



Triumphant Times

Green Country Triumphs

Monthly Newsletter for November 2018

Recipient VTR Newsletter Award 2016 - 2018

<http://greencountrytriumphs.org>

**Club Dues Are Due July 1st or before
of each year to the club Treasurer.
SEE LAST PAGE FOR ADDRESS**

**Next Club Meeting
Tuesday November 20th
Dinner at 600PM
Meeting at 7:00 PM
Location: River Front
Grill in Jenks.
120 Aquarium, Dr.**

Officers and Committees

Rob Thompson – President
Denny Robinson – 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 Rob Thompson



Since my last newsletter Donna and I have been to Florida to officiate my daughter's wedding in Destin, where the Hurricane Michael missed by 30 miles to the east. No noticeable damages. However, the red algae was present and

bothersome precipitating a dry hacking cough, diminishing the enjoyment of the beach. It went off very well except for some tearing up by the Rev. Rob. It must have been some sand in my eye. Hee Hee.

Then last Saturday, Donna and I hosted a couples wedding shower with over 40 in attendance. It was a "Modern" type shower.....gift cards only requested !!

Next month we are hosting the Club Christmas Party on December 8th so mark your calendars now, as the month fills up quickly with activities.

The Guy Fawkes party on November 3 was a great hit with many folks attending. Jan.... your Sheppard's Pie was the Best.

See everyone at your next meeting

From Vice President Denny Robinson

Hi club members,

Cool blustering day and worse weather on the way. Not a good day to play with little cars. It's good to get the elections over with, I'm tired of hearing all the backbiting from both sides.

I haven't done much in the shop for a while now, but have got to get back working on the 64 Spit. I have some work to do on the 34 Ford. Sorry we missed the Guy Fawkes party as we were in Eufaula holding an estate sale at Kay's Dads house. We will also not be able to do the drive



to Grand Lake this Sat. as we have tickets for Frankie Vallie the night of the 10th.

We took a drive yesterday to Eureka Springs AR. in the Jag, to look at the colorful trees. They were still very pretty. The drive we took had lots of curves and hills. This made a fun drive.

I have the next meeting set at the River front Grill in Jenks. 120 Aquarium, Dr.

Secretary's Minutes of the Last Meeting by Adele Blom

The October 16, 2018th meeting of Green Country Triumphs was at Baxter's Interurban Grill at 717 South Houston in Tulsa, in a nice large private room. Rob Thompson was absent so Vice-President Dennis Robinson called the meeting to order at 6:45 pm. (We had already been served and eaten our delicious dinners.)



The minutes of the August meeting were accepted as printed in the newsletter.

John Phillips gave the treasurer's report on Jan's behalf. There was not change from the prior month, and so the bank balance is still the same thanks to the wonderful work of John Phillips fixing the cars for the club. The treasurer's report was accepted unanimously as usual.

Art Graves was prepared to give the car show report. He and Karen went to Triumphfest 2018 on September 27th through 30th and won a prize for their performance driving. About 80 Triumphs attended the show. Art and Karen perhaps deserved a prize for driving 4600 miles round-trip from Tulsa to Sacramento, California. This year's car shows being about over he discussed the shows coming up in 2019. (The newsletter has also been listing these shows.) Art specifically mentioned the following:

- March 23, 2019 New Orleans All British Car Day in Louisiana
[<http://www.bmcno.org>]
- The Vintage Triumph Register South Central Regionals in Pottsboro Texas (Lake Texoma) on April 24th to 27th, 2019. This is being done by the Red River Triumph Club. A registration form is available at

[<http://redrivertriumphclub.org/2019-registration-home>]

- May 5, 2019 (tentative date) Dallas All British & European Car Day in Texas
[<http://www.allbritishcarday.com>]
 - The Triumph Register of America National Meet date was not yet posted.
[<http://triumphregister.com>]
 - June 7 – 8th, 2019 (tentative date) Greater Ozarks All British Car Show in Carthage, Missouri. [<http://carthagecarshow.com>]
 - August 1 – 3th, 2019 (tentative date) Roadster Factory Summer Party in Armagh, Pennsylvania [<http://www.the-roadster-factory.com/indexmain.php>]
- Art mentioned that September 2019 appears to be very busy with four scheduled shows
- ...
- August 31-September 1, 2019 Kansas City All British Car Day in Kansas City, Missouri
[<http://www.heartlandallbritish.com/index.html>]
 - September 6 – 7th, 2019 (tentative date) British Iron All British Car Day in Fayetteville, Arkansas [<http://www.britishironnwa.org>]
 - September 12 – 14th, 2019 Triumphfest in Santa Maria, California
[<http://www.triumphfest.org>]
 - September 21 – 23, 2019 Texas All British Car Day in Round Rock, Texas
[<http://www.txabcd.org>]
 - October 3 – 6th, 2019 6-Pack Trials in St. Louis, Missouri
[<https://ckeefe4.wixsite.com/6-packtrial> 2019]
 - October 6th to 11th, 2019 VTR Nationals in Dripping Springs, Texas
[<http://hillcountrytriumphclub.org/vtr2019>]

John Phillips reported for the parts committee. He has been preparing David Alexander's car for shipment to Arizona. John likes his new steering wheel for the TR-8. John also said he is pleased with his waterless engine coolant which replaces common anti-freeze. Range is -40° and has a boiling point of 375°. Rolf and Adele Blom heard from a full-time auto mechanic for a Pebble Beach winner that he sticks to the safer old ways. Al Garbart's engine is still in the shop. The

engine is really damaged so the car shop is going to use Al's other engine as a starting point.

