at the VA Friday. So, I hope to see you all soon.

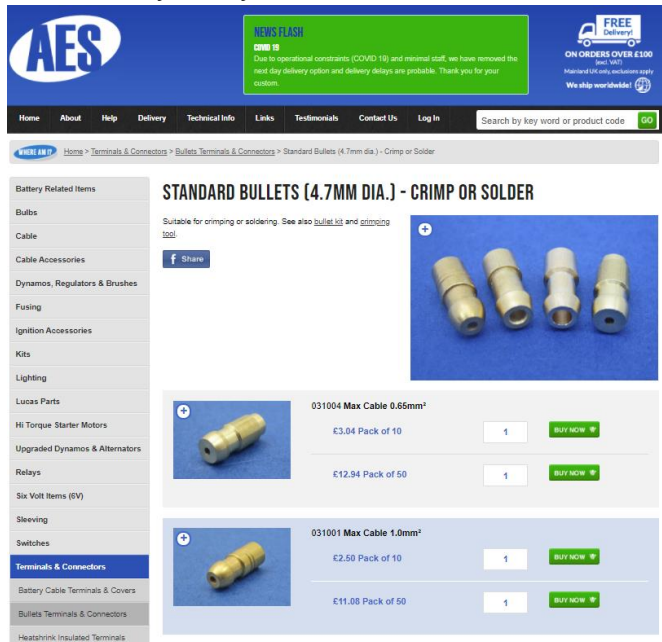
Glenn



Former member Betty Shutler posing near their summer home on Glen Lake in Empire, MI. 8/31/2020

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I recently purchased 100 of these and they are worthless. I use a professional crimping tool and it does nothing but cut the bullets in two pieces. It says crimp or solder, better count on solder unless you want lots of scrap. The last lot I purchased worked perfectly, not these. Stay away.



AES

NEWS FLASH
Due to operational constraints (COVID-19) and minimal staff, we have removed the next day delivery option and delivery delays are probable. Thank you for your custom.

FREE Delivery
ON ORDERS OVER £100
Mainland UK only. Exclusions apply.
We ship worldwide!

Home About Help Delivery Technical Info Links Testimonials Contact Us Log In Search by key word or product code GO

Home > Terminals & Connectors > Bullets Terminals & Connectors > Standard Bullets (4.7mm dia.) - Crimp or Solder

STANDARD BULLETS (4.7MM DIA.) - CRIMP OR SOLDER

Suitable for crimping or soldering. See also [bullet kit](#) and [crimping tool](#).

031004 Max Cable 0.65mm²
£3.04 Pack of 10
£12.94 Pack of 50

031001 Max Cable 1.0mm²
£2.50 Pack of 10
£11.08 Pack of 50

Charlie Brown 8/29/2020

We are at Wings, Wheels and Wishes Car Show today. Paula Sammons-Brown drove her Triumph, dad drove the convertible and I drove cinnamon frost.



There wasn't a wet eye in the crowd as Mark departed in his Spitfire for home after it had spent the summer at GHGN "getting it to run and stop and oh by the way, the passenger door doesn't open". Boy, did that turn into a mess. Anyway, you can see I didn't lose any weight over it.

Cougar Country

Charlie Brown has recently completed the restoration of his 3rd Cougar to add to his collection.

Of course, Paula still has the TR6 to maintain her title as Trophy Wife.



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The Non-Summer of 2020 and what Can Happen to the Gas in our Cars Pg 3

By Paul Higley

The image to the right shows all three phases. The gas floating on top is the gas with no Ethanol as it has been phase separated and is free of any Ethanol.

Below this is a suspension of micro "bubbles" of Ethanol and water suspended in gas. Given time the Ethanol and water will settle and join the clear solution at the bottom which is Ethanol and water. The debris on the bottom and brown colored debris attached to the suspended layer are likely some of the gas additives that had precipitated out of solution. (or it was dirt in my tank!)

I originally thought this bottom layer was water settling to the bottom. So to test this as pure water, I siphoned a small amount out and put it in a tin can and tried to light it. It sure was not pure water as it burned with a vengeance. Ethanol will keep dissolving in water to any concentration.

