

THE BLUEBONNET

houston 
foodbank



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The Texas Triumph Register

The Gulf Coast Triumph Association, Inc. d/b/a the Texas Triumph Register (TTR) is an organization of Triumph owners and enthusiasts - dedicated to the preservation and continuing enjoyment of the Marque. Membership is open to all who appreciate automobiles bearing the Triumph name. In addition to monthly meetings, the club sponsors rallies, shows, road tours, technical seminars, and social events.

Visit our website at: www.TexasTriumphRegister.org

National Affiliations

The Texas Triumph Register is a local chapter of the Vintage Triumph Register (VTR)/ Triumph Sports Owners Association, which is open to all drivers of Triumph motorcars; an area center for the Triumph Register of America, exclusively for TR-2 through TR-4A automobiles; and a chapter of the 6-PACK, dedicated to the enjoyment, preservation, and restoration of the Triumph TR250 and TR6 automobiles.

Membership in these national organizations is encouraged. Visit their websites at:

www.vtr.org
www.triumphregister.com
www.6-pack.org

Newsletter

The Bluebonnet is published monthly for TTR members. Members are encouraged to submit articles, photographs, or other items of interest. TTR neither endorses nor warrants any product or service advertised herein.

The information contained in this newsletter is for educational and informative purposes only. TTR assumes no responsibility for the correctness or safety of the procedures; the reader assumes liability for any risk, both personal and financial, in connection with the repairs or modifications outlined in the articles.

Working on cars can be hazardous if done in-correctly or without the proper safety precautions. The consequences of some mistakes can be dangerous. TTR suggests that you consult an automotive professional before attempting any repair or modification with which you are unfamiliar or inexperienced.



Texas Triumph Register
<http://www.facebook>

On the Cover:

Mike Rouse, Fred Wagner, Nancy Money, and John Hanten delivering TTR donation to the Houston Food Bank

Picture: John Hanten's camera by Houston Food Bank Volunteer

THE BLUEBONNET

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IN THIS ISSUE

Special Features

- 5 **2020 Houston Food Bank Donation**
John Hanten & Mike Rouse
- 8 **Russ Seto Memorial Scholarship Update**
John Hanten & Lori Seto
- 10 **Featured Member Car—A Star Car Update**
Len Myers
- 16 **"I Blame Matchbox....."**
Chris Leigh-Jones (Guest Contributor)
- 25 **Significant Triumph Link-Jabbeke Video**
John Hanten

Regular Features

- 4 **From the President**
Hal Sharp
- 7 **Tales of a Wandering Mechanic**
Jerry Gruss
- 18 **Meeting Minutes**
John Hanten
- 21 **Meeting Highlights & Next Meeting**
John Hanten
- 22 **Member News**
Mike Hado
- 23 **TTR Club Calendar**
- 24 **Mechanic's Tool Descriptions**
Bob Pennington
- 26 **Event Flyers**
- 27 **Regalia**
John Wakefield
- 29 **Exhaust Fumes**
James Moore
- 36 **Idle Chatter**
John Hanten
- 37 **TTR Puzzle Page & Answers**
Mike Hado & John Hanten
- 39 **Membership Form**
Mike Hado



Canine Concours Chassis Judge

Well the Covid19 clock continues to roll and bring disruption to almost every aspect of our lives. Even though the hospitalization numbers in Harris & surrounding counties continues to rise, the TTR circle of family & friends appears to have remained safe and my prayers are for that to continue. Please protect yourselves and those around you by adhering to the face covering and gathering regulations from your local authorities.

Competitive events around the world have not escaped postponements and cancellations. NFL, NHL, NBA, MLB, FIFA and even thoroughbred racing. They flipped the order of the Triple Crown Races of all things. The Belmont ran last weekend at 1 1/8th mile instead of the 1 1/2 miles test that has stood since 1867. Maybe Max Player can become the first and only "Reverse" Triple Crown winner. Who knows?

As of this writing the Kastner Cup is on with a pretty impressive field of entries. Most of the European teams have been forced to pull out due to travel restrictions, etc. There were 42 Triumphs shown in the listing of Group entries when I last looked. Unfortunately, Kas Kastner was not planning to be in attendance. Contrary to early indications, spectators appear to be allowed on the grounds. By the time you are reading this Bluebonnet, we will know how it turned out.

One very positive happening during June was the report that Christobal Aguilar, who is the recipient of the first Russ Seto Memorial Scholarship, received his first certificate

on the way to a degree in Automotive Service Sciences from Lone Star College. Congratulations to Christobal. We hope to have him join us at one of our in person gatherings in the near future when such activities are safe. In addition, the Hill Country Triumph Club has made a \$500 donation to the scholarship fund. Remote TTR member Nick Roccaforte was in town and delivered that donation to Mike Hado a couple of weeks ago. Thank you HCTC. I am sure you will enjoy the articles and pictures about both of these stories in the following pages.

The jury is still out as it relates to the safety of the phased reopening of businesses and public gatherings in Texas. In our June meeting we discussed how the apparent resurgence of hospitalizations in Harris County gives us reasons to pause in setting our expectations for resuming in person TTR functions. With this consideration we decided that we should plan for our July meeting to continue in the Zoom format. We will monitor the medical data on the virus spread as well as State, County & City of Houston guidelines for our planning of future in person activities.

Following great discussion in the June meeting about ways to resume Traveling Triumph Breakfasts John Barnett and Sam Jefferies are exploring venues with large outdoor areas, drive up windows and adjacencies to parks or other open spaces. They will report back with their findings and recommendations regarding the safe possibilities of resuming in person Saturday morning activities. We agreed that a BYOB



(Bring Your Own Breakfast) format might be a good possibility. Stay tuned for more from John & Sam.

Our next monthly meeting, as mentioned above, will be virtual again and is scheduled for July 11, 2020 at precisely 3:02pm. Thanks to Angela & Jeff Harris for having volunteered their home for the meeting and we will have to look forward to enjoying their hospitality another time. Mike Hado will be sending more details as we near that date so stay tuned, stay safe, be well and drive those Triumphs.