Kay Robinson reviewed our upcoming activities. Jan Phillips is going to do Guy Fawkes Evening on November 3rd. Adele Blom offered to be backup for Jan if needed. On November 10th the Bloms will lead an overnight trip to the Shangri-La resort on monkey island, a peninsula on Grand Lake. Reserve your room by requesting the "Triumph Car Club Group" rate at Shangri-La. The group rate for two queen beds is \$119 + tax = \$131. The plans for the weekend may include lunch at an Amish restaurant, possible visit to a winery, the Packard museum or the Daryl Starbird museum. Those planning to attend will be polled shortly before the event. The Christmas party will be at Donna and Rob's place.

A recently completed activity was COVTR's trip to Enid to see the Groendyke car collection. Rolf and Adele also reported on this amazing car collection and overnight stay on March 12th. The collection was wonderful — Rolf coveted a 30's Packard (but it was not for sale.) Art Graves mentioned that the annual social event the Red River Shoot-out was coming up on the weekend after the meeting.

I don't usually write in the Newsletter, but it must be said. Thank you to all of you who came for Guy Fawkes on November 3 this year. This was by far the most enjoyable evening I have ever had as a host! All the "kitchen elves" happily took over my kitchen, washing containers, pans, etc., putting away food and leaving me with nothing to do when they left. The most amazing thing is, I haven't had to search for things at all!! Excellent job! Rolf and Adele, Donna Thompson, and my assistant chef, Louise Wood. If I have missed anyone, you are appreciated and thanked. We have such a wonderful group of friends all for the love of these silly little "British Cars". Who knew?
Jan

There was no more business brought forward so the meeting was adjourned at 7:15pm by Dennis Robinson.

BIG TIME "THANK YOU" TO THOSE THAT HELPED JAN DURING THE GUY FAWKES CELEBRATION. SHE SAID SHE ENJOYED THIS ONE MORE THAN ANY OTHER. SHE APPRECIATED YOU, AS DO I.
John



Travel Tips for Your Next Triumphest Adventure

At the September club meeting, during my rundown of upcoming car shows, I told the members that Karen and I planned to drive our TR6 1,800 miles to Sacramento for Triumphest. Surprisingly, I got a lot of 'deer in the headlights' stares. At first, I thought that maybe club members considered the two-week trip too expensive, or that they doubted the reliability of their Triumph, or that the Hallmark Christmas movies were coming up on TV soon, or that their Triumph may not be as comfortable as their modern car. One by one I dismissed each of those excuses, and concluded that club members may not know which route to take, or know where to stay or what to do on such a long journey.

With that in mind, here is a recount of our adventures with some travel tips to consider as you plan for your next long distant drive.

Karen is not a car show or car convention person, but since this years' Triumphest was in Sacramento, CA — where she grew up - I was able to sucker her into going with me. We left Sunday, September 23. With temperatures in the low 60's with overcast skies, we put the top down and departed for Tucumcari, NM, our first stop. We traveled IH44 to Oklahoma City, where we caught

IH40, passing through several light rain showers. Luckily the convertible's aerodynamics allow you to drive through light rain (even heavy rain for a short time!) without getting wet. Skies began clearing by the time we got to Clinton, OK after which were bright blue the rest of the day. We stopped in Amarillo, TX for lunch with Larry & Leann Fassauer, whom I knew from previous Triumph conventions. Travel Tip #1: visit with friends along the way. After lunch it was a short two-hour drive into Tucumcari and the Blue Swallow Motel, arriving at 4:30 PM MDT.

The Blue Swallow is a Route 66 retro motel. The big attraction for us was that almost every room has a garage for your car. Also, there are tables and chairs outside each room and a large fire pit near the office. Most guests stay outside and visit with one another. The couple next to us were from Indianapolis, IN and, you'll never believe this, have a TR6 he is restoring! Travel Tip #2: seek out interesting motels to stay overnight. Google maps and Hotels.com are invaluable for this.



Parked outside my personal garage at the Blue Swallow Motel in Tucumcari

We started a little late on Monday morning. Time passed quickly while drinking coffee outside with the 'neighbors'. Next stop was Flagstaff, AZ. My favorite motel in Flagstaff is Little America, but without the group rate, prices are a bit high. I knew of a hotel downtown, the Monte Vista, from previous visits and decided to check it out. The



Figure 1 The Hotel Monte Vista in downtown Flagstaff

hotel is rumored to be haunted and each room is named a Hollywood movie star. We stayed in the Gene Tierney room. The downtown location meant shops, bars and restaurants are all within walking distance. We arrived at 4:15 PM MST and found a parking spot in the hotel's small lot. Travel Tip #3: arrive early to get a parking spot. After drinks and dinner at several brew pubs, we called it a night.

After breakfast at a local diner, we started out for Tuesday's destination, Las Vegas, NV. The TR6 began running a little rough on the climb into Flagstaff, which I attributed to the high elevation. But even after descending to the desert floor, it was still running rough. In Kingman, AZ I decided to check the carburetor diaphragms, since a tear will cause an intermittent miss. Unfortunately, the diaphragms were good. We continued on into Nevada past Hoover Dam and Lake Mead into Las Vegas. We picked Las Vegas because of the shows, in particular, the Cirque du Soleil Beatles LOVE at the Mirage Hotel. We stayed at a La Quinta 1 1/2 miles from the 'strip', arriving at 2:15 PM PDT. The early arrival gave me a chance to take a quick dip in the pool while Karen prepped for

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

<http://greencountrytriumphs.org>



Figure 3 The marquee promoting the Beatles LOVE show in Las Vegas

The show was great as we expected (we also saw it in 2010) and after walking around the casinos and downtown streets, we hiked back to the hotel. Travel Tip #4: plan other activities between home and your destination.