This Ethanol and water is at the bottom of the tank and can do the most damage to your engine. It is corrosive to many metals and is very corrosive to Aluminum. My Aluminum Autovac, which serves as a gas pump in my 1932 Southern Cross, was nearly destroyed by this process before I switched to non-Ethanol gas. It will also destroy gas lines if your vehicle is not designed for E85. It will burn in a two-cycle engine but it does not have any lubricating capability. A two-cycle engine without lubrication from oil in the gas is quickly ruined.

Which brings us to what does this phase separation mean to our cars and what can we do about it.

First, there is no way to fix the phase separation. Once the gas has phase separated it stays this way. In disbelief of this, I tried adding Stabil to the phase separated gas and all it did was add a nice red tint to the gas layer. I also tried adding water remover but this just joined the ethanol and water phase at the bottom. Water remover will work with water at the bottom of the tank in non-Ethanol gas. But did not work on my phase separated Ethanol gas.

The only cure is to drain off the Ethanol and water, both in suspension and in solution. You may also want to drain the low octane gas. That is unless you are running a very old pre-war engine that is not picky about the octane you feed it. Even here, it is difficult to separate the "good" low octane gas from the top, without including some of the Ethanol and water mixture. The layers do settle out with time but they are easily disturbed which results in a partial resuspension. It would take a fair amount of care to succeed in removing all the pure gas at the top.

Once you remove all the separated gas, flush the system and add new gas. But what gas to refill with?

If you use Ethanol gas, you need to take some precautions to prevent this from happening again. You need to limit water getting into the gas by keeping the gas tank full so there is little air in the tank from which the Ethanol will pull water into solution. Keeping the tank full also means there is plenty of gas to hold whatever moisture does enter the gas without causing the phase separation to occur. If you stay below the limiting amount of water absorbed in the gas it will not phase separate.



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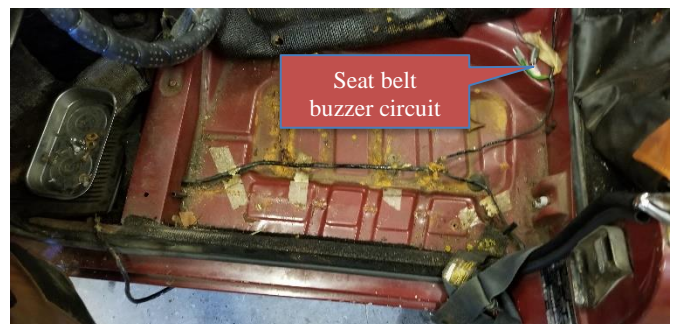
Greasy Hands Garage North Update by John Phillips Continued from last month:

7/25/2020 – At the end of my article last month the turn signals on the Spitfire were still blowing fuses. The components have been replaced and we are about down to the wiring harness needing repair. I need a break from this car so today (Saturday) I plan on sending it home to Mark tomorrow when he gets home from a business trip.

When the car arrived, the task was to get it running, make it stop and fix the door. On the good side all of this has been accomplished. The car runs very well, the brakes have been completely rebuilt and the door opens and shuts as well as any around.

So, what is left. Obviously finding and eliminating the short in the turn signal wiring. The PDWA needs to be reset and most likely needs new O rings. The shiny trim that goes around the windshield needs to be installed. It needs an interior. It needs paint after rust repair. That is only what I know about. Who knows what else it will need?

7/26/2020 – This morning the car was lifted and the oil in the transmission was checked and found to be low so it was topped off. The differential was checked but found to



be at the right level. Oil was added to the trunnions and the car was lowered in preparation for another test run prior to pick this afternoon.



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I started checking lights and more had failed since last checked. The green circuit was deteriorating each time it was tested. If I let it go like this the car could easily catch fire and burn possibly injuring someone. It cannot go home yet.

The only thing left to do is check the harness. Every inch of every wire needs to have a visual inspection to look for the damaged areas causing the short circuit. I started with the body harness that starts at the A pillar and runs to the back and across the back. It feeds all the lights at the back of the car and the fuel gauge from the tank. It also feeds the seat belt buzzers which I plan to delete.