Nick Roccaforte presenting \$500 donation from the Hill Country Triumph Club to the Russ Seto Memorial Scholarship.

2020 TTR Houston Food Bank Donation

July, 2020

At the May, 2020 TTR Monthly Meeting, there was some discussion about the possibility of the club doing something to help some Houston area residents who have been adversely affected by the economic impact of the stay-at-home mandate in Harris County. Fred Wagner reported that Mike Woodward (TTR member and Houston MG Club President) had informed him that the MG club voted to make a donation to the Houston Food Bank. After some brief and enthusiastic discussion, TTR Membership Coordinator Mike Hado made a motion for TTR to make a \$500 donation to the Houston Food Bank, which was seconded and passed unanimously by the members.

On Thursday, May 28, TTR President Fred Wagner, along with Mike Rouse, Nancy Money, and John Hanten

met at the Houston Food Bank at 9:30, and after donating their PPE gear, headed to the Welcome Desk to make the donation. The area was very well prepared for social distancing, and the entry protocol included forehead scans.

The receptionist at the Welcome Desk gave us a warm reception, and filled out a large symbolic check that we would use for a photo opportunity. We also had the opportunity to peek into the other parts of the facility where the food is packaged in bulk along with individually portioned servings.

Here's some information about the Houston food bank along with photos from our visit.



Main Entrance



Distribution Trucks



Bulk Packing Area



Individual Meal Preparation



Shipping Area

Houston Food Bank Facts

- Founded – 1982
- Serves 18 counties in the Southeast Texas area with over 1,500 partners
- Primary facility is 308,000 square foot facility
- Awarded “Food Bank of the Year” in 2015 among 200 network members across the US
- Last year
 - distributed 104 million meals.
 - fed 800,000 people
 - distributed 40.2 million pounds of produce
 - provided 6.5 million meals for kids
 - 84,501 individual volunteers, 623,000 hours



Story: John Hanten & Fred Wagner
Photos: Fred Wagner & John Hanten



While still not wandering as a Triumph mechanic, like everyone else, I have been wondering when this plague will be over. Some of us may remember a certain baseball season back in 1973 when Yogi Berra said "It ain't over till it's over". Actually, I don't remember him saying that and I've never been a fan of spectator sports or paid them much attention. But I don't think anyone could argue with that keen observation. In the chance you might have forgotten, Berra was precisely correct. He made that statement when the team was down with a poor record. By the end of the season, they had won their division. It wasn't over, and the last I heard, there is a chance baseball games will resume. I've heard our own TTR club historian has been 'back in the game', and his games can be viewed online. Since those games are prerecorded, it adds another dimension to the notion of exactly when is the game over.



Wondering Mechanic

Obviously the above rant is symbolic of my (lack of) activities related to Triumphs this month. I did manage a drive in our TR3. This is the only car I have ever owned that more often than not, has some failure, either as soon as it gets back into my garage, or before leaving it. Without going into boring details, I will say I have reluctantly ordered a new radiator, without a crank hole, and hope to put an end to any fuel percolation and/or overheating issues for good. It's never actually boiled over/overheated, but I have been on the edge of my seat (and the side of the road) and have had fuel boil on more than one occasion. It can take some of the peacefulness out of an otherwise comfortably hot ride. After the installation of an aluminum radiator, I hope those troubles are over... but as Yogi said, "It ain't over till it's over".

I'm sure the day is coming where we all will resume finding other things to worry about during long Triumphant drives. Hang in there.

It was just over two years ago that Russ Seto, longtime TTR member and resident mechanic passed away, following an accident while on the first leg of the annual FOG driving tour. In response, the TTR members wanted to do something that would honor Russ, in possibly an ongoing way. TTR member Larry Douglas suggested establishing a scholarship in Russ's name at Lone Star College, a Houston area community college with several Automotive Technology programs. A motion to further investigate this possibility was unanimously passed at the May 2018 meeting, along with a motion to initially contribute \$1,000 to the scholarship from TTR.



The scholarship was established as proposed, with a target funding amount of \$15,000 which would be enough to fund a perpetual scholarship honoring Russ.

That goal was quickly surpassed (see milestones and financing graph details.)

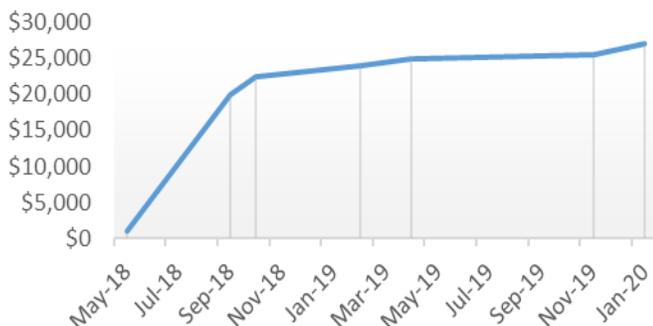
In 2020 there have been several significant milestones achieved:

- The scholarship funding had grown to \$27,100 which will allow a scholarship to be awarded in both the Spring and Fall term.
- In January, the first Russ Seto Memorial Scholarship was awarded to Cristobal Aguilar.
- In June, Lone Star College notified TTR that Cristobal has completed the Automotive Service Technician Certificate Level I

Russ Seto Memorial Scholarship History

- June 2018 – TTR officers develop scholarship criteria, and set initial goal of \$15,000 to fund one perpetual memorial scholarship.
- September 2018 – over \$20,000 raised
- October 2018 – funding at \$22,500
- April 2019 – funding at \$25,000.
- December 2019 – funding at \$27,100 through additional \$1,500 contribution of the remaining TTR Harvey Funds. This will provide funding for two scholarships per year, one each semester.
- In both 2018 and 2019, the Houston MG Car Club donated their net proceeds of their annual “All British Car Show” to the Russ Seto Memorial Scholarship, in honor of their friend.
- January 2020 – Lone Star College selects Cristobal Aguilar as the first recipient for the scholarship.
- June 2020 – Lone Star College notifies TTR that Cristobal has completed the Automotive Service Technician Certificate Level I, a key milestone to the AAS degree expected in 2021

Russ Seto Memorial Scholarship Funding



Scholarship Criteria and Administration

- Full time student in the LSC Automotive Studies degree program
- Minimum 2.75 / 4.0 GPA
- Financial Need
- Funding for education expenses (tuition, fees and books)
- Lone Star College selects the candidate and administers the scholarship.