Before leaving Las Vegas, I rechecked the points and also adjusted the ignition timing. Turns out, that was a mistake. The day's drive would take us through Pahrump, NV, Death Valley and the



the show. I also called my friend Mike McPhail to discuss the rough running problem. He suggested checking the point gap since the plastic riding on the distributor cam wears down quickly. Sure enough, the point gap was too small and a quick adjustment got the car running right. Most hotels have a shuttle, which we used to take us downtown.



Figure 2 We opted not to attend the Donny & Marie show

Sierra Nevada Mountains. Several years ago, there was an article in the newspaper about some of the 'classy' brothels in Pahrump. But Karen was in a hurry to see Death Valley, so we did not search them out. The drive into Death Valley was uneventful. But climbing out was a different story. In retrospect I should not have changed the ignition timing. On the climb out of Death Valley there are signs warning you of steep hills and to turn off your air conditioner. No problem there! Even still, the car

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ran very poorly on the climb out of Death Valley. I could only muster 30 – 35 mph.

Karen taking in the beautiful scenery in Death Valley

Then we came up on road construction limiting traffic to one lane. While waiting for our turn to use the one lane, I popped the bonnet and poured water on the manifolds and carburetors, thinking I had vapor lock. The car still ran poorly once we got going so it was not vapor lock. The temperature was only 92 degrees. Travel Tip # 5: visit Death Valley in late fall to early spring. Eventually we made it to Panamint Springs, where a resort (resort?) featured a dandy restaurant. While there our waiter told us that car manufacturers test future car models for performance and cooling capability on CA 190 coming out of Death Valley.



Waiting for our turn on the one lane highway

In fact, we saw several cars covered with cardboard and plastic to disguise the make and model. After a relaxing lunch, we continued our climb out of Death Valley and then headed north on US395 to the night's destination, Mammoth Lakes, CA. Paralleling US395 are the Sierra Mountains, a massive range. I was struck in awe wondering what early settlers must have thought as they climbed out of the desert only to be stopped by these mountains. 'How will we ever cross those!!!'.



The Panamint Springs resort. There are motel rooms in a building behind the restaurant.

I have stayed at the Sierra Nevada Resort and Spa on a previous trip to Triumphest and knew it would be an ideal spot to relax after a trying day. After dinner and an hour in the hot tub, we called it a night. The next morning, Thursday, I decided to look at the point gap and ignition timing once again. This time I used a vacuum gage to set the timing. I found very little vacuum, which explains the poor performance climbing out of Death Valley. After resetting the point gap and timing I had good vacuum and anticipated no further problems. Travel Tip # 6: pack spare parts, tools and diagnostic equipment. They may be needed. We had a choice of driving through Yosemite National Park or continuing north to Lake Tahoe and then into Sacramento. We chose the Lake Tahoe route as it would be a memory lane tour for Karen. She and her family drove to Lake Tahoe and Reno many

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times while growing up. The drive north on US395 was pleasant and the car ran great. Once in Carson City, we hopped on US50 and headed west to Sacramento.

Once in Sacramento, we easily found the host hotel where we checked in and unpacked. Next, we picked up our Triumphest registration materials and parked the car in the back lot where



we found several familiar faces, including former Hill Country Triumph Club member Jim TenCate. We tagged along with his 'Wedge' group for dinner at a BJ's Restaurant and Brewhouse. Back at the hotel we paid a visit to Charles Runyan of TRF. I told him of my troubles with the points, which he seemed to be aware of and promised to send me a set of NOS points. True to his word, I received them a week after arriving home. It had been another hard day and Friday promised to be busy as well, so we called it a night.

Art Graves at Triumphest World Headquarters

The Friday schedule included the autocross, Funkhana and Le Mans start – all at the Cal Expo Fairgrounds. While I participated in the driving events, Karen went with her brother, who still lives in the area, to revisit familiar places and landmarks. After returning to the hotel I washed the car, spoke with the Hagerty representative and ordered some parts from Rimmer Brothers for Mike McPhail (free shipping!). Travel Tip #7: vendors often have good deals on parts. By then it was time for the welcome party and Karen was still out with her brother. No worries. I availed myself of the tasty light snacks and chatted with some new and old friends, one of whom is Mike Sabelhous from LiteZupp and the Red River Triumph Club. We migrated to the hotel bar where Karen and her brother eventually found us. After more beers and talk we called it a night.

Saturday was to be another big day with the Funcours/Concours, Fun Rallye and awards banquet. The car shows were held in the hotel parking lot. There were about 180 cars. Once the car was properly parked there was plenty of time to view the other cars and chat with the owners. Also, Karen had arranged for her niece and nephew to visit with us during the show. After the show and visit, we hurried to start the Fun Rallye. The 80-mile rallye, which required us to find clues along the way, took us south along the Sacramento River, on roads Karen had never travelled. During the rallye we stopped for a quick lunch and barely made it back to the hotel. Travel Tip #8: fresh fruits and vegetables really are better in California; they grow them there!

By the time we got cleaned up and downstairs, the banquet room was abuzz with Triumph owners. After dinner the awards were presented. I thought I had done well in the driving events, but my name was omitted from the list of winners. I did win a Gold award in the Funcours, though.

To be continued

Thanks Art, great article; Editor

2018 Club Activities

WHEN	WHAT	WHO
December 8th	Christmas Party	Donna & Rob
TBD	Drive & Picnic	Dale Smith
TBD	Bartlesville Trip	Kay
TBD	Breakfast at Tally's	Kay
TBD	Astronomy Club Mounds night drive	Kay

From Steve Wilson:

*Hi guys, just turning over 100,000 miles...
 She's running really well. Had a great trip to
 6-Pack Trials at Fontana Dam, NC. Quite a bit of
 rain enroute, dried out for Fri/Sat drives across
 The Dragon's Tail.*

*Everybody that knows the car asked about you,
 Sam. And we're glad to see her on the road. Me
 too..!*

*Take care and all the best. Have a great
 Thanksgiving. Yours in Triumphs, Steve*



[It looks like Steve may be as bad a photographer as I.](#)



Figure 4 David Alexander sent a photo of the other TR6 in his new neighborhood in the Phoenix area. He appears to be in good company.