The body harness was removed from the car with difficulty due to how it was routed over the wheel well between the inner and



outer fender (wing). The next labor intensive task was to strip off all the harness covering



so each wire could be seen. That task was finished a little after two and I stopped for the day. I found no suspect areas in the body harness so rewrap it and stick it back in.

Tomorrow perhaps I can get it rewrapped and ready for installation.

7/27/2020 – To make a long story short, the main harness showed no evidence of damage. Mark was able to come out today and he made some observations and decisions.

His observation was that the turn signal should be checked. It had checked ok earlier but we checked it again and it was bad. It also showed evidence of having been worked on previously.

The decisions he made were to replace both wiring harnesses and the turn signal switch. He could have used a shop switch that tested as working as it should and we could have rewrapped the 50 year old harnesses and put them back in the car. He chose the replace all of them.

The order is placed and now I can catch up on my honey-do list.

7/29/2020 – While waiting for the next shipment of parts to arrive, I decided to do some more work on the electrical grounding system. There were two additional ground wires connected to the negative terminal on the battery that looked a little hokey.

I had previously added a ground in front of the battery that connected the negative cable to the body of the car. I do not know why this ground point was omitted when the battery cable was replaced previously.

The two wires at the terminal were moved to the new ground point where the cable meets the body in front of the battery.

The function of the wires remains the same but the attach point is cleaner and looks better.



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If the cable had been grounded properly when installed the extra ground wires would not have been needed at all.

8/3/2020 – The parts arrived a little after noon today so I got an early start as far as my schedule goes. It is now 3:30 and the body harness is installed. I was planning on that tomorrow so that helps a little since tomorrow morning will be devoted to the funeral of my good friend Rodney Ray, former city manager at Owasso.

I bought my TR6 from Rodney in 1993 while I was on the city council so he is kind of responsible for me being in the hobby. I have so many fond memories of Rodney. He was the first one to arrive when I had my heart attack. He saw that I received the Teddy Roosevelt Award for conservation which resulted in a visit to the White House while George H. W. Bush was in office.

He always loved sporty convertibles and had Triumphs, MGs, etc. as long as I knew him. I was an on again, off again member of GCT over the years. I shall miss him.

After installing the body harness, it was time to take a look at the main harness to see if anything was needed to support that installation.



There was a package of bulbs included with the harness and they were needed since they were to be installed in the newer type bulb holders. More of those were received than needed but there were 4 other bulb holders for which no bulbs were furnished. This has happened before on a TR6 harness. If I



remember correctly the oddball bulbs are available at any auto parts store. I plan to pick some up tomorrow.

I have scoped out the harness and done a little pre-planning on how to proceed with the installation. Fortunately, the larger grommets were on the harness when received so that helps some.

I am slightly apprehensive about assembling the fuse box. It is new to me so obviously there is a lot of room for messing up. We shall see.

I think that 3 ½ days are enough to get the car ready to go home on Saturday. I have a little work to do on the rear brakes to install new hardware. There is a new master light switch to install after the original one exploded when the wires were disconnected. There is a new turn signal switch to install and put the dash back together. The rear panel is destroyed so I need to do something to patch it up until it can be replaced. The weird speaker box under the dash needs to be reinstalled after it is repaired. Needless to say, I destroyed a lot of stuff taking things apart. Old stuff does not tolerate a lot of handling.

8/4/2020 – Jan and I attended Rodney's funeral this morning after which I stopped at O' really's for some bulbs for the holders shown below left. I did not find what I thought would work so I came home to do some research into correct part numbers.

On the British Wiring web site, I found what I needed but the descriptions were not all that helpful so I was still not sure what was needed. I finally decided to check the shop bulb drawer and was fortunate enough to find one bulb that was what I needed. Back to O' really's, got some bulbs that looked the same, back to the shop to install the bulbs and start pulling the harness into the car.

Two branches to the tree had grommets which left one hole unprotected. I checked the old harness to see if the grommet

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in that position was still soft enough to use again. I will find out tomorrow.

The harness is pretty much in place but nothing is connected yet, except the wiper motor. The next thing to get settled in is the fuse box. All the wires are connected but this is where the grommet is needed.