Russ Seto Memorial Scholarship Update

July, 2020

So it appears that the objectives that were established two years ago have played out as planned, with rewards to multiple beneficiaries:

- Scholarship recipients (and future recipients) that will receive a boost towards a career in Automotive Technology, in the spirit of Russ Seto.
- Texas Triumph Register members, who created and have actively supported the memorial scholarship.
- Russ's family members, who can see the ongoing legacy of Russ helping develop future Russ's, and receive ongoing communication from the scholarship recipients.

Here's a note from Lori Seto

Dear **Texas Triumph Register** Members,

My name is Lori Seto; I am Russ Seto's oldest daughter. I wanted to thank you all very much from the Seto family for establishing and providing multiple contributions to help fund this scholarship in my dad's memory. The first recipient, Cristobal Aguilar - a self-described "devoted automotive enthusiast" - received his award this past winter and just completed his first Certificate Program. In his three-page thank you letter, he wrote:

"It is people like yourself that make the world a better place by contributing to the education of students in need such as myself. My future plans are to finish my Lone Star program, get promoted at my current job from a quick service technician to an all-system technician, and work at a better dealership or even open my very own shop, a dream I've had all of my life."

I think that my dad and Cristobal would have had a lot to talk about!

Thank you for helping future Russ Seto's hone their skills and earn a living from their love of cars. My dad's spirit and generosity lives on through this scholarship, thanks to the contributions of his many friends. Thank you!

Sincerely,

Lori Seto



Lori and Jeni Seto



Cristobal Aguilar

You can donate in any of these ways:

- Donate with a credit card online, use the following link:
<http://www.lonestar.edu/giving/donate-general-donation.htm>
Please note "Russ Seto Memorial Scholarship" in the comments box at the bottom.
- Donate with a credit card over the phone, please call Gabriela Andrade at 832.813.6638 and specify "Russ Seto Memorial Scholarship".
- Donate with a check, make the check payable to the LSC Foundation and mail to 5000 Research Forest Drive, The Woodlands, TX 77381, and write "Russ Seto Memorial Scholarship" in the check's memo line.

The Lone Star College Foundation is a 501(c)3 organization and all donations are tax deductible to fullest extent of the law. Each donor will receive a charitable contribution acknowledgement letter and tax receipt.



A Harvey Survivor *or* How To Stay Busy During a Pandemic *or* A Star Car Update aka Member Cars

When our Editor asked for an article on the 2nd restoration of our 1974 TR6 I came up with three titles listed above, I think they all apply.

If you refer to the [TTR Star Car page](#) you will find a brief summary of the TR6 as it evolved into what it was before Harvey. I was quite happy with its appearance and how well it performed. My goal was to maintain it and to enjoy it. It was an older restoration (almost 30 years) and still showed and performed well.



The Duce

The next day the water was gone and many friends showed up to help clean out the house and salvage what we could. Some of our TTR members pulled the TR6 out of the garage and started the salvage process and to dry it out. Several gallons of water were drained from the engine. All of the oil floated to the top of the engine. The water probably entered the engine through the carburetors. Besides the TR6, my 2014 Porsche 911 was also in the garage, there was no hope to salvage it. The respective insurance companies totaled both cars. J.C. Taylor requested photographs of the TR6 and sent a check for the agreed to value, less a few dollars for



Before the Flood

Then Hurricane Harvey came to Houston. Marti and I were at our cottage in Canada when neighbors sent us videos of the rising floodwaters. Our son, Jeff, told us to stay in Canada a few more days, as there was no access to our neighborhood. Jeff has a restored ex Army Duce and a Half (different toys for different boys), it can only ford 4-foot deep water, and we had 7' in the street and 5' in the house and garage for 2 weeks after Harvey. We got back into Houston the day that the water had receded enough to use the Duce to get to the house. There was water from Memorial Drive to our street and Buffalo Bayou, about $\frac{3}{4}$ of a mile. There were fish swimming in the pool and in the street.



After the Flood—Both Cars Had Floated

the salvage value of the TR6, as I wanted to look into restoring it.



After The Flood

The TR6 sat in the garage until about January 2018. By then Marti & I had made the decision to demolish the existing house due to the extensive flood damage. Plans were being drawn, permits being applied for and the next step was demolition. James Moore volunteered to transport the TR6 to our house at Lake Livingston where we would be living until the new house was completed. Not much happened with the TR6 once it was in the garage at the lake. I had had some minor knee surgery so I was not in a position to work on it. It needed to be totally dismantled, a total frame off restoration would be required.

A company called DZ Motorsports has their shop about



TR6 Drying Out

a mile from our Lake House. DZ Motorsports is a son and father company. The father had started it probably more than 20 years ago and when he decided to semi-retire, his son took over the business. They do not do any insurance work and normally do not do restorations. I knew them only because I would stop by the shop occasionally to see what they were working on. What they



At The Shop With The Body Off

do is build custom cars from the ground up. Everything from your traditional hot rods to heavily modified Corvettes and muscle cars to totally custom cars. They then maintain and show the client's cars all over the country. Autorama is one of the lesser shows on their calendar. I have seen cars in the shop that have cost (not valued) the owners anywhere from \$250,000 to over \$750,000. So the TR6 was not exactly their cup of tea. In fact the deal was that I would not be in a hurry for the Triumph, as I had no place to store it if finished prior to the new house. Therefore they would work on it as their schedule allowed and it frequently went for weeks with no progress.