These guys keep showing this promo for their show using a bonnet that appears to be a GT6. I just hope they actually do this car on their show this season.



2019 Car Shows

New Orleans All British Car Day

Location: Delgado Community College, New Orleans, Louisiana

Date: March 23, 2019

Web:

<http://www.bmcno.org/CurrentShow/Carshow.php>

VTR South Central Regional Convention

Location: Lake Texoma, Texas

Date: April 24 – April 27, 2019

Web: <http://redrivertriumphclub.org/2019-registration-home/>

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas

Date: May, 5, 2019 (Tentative)

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

Greater Ozarks All British Car Day

Location: Carthage, Missouri

Date: June 7 – June 8, 2019 (Tentative)

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

TRA National Meet

Location: TBA

Date: TBA

Web: <http://triumphregister.com/tra-national-meet>

Roadster Factory Summer Party

Location: Armagh, Pennsylvania

Date: August 1 – August 3, 2019 (Tentative)

Web: <http://www.the-roadster-factory.com/indexmain.php>

Kansas City All British Car Day

Location: Kansas City, Missouri

Date: August 31 – September 1, 2019

Web:

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

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: September 6 – 7, 2019 (Tentative)

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

Triumphest

Location: Santa Maria, California

Date: September 12 – September 14, 2019

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

Texas All British Car Day

Location: Round Rock, Texas

Date: September 21 – September 23, 2019

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

6-Pack Trials

Location: St. Louis, Missouri

Date: October 3 – October 6, 2019

Web: <https://ckeefe4.wixsite.com/6-packtrial2019>

VTR National Convention

Location: Dripping Springs, Texas

Date: October 6 – October 11, 2019

Web: <http://hillcountrytriumphclub.org/vtr2019/>



Figure 5Saw this gorgeous car on Facebook, thought I would share.

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April 24-27th, 2019

Tanglewood Resort in Pottsboro, Tx

This year's DY-NO-MYTE Regional is highlighting the introduction of the Wedge 45 years ago.... back in 1974! The Funkana this year is gonna be hotter than the Towering Inferno! Badges? You won't need no stinkin' badges to drive the Gimmick rally through the North Texas backroads. Hopefully you will be "Gone in 60 Seconds" or less, in the thrilling Autocross. Don't have a "Death Wish" with your lack of Triumph knowledge as you're gonna need it to make your way through the Triumph Historical walking rally, can you dig it? Go through your attic and pull out those 1970 inspired groovy duds....you know, the ones that made you the cool cat, because we're having a costume contest during Thursday evening's Welcome Party. There's going to be a cash prize for the best-dressed person, so boogie on down.

You'll be sayin' "De Plane! De plane!" when you walk through the Perrin Air Force Base Museum which is very close by. It was used in World War II as a pilot testing station and sort of a "guinea pig" for many new ideas that were adopted by the US Air Force. The Hagerman National Wildlife refuge is located just south of the hotel and offers great views of migratory shorebirds and white pelicans as well as the Monarch Butterflies as they migrate their way north. There are plenty of restaurants and great shopping in near-by cities of Sherman and Denison, like a brick house.

Escape to the tranquil Texas setting of Tanglewood Resort situated on Lake Texoma. Tanglewood Resort offers the finest accommodations, a wide variety of exciting activities, excellent meeting facilities and an experienced, qualified staff sure to make your stay memorable. From fine dining to a casual pool-side experience at Barnacles Sports bar & Pizzeria, they might even serve a Diablo sandwich and a Dr. Pepper if you're in a hurry. Tanglewood Resort offers a wide range of resort amenities: relax at one of 3 pools or the hot tub. Enjoy volleyball, basketball, horseshoes, or a tennis match at one of the lighted tennis courts, or sit back and relax.

To register at the hotel, call (800) 833-6569, the Regional daily room rate is \$109.00, so Book 'em Danno. You can also see the facility at www.tanglewoodresort.com

Ready to Register? [Click here](#) for the Online Registration page

Registration is \$90 until April 1st, 2019, then goes up to \$115. No April Fools joke.



Join the
Hill Country Triumph Club
of Austin
as we celebrate

Visit Luckenbach, TX
With Willie & The Boys

Enjoy the roads at the
Gateway to the Hill Country

VTR National 2019
in Dripping Springs, Texas October 6-11, 2019



Welcome to 6-Pack Trials 2019

An Unforgettable Event

Note: The First 50 cars to register with the host hotel (click on "hotel information" above,) will be entered into a drawing to win 3 nights base room charge + tax (approx. \$418 value). Club officers and event organizers not eligible.

Welcome. We're excited to extend an invitation to our upcoming event, which has been months in the making. Please find all the details that you need on our site and get in touch if you need more information. For general questions contact Kevin Blume at KBlume1@gmail.com

This is the 6-Pack Triumph TR250/TR8 Owners Groups Annual Meeting

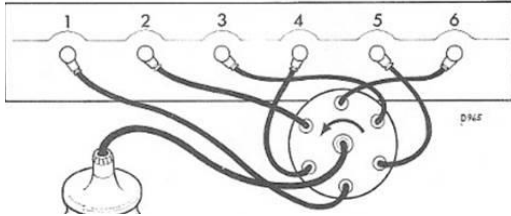
Drive our scenic 2-lane roads stopping at wineries and other venues along the way. Explore our city sites, including historic Route 66

Follow us on Facebook by clicking the link at the bottom of the page to get the latest updates.