8/5/2020 – I did reuse the old fuse box grommet and it seems to work ok. On installation one of the plastic clips broke off so I plan to use rivets to install the fuse box. That is a more secure process anyway.



I admit I botched the fuse box installation. Not happy with it.

While enjoying lunch, a protein bar and energy drink, I thought I would add a little to the newsletter. This morning the routing of the remaining branch of the harness was completed after the fuse box was dealt with. The last branch starts at the fuse box and ends at the battery.

All connections at the battery are made except one aftermarket add on for an electric fuel pump and the anti-run-on valve, which the car no longer has. The issue with this is, it was open to the atmosphere which causes a lean condition in the carb. The valve attach port at the carbon canister has been plugged but the carb may need an adjustment since a lot of air flow has been eliminated.

Lots more connections to make so better get back at it.

Ok, back in the shop I continued making connections until everything under the bonnet was completed. I used a saddle connector to add a connection to the white circuit at the coil to which the feed to the electric fuel pump relay was attached. We will see how that works.

This was the first time I had to use a round grommet in an oblong hole for the

branch that feeds the lights in front, alternator, temp sending unit, oil pressure switch, back up lights, etc. It was not a lot of fun.

Tomorrow, the center of the car, the dash. If I can finish that up tomorrow and get all the parts installed from the last order that would be great. Then do what I can with the interior to undo some of the damage I caused. It might go home this weekend yet.

8/6/2020 - It is noon on Thursday. Art came out to visit and pick up 5 horns to rework. I am sure they will be made available to members when and if he gets them working.

I started this morning with replacing the damaged speedometer cable. I have no new grommets so fortunately the old one had a little life left in it. The new one attached to the transmission much more easily than I expected. Pleasant surprise. Getting old one off, not so much fun.

I moved on to making connections under the dash. Mating the main harness to the body harness was different. The main harness was fitted with a molded connector so I expected to see the same thing on the body harness. Not so. There were individual connectors for each wire that plugged into the molded connector on the main harness. Not sure how I feel about that yet.

There is something attached to the back of the dash bottom right of the left wood facia. It looks like a flasher, perhaps for the hazard switch? Not sure yet so the mystery continues for now. Maybe after lunch.

The dash is back together again. I am exhausted and it is only 2 pm. I think



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tomorrow will see the end of this project, Saturday at the latest.

I am a little concerned that the connections to the body harness don't color match. A lot of that stuff is for seat belt buzzers and as such don't really matter because they will not be used anyway. Lights however are kind of important.

The light that illuminates the heater settings did not fit the original bulb/socket size. The lite from the old harness was retrieved and used in lieu of the one furnished on the new harness. About that time, I pooped out and want a nap.

8/7/2020 – Today was an example of why this is a hobby shop in lieu of a business. Failure is a much too frequent an experience. **I am feeling very humble** at the moment. This Spitfire is kicking my butt, period.

After everything done to the electrical system the green circuit still blows fuses. Tomorrow Mark and I are going to try one more approach to finding the short, which must be in one of the obscure components that has not been replaced. Stay tuned.

8/8/2020 – Today Mark and I discovered that the wiper motor was blowing fuses. He will advise as to whether or not to purchase a new one or repair the old one.

I am also dealing with the new harness not keeping original wire colors consistently. Messes me up. There is more debugging to do. Still not done.

8/10/2020 – An eventful day it has been. The newsletter for August has been distributed. The roofer had screens installed on my gutters to replace the ones discarded/destroyed by the roofing crew. Work finally progressed in lieu going backwards completely.

Parts currently on order are a new wiper motor, a new ignition switch and a small tee and fluid reservoir to connect windshield washer fluid.

In the shop wires were switched at the starter solenoid and now the car will start. Wires were also switched at the turn signal flasher and the modular connector at the body/main harness intersection. A new bulb was installed on the left rear brake light.

So, now the brake lights work, the engine starts and the turn signal lights work. The new turn signal switch was defective and SpitBits authorized return and replacement. Fortunately, I found one in shop supplies that will work in the interim.

The ignition switch was coming apart when it was removed the first time and the second time it broke completely. I ordered a new one at my expense. I also had one in shop supplies to use assuming enough corrosion is now off the contact points for it to function, somewhat. Anyway, I consider that progress.