When we discussed restoration of the TR6, they agreed to do it only because of my situation at the time. We also agreed that I would go to the shop whenever I wanted to work with them on the Triumph. The father had worked on a couple of TR6's many years ago so he did know the car. I helped to dismantle it and restored a few of the parts. But in the end they did almost all of the work as we got busy with the new house and spent a couple of months in Canada.



Body And Peeling Paint

The biggest disappointment was that the paint started to lift from the primer coat. What had been a very nice paint job became not so nice. The body was stripped down to bare metal and a primer was applied. After sitting for a while, the new primer began to lift and come off the metal. An automotive paint company expert was

called in to figure out the problem. It was determined that the flood waters* had actually contaminated the metal. It was necessary to strip the primer back to bare metal (a second time) and to then scrub the body with a cleanser like Ajax, rinse with alcohol and then apply a special primer that would seal the metal and let that cure before proceeding.

* Flood Waters Warning

From our experience, do not ever get into floodwaters. Not only are they destructive to property they could also be damaging to your health. Floodwaters disturb the nests of creatures that live below or close to the ground surface so there will be snakes and rafts of fire ants in the water plus other dead and live creatures. Beyond the wild life, consider all of the chemicals including poisons in the average household. Garage, yard, pool, under cupboard household cleaners, all of those items mixed into the floodwater, making for a real nasty brew. Plus in our case some of the area wastewater plants flooded adding sewage into the mix. We do not know specifically what contaminated the metal of the TR6 and probably never will.

While all of that was going on, Mike Hado rebuilt the engine with a few more modifications, cleaned up the transmission & OD (it needed very little work). Mike Rouse rebuilt the differential. Some NLA replacement parts were provided by James Moore. Randy DeRuiter provided me with a set of Toyota calipers and made the brake pipes that allow for the conversion from the



First Primer Coat Peeling



TR6 Engine Before Restoration



Engine Restored By Mike Hado

stock Triumph calipers.

As the restoration progressed it was obvious that a lot of parts could not be saved and needed to be replaced. Besides all of the internal engine parts except for the crankshaft and the cylinder head and valve train (remember all of the oil was in the top of the engine protecting that area from the floodwaters). Also interesting as we thought there was a lot of rust forming on various metal and nonmetal parts. It turned out that most of the "rust" was dried mud from the flood. The



Frame Being Stripped

dried mud looked just like rust and could only be removed by physical scrubbing; it did not wash off with just a power washer. Both the radiator and the oil cooler were replaced. All of the brake system was replaced except for the hard lines. We waited on replacing the Crane Electronic Ignition until we were sure it was dam-

aged. The original was reinstalled and is working very well.



Assembled Frame And Running Gear

Only the front shock absorbers were replaced, most of the other suspension parts cleaned up and I had changed out the suspension bushings a few years ago to Nylatron parts, they survived in very good condition. Six new u-joints and Good Parts rear hubs were installed. A new gas tank was required as the old one had developed pinhole leaks about mid way up the sides of the tank. The shop was going to install a custom exhaust system, but Rimmer Brothers manufactures a very good system from the header to the tailpipes for less than what a locally built custom system would have cost.

I spent time cleaning the Weber Carburetors. I did that with some trepidation as to taking them apart and putting them back together. The engine really ran well before, but specs had been changed and we did not know how the engine would run after. So far it has all worked out and it is running very well, I need a few more break-in miles to become more confident with the Triumph. All of the interior and trunk upholstery was replaced. In fact the interior was stripped out the day we got the Triumph out of the garage and into the sun. A complete interior kit was purchased from British Victoria, it is the third time that I have installed their kit. It is almost 100% complete, including required hardware and it is good quality English vinyl. I think Moss now sells the same kit. The top, tonneau cover and boot cover were cleaned and are being reused. I sanded the ruined veneer off of the wood dash and through Ama-



Undercarriage With New Exhaust System

zon purchased a veneer that I applied. The shop then applied several coats of epoxy resin to the dash. I also took the opportunity to convert almost all of the interior and exterior lights to LEDs. You can actually read the gauges and see the road at night. All of the weather stripping and seals have been replaced. I am surprised as to how much of the original car survived the 2 weeks underwater and cleaned up to be reused. A lot of other small parts have been replaced and several rebuilt or



Freshly Painted Body

substitutes found as many of these small parts are NLA. Some of the light switches are NLA and I could not find the special fasteners that attach the Stainless Steel moldings to the rocker panels. I created my own from Ace Hardware parts.



Delivery

The Triumph was delivered to our new house on May 12, 2020. The restoration took 27 months and almost 3 years after Harvey. Once I had it back I drove it around the neighborhood, but it still required much detail work. It also needed an alignment and new tires. The old tires still appeared to be very useable, but they were 13 years old. Jerry Grus spent a day with me sorting out the under dash wiring and resolving a couple of other electrical issues. I have spent several hours each day since May 12 doing some minor completion and detail work. As I write this, my list is down to just a couple of items. Both of our Triumphs now live in the Houston garage. The TR3 was at our lake house when the flood came. But my time during the pandemic has been well occupied with both Triumphs.

There are some additional photos of the finished car on the next page.

Len Myers

Featured Member Car - A Star Car Update

July, 2020



Story: Len Myers

Photos: Len Myers

Note—TTR President Hal Sharp spotted an interesting article in the **Garden and Gun** magazine written by an entrepreneur with a lifelong history of restoring vintage cars, some of them British. Hal invited Chris Leigh-Jones to contribute a guest article for the Bluebonnet which he graciously did. Enjoy.....