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 window



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

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

Spin on oil filter sizes: TR6 Fram PH3600 or Wix 51516. TR8 WIX 51515

*Coolant: Evans Waterless High-Performance Coolant is specially formulated for gasoline engines in classic cars and high-performance vehicles. <http://www.evanscooling.com/>

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

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.

Admiral Alignment (Still in business)

For Brakes, Suspension & Steering

11323 East 20th Street

(918) 437-0070

Andy Wilmes C.A.T.

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).

Spark plugs for TR6 – NGK BP6ES

Spark plugs for TR8 – Champion RN12YC

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



Greasy Hands Garage North Update by John Phillips

10/14/2018 – For over a week I have been trying to recover my computer and change my account number at the credit union from being scammed. Please, for your sake, hang up the phone if someone calls and says you have a problem with your computer.

So, I have to wait until Monday to work on the last two issues so I spent some time in the shop. Dale Smith came by to look at the Pumkin before beginning the assembly of the TR6 he bought in the summer in pieces.

Also, I assembled a new shop light on my old drop cord. The light was a replacement for the one damaged during a work session with Clarence.

I have not had great luck with LED shop lights but this one



shows promise. The light gifted to me by Glenn has proved to be a great tool with the right hanger to position the light where it does the most good.

The new light will be handy for a lot of things under the car where Glenn's light is great for under the bonnet. I think I am fixed for lights now.

Glenn also provided a couple of battery-operated magnetized lights that are really handy. Now all I need is a project.

I also found time to assemble the transmission jack that was purchased a while back. It was in the box for quite a while but I figured if I do need it to lift up something heavy it would be handier to assemble it now in lieu of when I have a need for it. It is kind of in the way as the shop is filling up with stuff.



I think one of my upcoming projects will be switching the TR6 over to waterless coolant. My cooling system is all pretty new except for the heater core. If I make the change it will be the last time I have to change the coolant and the components will no longer rust or break down due to having water in the system.

10-19-2018 – Pumkin has been sitting for several days so it was time to stretch the legs a little. I never really have a plan when doing this so sometimes I feel better about a drive than others.

Today Jan needed a couple more items from the drug store so I headed west. I passed the drug store and ended up on HWY 75 headed north. At 146th I headed west through Skiatook and looked for the road Sharon took us on several years ago to Afton.

I turned north a little quick and had to go further west about a mile then north again through the Osage reservation. The leaves on the blackjack oaks had not turned brown yet so the views were uplifting as opposed to a little depressing.

The road surface was good with an acceptable number of hills and curves. It was a fun drive. Afton was about like I remembered it, a few houses and former business buildings but not much else. A turn to the east after passing through town led me to HWY 11 which I took back to the south and Skiatook.

Then east again on HWY 20 through Collinsville. As I passed the cemetery I waved and said a hello to my mom. I also thought about my uncle and several friends and classmates in residence.

Traffic on the east end of town was stacked up at the light so I cut through a neighborhood that also provided several memories of old school friends. Back on old HWY 20 a quick left took me to 129th street which I followed to 116th N. A left took me to the drug store to pick Jan's order.

A left out of the drug store drive brought me back to the shop. As Pumkin was pulled in the shop I noticed the dark puddle of transmission oil on the floor, I think it laughed at me. What shall I do about that.

Perhaps I will try again this winter to pull it out and replace the seals, all of them, again. And

this time also replace the rear main seal. And ask for some divine assistance on this terrible task.

But, it was a very pleasant drive. Glad I went.

10-17-2018 – Today I checked to see what was already available in the shop to support my half-hearted goal of pulling the transmission again to try to stop the significant leaks. Turns out I have the rear transmission seal and the rear engine main seal.

The front transmission seal, all the gaskets and overdrive filters have been ordered with the O/D filter on back order about a week. That is no problem as the work will not start anytime soon.

As for the TR8, the left turn signal no longer works. I need to find out why but I expect the flimsy feeling switch has broken. We shall see. Could be as simple as a bad bulb.

10/18/2018 – Found a paintless dent repair kit at Eastwood that appears to work. I will let you know.

10/21/2018 – Jack came out today to replace hoses from the fuel pump to the filter to the rest of the system. It is ok to not follow instructions if you have them but, in this case, there were darn few instructions.

There is some kind of weird bracket assembly that holds the pump above and the filter below. A hose feeds the pump from the tank. Then the fuel flows through a filter before being sent on to the injection system.

With no instructions to follow we ended up taking everything out, replacing the bad stuff and reassembling the bracket/pump/filter then reinstalling it in the car. We even reused the funny cover over the pump that is usually discarded as we heard. It went back together much easier than it came apart.

The only real issue was getting the wires reconnected due to some weird rubber boots that cover the connections. Once the wires were connected, fuel flowed sans leaks and Jack went on his way.

Good day in the shop as the weather was nice, the company was good and we ended a leak that Jack has had on his TR8 for a couple of years. Car sounded just fine as he drove off back to Tulsa. Naturally he forgot his jacket.

10/22/2018 – Jack called yesterday late to say that as he was driving to his TR8 storage area the car just died. I agreed to check it out today so I got there around 10.

First up was to check the fuel pump that we had worked on yesterday. That was the most obvious place to check.

I improved one connection on one of the fuel pump feed wires and tested to see if the pump was working and it was. Fuel pump working so car should start, but it didn't.

Used the test light to check for power at both sides of the coil and it was good. Next the distributor cap was removed and we found a broken rotor. Cool, I did not cause this problem.