8/11/2020 – First thing up today was to return the faulty turn signal to SpitBits. It would not stay in the right turn position until cancelled, or at all for that matter.

Next up was running lights. This turned out to be nothing more than connecting the wires under the dash. The confusion was caused by not having the required colors on the wire. Anyway, that is done.

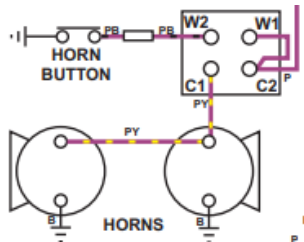
The next task was the horn. There was power to the relay but nothing coming out. I thought I would try a new relay but there were so many connections on the new one I had trouble figuring out how to connect the wires. I need to do some studying tomorrow after I mow the lawn then tackle the relay again.

8/12/2020 – The original relay had lugs labeled C1, C2 and W2. O' really's did not have one so I bought a generic relay and put it in using the lugs identified as on the original. The horn did not work.

I verified conductivity from the relay to the horn button. I verified power to the relay. I researched the troubleshooting process described in the Masters book.

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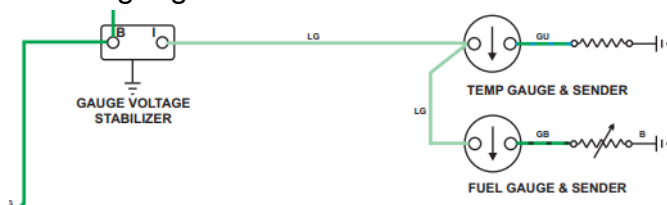
That is where I saw something to try. I ran a jumper wire from C2 to W1 and the horn worked beautifully.



Another bug worked out. The illustration is exactly what I wound up with that works. It is from a 1970 TR6 wiring diagram. There was nothing like this in the Spitfire Bentley manual.

Now the number of stray wires is getting smaller. The G/B wire is still looking for a home to make the fuel gauge work. The hose set up for the windshield washers has to be installed as does the new windshield motor. Come on UPS, bring me parts so I can finish up.

8/13/2020 – The wire connections for the fuel gauge are shown below.



Focus on the lower right corner. The Green/Black (G/B) wire runs directly from the fuel gauge to tank connection. Very straight forward, except that the aftermarket wiring harness had two wires, G/B, coming from the main harness (rear) of the car. Don't need two, just one.

Again, the continuity gauge was used by connecting it to both ends of one of the wires from the harness. The one made up to connect to the modular connector was not conducting a signal. The other G/B wire did, so that is the one that had to connect to the modular connector, not the one with the appropriate connector for the modular connection.

If you are at all familiar with the modular connector that connects the Body

Harness to the Main Harness you are probably wondering what I am talking about.

The confusion started when the body harness did not have its half of the modular connector. It had individual wires configured to plug into the mating modular unit. Only real problem with this is it had two G/B wires.

I ignored the extra wire to nowhere and plugged in the one that actually terminated on the fuel tank, I thought.

The next wires were Purple and Orange. The wires I was concerned with ran to the flasher, to the left door switch and to the key light. The key light was my main focus at this point.

The only other connector was to the fasten seat belt warning system. I ignored that. I moved on to the interior and tried to hide all the stuff I broke while working on the car. It didn't work very well. The stuff that was going with the car was loaded back into the boot. The new top was stowed and covered. The last thing done today was to spray some rust treatment on the floor in front of the driver's seat. I chose to not breath it and came in for lunch.

It appears that there are only two more things to do. The windshield washer tubes have to be connected and attached to a new washer fluid holder and the not yet received wiper motor has to be installed. All of this being said before a final shake down drive has been taken to make sure all is well. I am quite hopeful that we are at the end of this project, he said again. We shall see.



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

Just got back from the first test drive. Not impressed. Did not run well but got better as it progressed. I suspect the fuel separated and had to get mixed back up before it was good enough to actually run on.

It did not take long to see that none of the gauges were working. Back at the shop the bonnet went up and the tach drive cable was attached. Under the dash the speedometer cable was checked and needed to be pushed on a little further. When it clicked, I stopped pushing.