My first car was a Mk1 Spitfire, 1100 cc I think and I loved it. I made it from 2 cars in my Grandma's garage. A bad one and a really bad one, both given over to the rust demons. Granny was not a fan, she was very house proud, Lux soap smell, curlers and hair net, pinafore, house shoes and the like. I miss her. Shakes, leaks rattles and all, I had it from before passing my test at 17 until I was 18 and before giving it to my Sister. 3rd car was also a Spitfire, MK IV, yellow, a bit rusty and a little quicker, I dated many a girl in that car, they believed me when I said that it was a "Sports Car", simple times. I always wanted a TR5 or 6 but got distracted along the way into other makes.

eration. It's been done before, take a post war one and bummer it about to look like a pre war one. The front independent suspension is the real give away, it should be a beam axle, RR engine from a Saracen armored car sans all the ancillary parts. I'm a bit of a



1930 Bentley

speed freak and pre war cars are not known for speed but there were a few. Alfa Romeo being one and in my utter ignorant arrogance I decided to build a pre-war Monza. I should have known better and along the way discovered they only made 180 odd back in the 1930's



1927 Bugatti Type 37

Somewhat later in life I started building my own. A kit car from an MGB (I know, "Philistine") another from a big Jag then left the kit cars behind and started building more difficult projects. A Bugatti from a pile of parts, its really not very original at all but does look and drive pretty accurately. Front axle, body, wheels and instruments are period. Back axle off a Midget and engine from a Rover. I don't open the bonnet in public. My lineage begins to sound like a history of bygone marks!

Built a Bentley from a Bentley if you'll forgive the allit-



1933 Alfa Romeo 8C Monza

so parts are hard as hen's teeth to find.

Have you ever dug your heels in a situation without thorough contemplation? Well that was me. 4.5 years later with parts sourced from 14



Supercharged Engine

countries I got there. Engine is 1938 naturally aspirated initially but now supercharged. It's a correct

2300 Alfa Romeo, but later 6, not earlier 8 cylinders. We took blower lobes from a Toyota and fitted them into period looking casing and manifolds loosely copied from an earlier AR1750. We rebuilt the bottom ends on the underslung crank with 4 bolt keepers and modern shells to take the extra 100 HP or so we were hoping for. Valve trains are notoriously weak so we swapped them out for hydraulic units off an Jag XJ8 with modern alloy seats. Cams are new with a moderate profile as it was supercharged there was no need to get sporty. Ignition is standard, oil pump uprated. Gear box is new, a copy externally but the internals are a modern dog box mechanism. Clutch was also too weak so we inserted a modern one from an Australian Holden. BMW 5 series are also a good fit. The build was completed by a specialist in New Zealand as beyond my capability and tooling. Everything else is an exact copy from original though the parts used did morph over the years they made them. Final Dyno test was 185 BHP at the clutch which I was happy with as good in period. Frankly, on skinny Blockley tires you don't want much more as it will spin the wheels in 2 gears. Small useless fact is that the reserve tank is good for exactly 1 lap (9 miles) of Monza Parabolica race track at full chuff.

I have a Youtube video of the engine running.

<https://www.youtube.com/watch?v=O2817kfhFwx>

My car ownership resorted to type with my last being a modern British Morgan Threewheeler. Its great fun and unlike many modern cars it is simple to work on, customizable and needs frequent attention. My long suffering wife found the repair file for the Alfa lately and had words with me for about a week. The cost was a smidge higher then I'd previously admitted to. It's car repair, house building and woodwork that keeps me busy now. I do still like driving them around in the east coast Southern climate, bugs and all. My vanity remains such that the attention is welcome from a population both unused to the sight and born enthusiastic friendly petrol heads.

A bit like Toad of Toad Hall, “dad body” and all.

Story & Photos: Chris Leigh-Jones



Modern British Morgan Threewheeler

This was the third virtual meeting via Zoom, arranged by TTR President Fred Wagner. The meeting, which was originally planned to be physically hosted by Stephanie and Mike Woodward, was changed to a virtual meeting due to gathering restrictions caused by the COVID-19 virus.

TTR President Hal Sharp brought the meeting to order at 3:10 after some fun chatting by TTR members. Fred counted 32 visible members on the screen plus an additional 8 by proxy, constituting a quorum for club business.

Opening Comments - Fred Wagner outlined the protocol for the Zoom meeting, and Hal thanked Fred for being the Zoom meeting coordinator.

Approval of Minutes - A discrepancy was noted in the officer title for James Moore in the previous minutes. There was a recommendation to amend the previous minutes to read: VP - Events Coordinator - James Moore. M/S/A to approve the minutes from the last meeting as published in the *Bluebonnet* with this amendment.

Membership - Mike Hado - reported that at the last meeting we reached a milestone of 200 family memberships, and two additional members joined during May bringing the total to 202 at the close of the TTR fiscal year. Currently the paid-up membership count is 162 with 39 members who have not yet renewed.

Treasurer's Report - Hal Sharp for Patsy Papp - reported the inflows, outflows, and current balance. The biggest expense for the month was the Houston Food Bank donation of \$500. The overall club financial condition is strong.

Regalia - Hal Sharp for John Wakefield - reported that John has placed an order for more grey TTR tee shirts. Tee shirts will still sell for \$15 each. Bob Pennington commented that he would like to get photographs of TTR Regalia items for the club website.

IT - Bob Pennington - reported that he is trying to develop a "Members Cars" section of the website. Bob also mentioned that he has talked with several members about planned changes to the content including Technical Articles and Road Trips and welcomes contributions by TTR members.

Special Events - Mike Rouse

- **Round Top Lunch Run** - Mike reported that the trip to Round Top was a success. There were 17 cars and 26 people, and TTR participants did a good job of social distancing.
- **Falling Leaves Tour** - Mike reported that he has been looking at Falling Leaves Tour possibilities for the fall, possibly Waco or Nacogdoches, both having the same duration and driving distance.
- **Future drives** - Mike mentioned that he has been looking at future drives down the road, short trips like the Round Top drive.
- **Groesbeck Grand Prix** - Bob Pennington mentioned that the town of Groesbeck is going to have a vintage race event Sept 5 - 6 (according to the website) that might be an interesting destination for a

drive. He will send website link to Mike Hado for distribution.