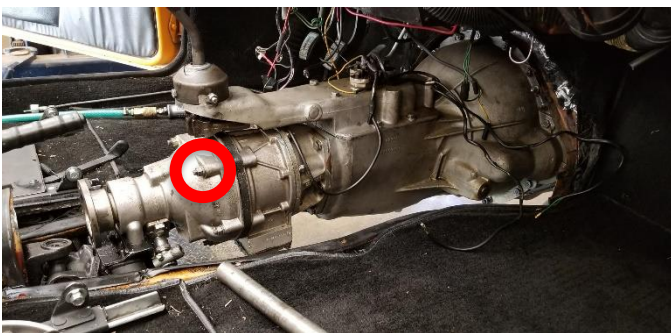
Of course, Jack is going to replace the broken rotor and also the old distributor cap since they are assumed to be original equipment considering the cars low mileage.

I had an enjoyable ride into Jack's place and back this morning. The weather was perfect and Tinkerbell performed well.

Since it is only 11:30 I think I will start the transmission removal from the Pumkin. That darned leak is not going to fix itself.

It is now 2:15 and the transmission is connected to the engine but everything else is loose. Tomorrow the starter will be removed then the bracket for the slave cylinder then the bracket for the water tube on the engine side of the firewall. After that all the various bolts holding the transmission in place then I can pull it out and begin to eliminate leaks, I hope.

One major leak is the top right nut on the overdrive unit. I can already see it is leaking badly. It is a known trouble area and I did not have the recommended nylon O ring when it was redone last time. I will get them this time.



10/23/2018 – First thing this morning I went looking for Teflon O-rings and found none I settled for some Teflon washers. I figure they are better than nothing.

Back home I noticed there was an auction going on at a house up the street where the old man was rumored to have a barn full of old fords. He had 6, none of which interested me.

Back at the shop I finished removing the transmission from Pumkin. The good news, the rear tranny seal is not leaking. And neither is the rear engine main seal.



However, it is obvious something above the bell housing is leaking and dripping down between the engine and the flywheel. I have to find that leak and fix it.



First guess, oil feed line or valve cover gasket.

The front transmission seal is toast. I obviously did something wrong the last time it was replaced because there is no reason for it to be leaking. At least I have not found one yet. Maybe tomorrow.

10/24/2018
– Well, well, well. Today first up was to examine everything to see if



for once I actually knew what I was doing. So, what did I find?

As shown above the rear seal on the transmission was dry as it should be. A close evaluation of the front seal showed that it also was not leaking, but the bell housing was soaked in oil.

I removed the seal and the housing so see if



the housing was leaking and it did not show any signs of leakage.

I resealed the housing to the transmission case using the same seal since there was nothing wrong with it. At this point it appears that the job last done on the transmission to resolve leaks worked. The location of the engine leak drained oil right down between the transmission and the bell housing making it appear the transmission or rear engine seal needed replacement. Being satisfied that the transmission is leak free I will concentrate on another issue before reinstalling it.

Three pins pressed into the flywheel locate the pressure place for alignment. One pin fell out while I was cleaning. Another pin was missing all together. Well actually it was broken off.

Now I have to get the broken piece out of the third hole. Another pin was made from a bolt



shank cut to the right length. Diameter was a convenient 1/4 inch, length was about .65".

Another thing needed it to replace the sealing washers between the head and the oil feed kit. The connection is one of the primary locations that could be leaking and causing all the trouble. Maybe I will get lucky for once.

The battery and tray had to be removed to make room for the feed kit bolt to be extracted but it is out and, in my pocket, to make sure the sealing washers will actually fit.

The valve cover gasket recently changed shows no signs of leakage so that possible source has been eliminated.

With little hope of finding 5/16 copper compression washers for the oil feed kit attachment, I drove Tinkerbelle to O'Reilly's and found a guy determined to find what I wanted. After about 20 minutes he found one in Oklahoma City and one in St. Louis. They will be here tomorrow at 10 am.

I only make a big deal of this because most counter guys would not spend that much time on a sale that will probably make them a dollar.

I appreciate you, man!!

Back at the house my efforts to finish dealing with the aftermath of being scammed continue. I made to the shop around 12:30 and worked until 4.

At this point the repaired flywheel pins are in place. The flywheel was attached to the engine, the clutch plate and pressure plate were installed. Then the **BIGGY**, the transmission was lifted into the car and put in place.

I made that sound pretty easy but it never is. **Wiggling, prying, pulling, pushing, cussing, sweating**, and about an hour later I started installing fasteners across the bottom of the transmission.

With the clutch slave bracket back in place and the bottom bolt in the starter, I reached a good stopping point. Tomorrow The car will be lowered and the fasteners installed across the top of the transmission and reinstalling the interior will begin.

10/25/2018 – As my mind goes to the work left to get the Pumpkin back together again thoughts about the job find me pleased. By removing the transmission, I have confirmed that the rear main on the engine does not leak, that the transmission does not leak and the locating pins in the flywheel are in place. All oil leaks are elsewhere and I think

can be solved, hopefully by the new sealing washers for the oil feed kit connection at the back of the head.

If the washers are not the answer the leak must be in that system somewhere. Narrowing the issue to a very small window makes zooming much easier. I am getting very close to solving a very annoying issue. Wish me luck today.

It is about 1 pm and I am about where I was yesterday when I quit. When I lowered the car there was one leg of the wiring harness between the bell housing and flywheel.

All of the bolts had to come back out and the transmission pulled out partially to release the wire. With that out of the way, I had difficulty getting the rear of the transmission back on the mounts.

By the time all fasteners were back into the transmission, starter and rear mount I needed a break. It was time to pick up the sealing washers for the oil feed kit so I made the trip to O'Reilly's. The parts that came in were the wrong parts so we started searching for an acceptable substitute.

When they found what appears to be something that will work they only had one so they said they could have the washers/seals/gaskets by 2 pm. Drove home, had a little lunch and a pill, wrote this stuff and am going to rest a little until 2 pm then go get the parts.