That left the temp and fuel gauges. The facia was lowered to get access to the back of the gauges. There was no power there. Tired and frustrated I decided to work on it in the morning. Tomorrow should be a light day so why work when this tired.

8/14/2020 – Well it is tomorrow and not a light day. The gauge portion of the wood fascia was lowered so the tach and speedo could be lowered. The goal was to get power to the gauges.

It turned out to be a connection at the hazard switch that was grounding out on another terminal. I straightened it out and had power.

While reinstalling the speedo I final got the cable for the odometer put back in place as well as the turn signal light placement. It was not a wasted trip.

While in there I decided to replace the tubes that feed the windshield washer system. Bad idea. Instructions say to remove the tubes from the doohickey that moves the fluid from the tube to the windshield. Yes, I know what it is called and am not enjoying this senior moment.

I tried to remove the tubes from the doohickeys but I could not get them off. Ok, Mark can figure that out.

The replacement ignition switch arrived yesterday so I put that in to replace the old shop unit installed temporarily. That was

event free thank goodness. Time for a test drive.

Well that did not go as well as expected. The tach did not work, forgot to hook it back up to the distributor again, and the temp and fuel gauges were still off line.

There was still power at the gauges so I started checking downstream. I had power at the temp sending unit but it was not working. I had replaced the new one with the old one to compare readings. I reinstalled the new one because it had a reading, the old one did not. Temp gauge functional.

I checked for power at the fuel tank and found none. This is the double wire thing from above. I hate this new wiring harness. Tired and again frustrated I called it a day and will try to find a nap instead.

8/15/2020 – The huge light donated to the shop by Glenn was hung on the driver's seat back and aimed under the dash so I could make out the less than vibrant colors on the wires. With the extra brightness I was able to see that the wire in the G/B modular location was actually a G/N single wire in the wrong place.

The G/B single wire was located and put in place. Fuel gauge operational. With the modular connections made that left one G/B wire still unaccounted for. No idea what it connects to if anything. Perhaps the harness supports more than one model of 1500 and serves a purpose on a later model.

At this time, I consider my chores on this car don except for the wiper motor scheduled for Monday if it arrives early enough for me to make the change. If not, it will be Tuesday early.

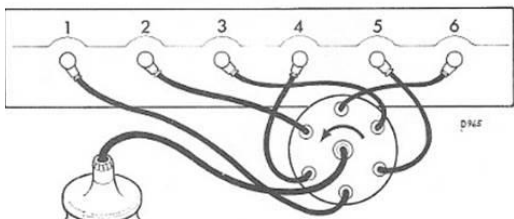
In anticipation of having the shop back, I plan to help Charlie with annual maintenance on his (Paula's) TR6. Doug Purdie's TR6 is due Tuesday to start the work on his clutch followed by Jim Lindsey's TR4A completion.

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



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

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

LESSONS LEARNED

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

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.

He would also sell the truck as well.



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

LiteZupp Industries, LLC

Cutting Edge Automotive Lighting

LED lights for your British Auto

We can see you now!

www.litezupp.com

Sales@litezupp.com

Jim or Mike

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



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

GCT Merchandise

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

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

Land's End Merchandise & Club Logo

Inbox

Art Graves

to me, Rob, Dennis

TWO CHOICES
- VISIT BOTH

Hi John, Rob & Denny,

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

Thanks,
Art

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

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

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

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

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

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

Cheers,



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

**FREE
FOB
GHGN**



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

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

GREEN-COUNTRY-TRIUMPH-CLUB-MEMBERSHIP-APPLICATION-&-RENEWAL¶

Please complete information for each member in the household. · Membership \$20 Dues = maximum TWO voting members in family. · Common information needs to be listed only one time for family members. · Form not required for renewals but changes to information may be communicated using the form.¶

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

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

SEND YOUR DUES TO THE CLUB TREASURER: · \$20 →

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

GCT C/O JAN PHILLIPS ¶
5865 E. 480 RD ¶
CLAREMORE, OK 74019 ¶
(918) 283-7017 ¶
maudjpp@gmail.com ¶

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