Breakfast Events - John Barrett - reported that he and Sam Jeffries have been discussing options for starting slowly and would like to get feedback from the group. He presented several options to get re-started:

- One option is to go through a drive-through, get our food, and stay in our cars, and chat in the parking lot.
- Another option is to go to some of our restaurants that have outdoor seating to maintain social distancing. John reported that he stopped by Harris County Smokehouse and 9ers, both in Katy, and both are anxious to get us back sometime.
- Mike Hado mentioned that he had many people mention that they miss the breakfasts, not because of the food, but the lack of socializing.
- John Barrett - requested that members let him know of potential restaurants that might have the outdoor seating capacity for a breakfast group.
- Bob Pennington - suggested just meeting at a park and figure out your own breakfast.
- Eric Schumann - mentioned two possible restaurants on Kirby that have very large outside seating areas.
- John Barrett noted all of the recommendations and will continue to explore options to get the breakfast meetings going again safely.

New Business

- **TTR Tax Return** - Richard Dicks - commented that he has not heard from Patsy and can't do the club taxes. He will send an email requesting the needed information
- **Club Resource Guide** - Hal Sharp - requested a big round of applause to Randy DeRuiter for his updating of the resource guide and club handbook documents. Randy mentioned that we could put the Resource Guide directly into the club website.
- **Houston Food Bank Donation** - Hal Sharp - expressed appreciation to Fred Wagner, Mike Rouse, Nancy Money and John Hanten for personally delivering the \$500 TTR donation check to the Food Bank at the end of May. Fred Wagner described the operation and what we saw at the event. Fred mentioned that they accept volunteers which could be a possible club event in the future.
- **Scholarship Update** - Dave Smith - mentioned that he had been notified by Lone Star College about the achievement of Certificate I by scholarship recipient Cristobal, a milestone towards his degree in 2021. Bob Pennington said he will look into posting the upcoming Bluebonnet article describing the history and status of the scholarship on the TTR website.
- **Bluebonnet Archive** - Mike Hado - commented that as TTR Historian, many have talked a long time about digitizing the early Bluebonnet newsletters that currently exist only in hardcopy form in Mike's garage. He reported that he started looking into commercial providers (including FedEx) to scan, but initial esti-

mates were expensive and might not produce the desired output. There was discussion about how to archive, and the resolution was that John Hanten and Bob Pennington will work with Mike to develop a strategy to get all of the back issues archived digitally.

- **Triumph Events** - Hal Sharp - mentioned events that have been cancelled including the VTR Nationals, SC Regionals, and the Texas All British Car Day. Events that are still planned include the Houston All British Car Day event in October, Triumphest in San Diego in mid-September, and the Kastner Cup races - but with limited attendance.
- **Next meeting** - scheduled for Angela and Jeff Harris' home. Hal Sharp suggested that we probably need to see some better Covid trends before we meet in person. There was strong support for another Zoom meeting in July.
- **Featured Car Stories** - John Hanten mentioned the possibility of using the photography from the 2019 Nationals shot by Shawn Frank for a series of Bluebonnet articles featuring TTR Cars at the 2019 Nationals. He will contact the owners of the cars to see if they are interested in being featured.
- **TTR Autorama Display** - Jim Farrell - mentioned that he sold his business and the large TTR Autorama display that is stored there needs to go somewhere else. The storage footprint is about fifteen feet square. Fred suggested that we contact Dusty to see if he wants to keep the old display and might have a storage solution.

Adjourn - M/S/A to adjourn at 4:35. Minutes recorded and edited by John Hanten

(M/S/A = motion made / seconded / approved)



Canine Concours Chassis Judge



TTR June Meeting Photos and Schedule

July, 2020



Monthly Meetings Scheduled:

- July - ZOOM
- August - Richard Dicks
- September - Louise Carter
- October - Prudence & Jerry Gruss
- November—John & Liz Reynolds
- December—Annual TTR Christmas Party





TTR Birthdays for July

Pat Gough	1
Cheryl Dykes	2
Linda O'Leary Riesch	2
Steven Voss	4
Nigel Hutchinson	4
Kenny Daves	5
Marie Hado	6
Clement Haddad	9
Cathy Thompson	11
Irene Zagorski	11
Mark Baich	12
Pete Postma	12
David Smith	13
Bob Dowling	14
Mike Hado	14
Suzanne Rippetto	15
Carolyn Chapman	16
Ron Harrison	17
George Killinger	17
Joyce Killinger	18
Debbie Harrison	19
Tom Lewis	20
Bee Dickson	21
Susan Grantham	21
Maggie Rosa	21
Vince Bortoni	24
Louise Carter	25
Debi Stephens	25
Linda Sparks	25
Phil Conway	29
Brian Roy	29
Larry Lee	30
Cindy Blum	31

New Members:

Vince Bortoni & Paulani Tom, Houston, TX - 1963 White TR4, 1970 Yellow GT6

Jeff Kaiser & Eva Prappas, Houston, TX - 1967 White TR4A

Adrian Goodisman, Houston, TX - 1972 Green Stag w/ Ford V6 (returning member from 2011)

Rick Cassani, Katy, TX - 1974 Pimento TR6

Eric & Michelle Guenther, Houston, TX - Looking for a TR6

In Memoriam:

Pat Daniels, wife of Fred Daniels, passed away in May in Houston. They have been members since 2008 and have a 1960 green TR3A.

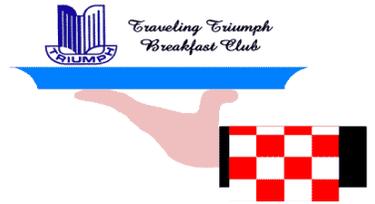
Bob Pindell, husband of Gretchen Pindell, passed away in June in The Woodlands. They have been members for over 38 years and have a 1973 green TR6. Also, they were the 11th family to join the TTR, having done so at the exact same meeting in the fall of 1981 as TTR historian Mike Hado.