I expected to finish this job in a week but I am getting very tired. I am not looking forward to reinstalling the tranny tunnel. I used to do this entire job in a day.

Got the seals and they are installed. The drive shaft was attached to the transmission, speedometer cable attached, overdrive and backup light wiring fed through the tunnel and the bolts installed on the passenger side before I played out and went in to shower.

In the morning a test drive is planned to ensure everything works before installing the interior.

10/26/2018 – So there is a wet spot under the front of the car. I checked for a bad water hose connection but they were fine. The water was coming from the water pump. DARN!!

Ordered a new one from British Parts Northwest. They have a single pulley pump for \$40

and of course shipping was \$25. Surely nothing else will start leaking.

To be honest, the last time I changed the water pump from the super duper 6 blade pump that failed, one of spare used pumps was installed and that was probably four years ago. The new one yet to be installed should last as long as I have the car.

Even though the test drive was cancelled due to the pump failure, I proceeded with installing the interior and got the tunnel fastened down and all the carpet in and shifter boots. Before reinstalling the center dash support and console it was break time.

Later they were installed and cleaning of carpets and seats got them looking decent prior to installation. Everything is back like it was a week ago. Started Monday, finished Friday as planned.

The water pump should be here Monday and when it is in the test drive can begin. I am just so pleased that the transmission and engine are not leaking as it appeared.

10/29/2018 – The plan for today is to drain the cooling system as well as possible and remove the failed water pump. That will get me ready to install the new one when USPS brings it to me.

It is 1 PM and the new pump is not here yet. The old pump showed a couple of surprises when I got it out.

On the left side you see a broken flange where one of the three studs is located to fasten the pump to the pump mount.



Also, one of the impellers is broken off.

On the right side you see there is nothing like a nut holding the impeller shaft in the pump housing. This is the first time I have seen this in my 25 years in the hobby. I find this very unusual.

10/30/2018 – The new water pump arrived around 5 pm yesterday so I was through working in the shop by then. This morning I started about 9:30 and finished the installation around 11 am.

Phoebe (the dog) and I took a test ride and we both enjoyed it. The car runs great. That is the good news.

The bad news is that oil was dripping from the bottom front of the bell housing before I even started the engine. This point is higher than the sump so how did the oil flow up to that level to leak out and the engine was not even running?

Not happy. I spent a week of hard work, for me, that had no positive impact on eliminating the ever-present oil leak. There has to be an answer to this mystery.

I am considering another attempt to take the oil pan off after the first of the year, straighten the edges and try a different type of gasket stuff. I used it on David's car and liked the result. Maybe it will work on mine.

11/2/2018 – The turn signal switch on Tinkerbell was replaced a couple of years ago, now the left signal is inconsistent. That is not handy when trying to make the turn off HWY 20 to my street in the dark with traffic from the East and also coming up behind me from the West.

These things are very low quality and subject to limited life. I hope the one being replaced can be repaired but we shall see.

11/3/2018 – Jack noticed that his cars brakes were staying on longer than necessary. I jumped to the conclusion that the brake hoses had swollen shut which prevents the pressure applied to the brakes to release.

Jack ordered some better than original hoses and we found time to get them installed today. The set consists of three hoses, one for the back, one for each side on the front.

The rear hose had a spiral protector so we removed it and transferred it to the new hose. The new hose was installed to feed fluid from the body of the car to the differential housing. From this connection steel lines feed each rear brake cylinder.

The frustrating part of this job is that metric size wrenches in millimeters 8/10/13/15/18 were all required. Not sure why changing hoses and bleeding brakes should require so many wrenches.

Another issue complicated the job a little. The right front bleeder valve was clogged. Other than that, the job just took longer than anticipated. The rear may require more bleeding.

As we were cleaning our hands I noticed that the front tires appeared to be out of alignment. Andy's name came up and I think Jack may be paying him a visit.

When Jack left the shop, the brakes were working perfectly. That is my story and I am sticking to it.

The new turn signal for Tinkerbell arrived today and appears to be of better quality than the first on I installed. Perhaps it will last longer.

11/5/2018 – After playing on the computer this morning the shop was calling me so I went to see what it wanted. Some housekeeping, (cleaning and sorting) was in order so that was done first.

Since I had not used up all my steam yet I decided to install the new turn signal switch. The new steering wheel was removed then the three screws that attach the wiper switch to the turn signal switch bracket were removed.



Figure 6 The water pump from the Pumkin was seriously damaged when removed. Notice the broken impeller and bolt flange.

There is a weird wire type support that runs under the wires that run from the column switches to the harness. One end of that was removed to allow room to get the old wires and modular connector out and the new in.

The new switch was placed on the shaft and tightened in place. The stem for the wiper switch was then glued in place since the stem was loose in the switch.

The wiper switch was then reinstalled on the signal switch bracket. After that the cowl was reinstalled then the wheel.

When reattaching the wire support, I dropped one of the screws to the floor of the car. While looking for the screw I saw the next project. The seat diaphragm had failed and fallen to the floor under the seat. DARN!!! Well, at least the new turn switch is installed.

So next I pulled the seat out and confirmed that indeed it was toast so naturally the hunt was on for a new diaphragm.



After finding nothing on several supplier sites, I noticed that TRF had one listed as an alternative to using straps. Straps should be much stronger and more reliable. I am switching to straps.

I have strap material from left over from a seat belt rebuild job and also from modifying tie downs that come very long with excess length, for my application, that I cut off anyway. I am thinking seat belt material will work easily and certainly be strong enough over a long period. I think I have a plan.

11/6/2018 – After voting and before taking Jan to Jenks for a Dr. appointment I removed the bottom seat foam and cover from the driver's side seat. It did not take very long and it gave me a chance to figure out how I wanted to proceed from this point. Tomorrow there should be more time for working on it.