Triumph Dealer TR-250 Promotional Pin

Club Events

Breakfast Meetings - Saturday Travelling Breakfasts are on-hold until we can conduct them safely. If things start to open up John & Sam will be communicating to you via emails from Mike Hado. Stay safe out there until we can get together once again.



Monthly Meetings - virtual via ZOOM until further notice

NOTE; See the TTR Meetup website for specific information for all events:

<https://www.meetup.com/TexasTriumphRegister/>

When breakfast meetings resume we meet between 7:30 am & 8 am for coffee & usually eat Breakfast at around 8:00 am.

Car viewing after B'fast

Non-club Triumph Events

Triumphfest 2020 - September 10 - 12, San Diego, CA. [More information here.](#)



Houston All British Car Day - October 17, Houston

[More information here.](#)



First in a series of alternative tool descriptions based on real-life experiences.



DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly painted airplane part you were drying.



WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls and hard-earned guitar calluses in about the time it takes you to say, "Ouch...."



ELECTRIC HAND DRILL: Normally used for spinning pop rivets in their holes until you die of old age.



PLIERS: Used to round off bolt heads.



HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.



WISE-GRIPS: Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.



OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub you want the bearing race out of.

To Be Continued

Significant Triumph Link—Jabbeke Speed Test

July, 2020

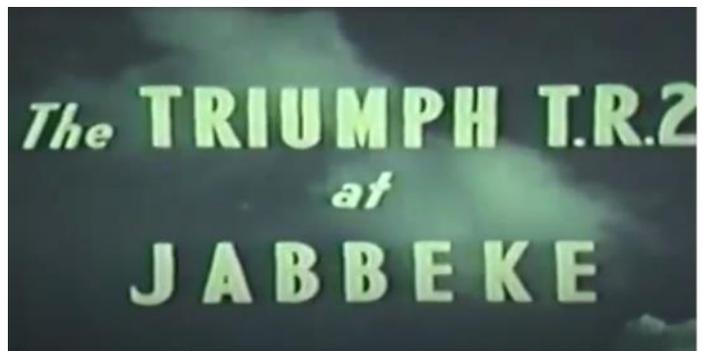
Last month we shared a significant link to the Hager-ty.com site about the “Most Significant Car that Triumph Ever Built”. It contained information about the history and restoration of that famous car.

Here’s a link to the Original Standard Triumph period film of the Jabbeke speed test featuring the same car, the TR2 prototype MVC575.

To create a legend for their new car, just two months before it began production at Canley, Sir John Black asked Ken Richardson to prepare a car to set a new speed record at the Jabbeke highway in Belgium. Jabbeke was a bit like the Nurburgring Nordschleife for today’s high-performance cars, and Rootes had already set a 120mph top speed there with a much-modified Sunbeam Alpine.

Richardson had a pre-prototype car, registered MVC 575, prepared with a set of optional streamlining parts including an undershield, rear-wing spats, and a metal cockpit cover and in May 1953, on a closed road and in front of the press, he attained a speed of 124.899 mph, quite astounding for a 2.0-litre car of the time and faster than its Austin-Healey and Sunbeam rivals. History records that Richardson sat on the floor of the car shielded from the wind blast behind a tiny aero screen.

The eight minute video contains actual footage of the speed runs, in racing configuration and touring configuration. Here’s the link in large font below.



[Triumph TR2 MVC575 Jabbeke speed test](https://www.youtube.com/watch?v=oIpdfyodoCs)

<https://www.youtube.com/watch?v=oIpdfyodoCs>



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Annual National Meet	Technical support
Website (password protected areas for members)	Contact information
Concours judging standards	Shutterfly National Meet website



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Website (member password protected area)	Contact information
Concours judging standards	Shutterfly National Meet website



SEE WHAT YOU'VE BEEN MISSING AT:
www.TriumphRegister.com



Partial List of TTR Regalia

<u>Item</u>	<u>\$</u>
Ladies Hats	12
Gray TTR T-shirts	15
Grille Badge	35
Men's Hats	15
License Plate Frames	20
Hat Pins	7.5
Iron on Logo Patches	5
TR-3 Coffee Cups	3

For more information and availability of shirt sizes, or If you have ideas or requests for new items, contact John Wakefield, Regalia Master.

See website for additional info. Customized TTR-logo shirts are available through Lands End on-line purchase.

TTR Resin Regalia – John Hanten

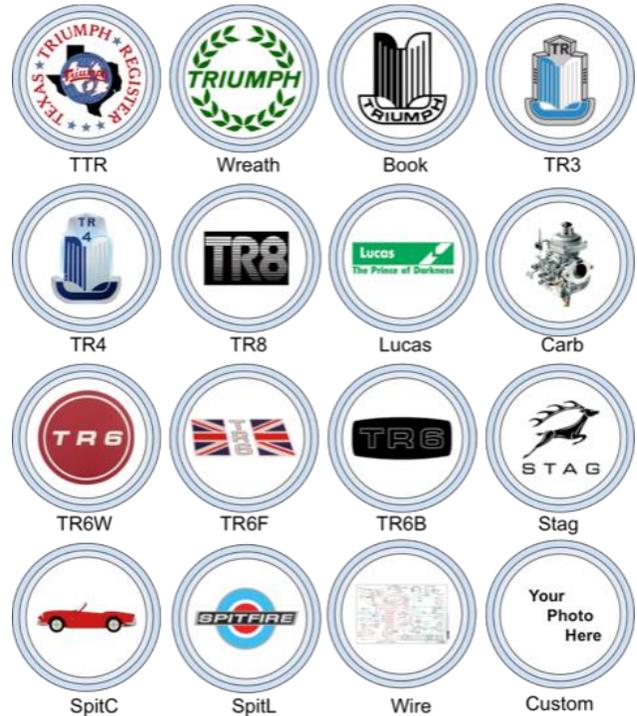
July, 2020

Currently I have molds for round refrigerator magnets, rectangular pendants (ornaments or magnets), coasters, and shelf plates. The round designs are available as 2.25" magnets, 4" rimmed cork-backed coasters, or 7" shelf plates.