11/7/2018 – Today straps were added to the seat frame using parts on hand. Seat belt strapping, some small stiffeners and steel pop rivets.

With the strapping riveted to the frame the foam and cover were glued in place on the frame then the

clips installed around the perimeter of the seat. Ready to reinstall.

Four hours later and the seat is still not installed. I am exhausted from wrestling with that darned thing. If those screws ever get installed, I hope they never have to come out again. Terrible job.

11/8/2018 – Just reviewed the instructions for removal and installation of the seats. I think changing the order of bolt installation will solve the problem. I hope. I plan to install the bolts then go to Glenn's house to try again to start the TR3. More later.

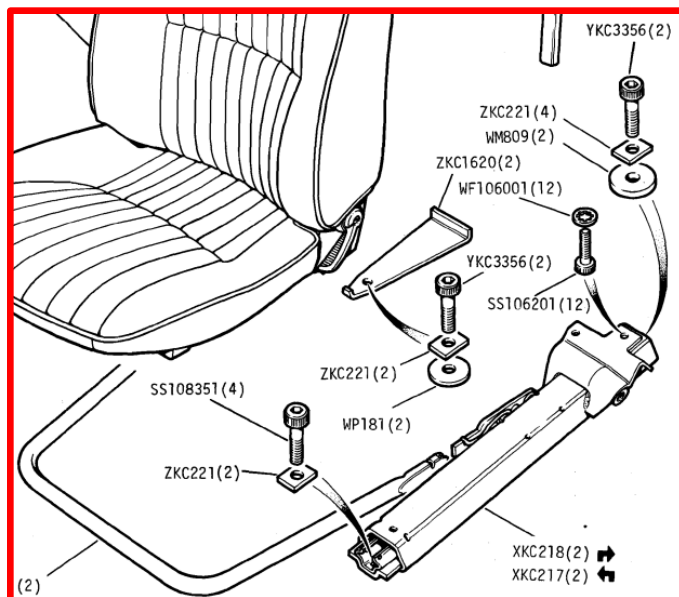
Installing the bolts in the back holes first worked out ok. Still not simple but doable. Somehow the bolts that were removed to get the seat out were now too short. Two slightly longer bolts were purchased at Ace Hardware and were adequate to complete the job.

After getting the bolts in it was off to Glenn's to figure out why the TR3 would not start. After fiddling with it for a while we tried to manually pump fuel to the carbs and the fuel pump would not pump.

Next week we will move the car to my shop and convert to an electric fuel pump. The failed pump is the third original style pump that he has had on the car. Something is making them fail.

11/9/2018 – Remember that old country song that started out with the words, "Wasted Days and Wasted Nights"? It came to mind when I drove the Pumkin today and found two issues to be resolved.

The new turn signal switch is not cancelling so the steering wheel must again be removed and the cancelling collar repositioned. Not a big deal, probably just a 5-minute job.



The second issue is the one I dread. The seat cover and foam are not positioned back far enough on the frame so it feels like I am sitting on the frame at the back of the seat, which I am. The seat foam must be moved rearward about two inches.

Well, it is a hobby so doing another thing over for the third time is just part of the fun, right? Seems like I do that a lot on this car. At least it is not the engine again. Why yes, I did just knock on wood.

It is now 1.5 hours later and the signal now cancels and the seat foam is relocated. The only thing left to do tomorrow is reinstall the seat. I hope that takes less than an hour.

11/10/2018 – The carpet section under the seat was not located so that the gap between the front and back was well placed. The first thing done was to relocate that section which affected the center section so I fiddled with that for a while.

The actual installation of the seat took about 30 minutes but it is in and is more comfortable than before so job done.

The left rear speaker had one wire pulled off so I soldered it back on then played with the settings on the radio. It finally sounds like it should. I also found a wire with the right connections to run from my phone to the radio. I set the phone on accuradio (<https://www accuradio.com/sixties/>) and connected the phone to the radio. This app has all kinds of music. I listen from my computer while playing solitaire during Jan's soap opera.

It took a little experimenting but I found the setting that let me listen to my music from my phone, FREE. If I should ever make a trip this will be nice to listen to and the charger can be connected at the same time to keep the phone



charged. Sweet deal.

11/12/2018 – This morning we awoke to white stuff on the ground. Somewhere around 9:30 the power went out for about 20 minutes. I started a fire and cleaned the ceiling fans and plan to settle in for the day and watch the weather.

Yesterday I found a trim screw to hold the rear bulkhead in place on the lower driver's side. The one I had in there was a little short so a longer one was used to replace it.

The rear speakers are positioned on the B pillar and fastened using a screw that for now just screws into the carpet. I have an idea on how to make brackets for each side but have not fabricated them as yet. Maybe later today.

The turn signal switch has not been tested to see if it will actually cancel after completing a turn but I am confident it will. The mechanical part of the switch design appears quite good but the electrical part is prone to failure. Wish me luck with this one.

Wow! I just heard a loud screech from the kitchen. Oh, it was just Jan letting me know snow had covered the DirecTV dish and there was no TV.

A ladder and a push broom solved the problem so we are back in business. Well time to go tend the fire in the living room so now I am wondering, "What will I put in the newsletter for next month?" Maybe speaker brackets.



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 idea of selling the truck as well.



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MESSAGE FROM FRANK WOOD!

I am going to sell my car. I have developed problems from my Feb. back surgery. I cannot get in the car nor bend over the fender to work on it. Will try to send you a photo to add its sale for next newsletter and add to web site.

Many thanks for your assistance on working on it over the years



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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.¶

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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?αYES□ → → NO□α	α	α	α
6-PACK-Member?αYES□ → → NO□α	α	α	α
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