Late-TR6 available Triumph colors



Other Triumph-related designs



TTR Drive Souvenir Magnets

2019 Falling Leaves



2020 Polar Bear Run



2020 Bluebonnet Run



2020 Round Top Lunch Run



Pricing:

- Round Magnets - \$5
- Pendants - \$5 (drilled with jump ring included, or as magnets)
- Coasters - \$7 ea., any 4 for \$25
- Shelf Plate \$20 (Stand is \$2 additional)

Please contact me for any requests. I will be bringing finished pieces to the TTR monthly meetings, and can cast to order. jbh

It's been a while since I've taken on someone else's project car, but new club member, Vince Bortoni, was convincing enough that he needed some help on his to make me change my mind. Vince had someone helping him with his '63 Triumph TR3 until recently when their health took a turn for the worse and left Vince with a project that just needed that mythical 10% to get it back on the road.

I took a trip to Vince's house to check-out his project, finding a nice looking white TR4 that already had a mechanical restoration of the engine, OD transmission, differential and suspension, plus a respray. All-in-all a nice looking car that needed all those small items like interior, bumper fitting, and fitting a Rimmer Bros Surrey top to get it ready for the road. Vince had his friend, Ralph, owner of a salvage yard and wrecker business tow the car out to my garage. After a quick wash to make sure no unwanted passengers were being transferred to my garage, I found a spot in my garage to start working the project.

I've had Jerry Gruss out to the garage a few times already, and he's done his electrical magic on the car to ensure everything is up-to-par in the wiring department. Jerry found quite a bit of creative, legacy wiring that needed to be sorted, but has most of that sorted out now, plus he finished wiring up the dash, the engine compartment, the front lights and the rear lights.

One item that surprised us a bit was a late TR6 style ignition switch and locking column that we figured a previous owner had rigged up. Jerry and

I removed all of that stuff as it wasn't all that well executed. A quick order to Victoria British got us an original style ignition and Jerry quickly wired that up. Randy DeRuit-er made a surprise visit to the garage and - after he examined the ignition switch/locking column, plus noted the orange turn signal glass - thought that Vince's TR4 might possibly have been a German-market TR4 that someone shipped to the U.S. Restoring these old Triumphs is sometimes a bit of an archeological dig, uncovering history and bad repairs is all part of that car's legacy over the last almost 50 years of being on the road.

Karl Rettenmaier made it back to Houston after almost 6 months in Tuscon trying to get his new garage sorted and almost complete. He quickly had one of Vince's SU H6 carbs apart and let us know that the carbs were in dire need of a major cleaning and a rebuild. We're waiting now for some SU rebuild kits and a new gas tank before we can get the TR4 started. Hopefully, all of that will come together in the next couple of weeks. It was good to have our version of the carb whisperer back in town!

I usually recommend that people take their nasty old tanks out to Waller for the Renuzit process at Don Hart's Radiator shop, but - when I called their shop - they told me they had a seven week backlog of tanks due to all the people finally getting back to their old car projects mostly due to the stay-at-home orders. Vince and I found a tank in stock at Victoria British for about \$207, so Vince ordered one for his project.

I've had quite a few people ask me if the Bendpack QuickJacks I've been using on my more modern car projects would work for their Triumphs. So Vince's TR4 became our Guinea Pig. They fit easily under the TR4 and easily bring the car up off the garage floor a few feet for working on the suspension, changing fluids and working on the brakes. I bought my set from Home Depot a few months back when they had them on sale, so it's worth taking a look at Home Depot's on-line site if you are interested in getting a set for your garage. The downside of the Quick-Jack is that access from the side of the car is a bit limited by the scissor mechanism, but it is nice for access under the engine and the rear of the car, plus - as I noted before - it makes brakes and suspension work much easier.

I took Vince's seats, along with a Moss seat kit, over to Arturo for a rebuild and a few days later he called for me to come over to pick the restored seats up. Arturo does nice upholstery work for a reasonable rate.

Vince originally wanted a red carpet set, but when we found that there was going to be at least an 8 to 12 week turn-around on custom carpet colors, we decided to try our luck with the charcoal grey loop pile carpet from Moss. Moss actually had the grey in stock, so that was a bit of a shocker. Apparently, the later TR4s all came with the charcoal grey carpets as original, no matter what color the other trim came with.

As some of you might know, I usually buy all my interior restoration parts

(i.e., carpet kits, seat kits and panel kits) from the Roadster Factory as I find their kits to be some of the best on the market. I have not been all that impressed with the Moss carpet, but it should look okay when the seats are installed in the car. It's a very flimsy quality, plus came with some of the loop pile threads already pulled, so it kind of looks like there are lines in the grey carpet. If you've got the time in your project, it's well worth ordering interior kits from TRF, in my opinion.

The panel kit from Moss was okay, although it's not as complete as the Roadster Factory's kit, missing quite a few of the small trim items that TRF provides, plus they don't provide large enough pieces of light foam to make the vinyl on the fender wells go on smoothly. Again, not a fan of Moss' kit. The larger pieces like the door cards and the large piece covering the trunk opening are nice, so I'll give them that.

Back when I was working on my TR250, I had bought the fiberglass (Surrey) backlight from Rimmer Bros. The backlight came with studs already mounted in the top that didn't line up very well to the holes in the tub of the 250, so I ended up finding an original backlight and hard top from Randy DeRuiter, who had found one while he and Val were in the UK. The original bits fit much better on the 250. Vince had bought the same kit for his TR4 and I was pleasantly surprised how well the Rimmer backlight fit onto his car. All the studs fit perfectly into the holes on the TR4's tub. The channels for the outer door seal had to be riveted onto the edge of the

backlight and you can see the back parts of the rivets a bit, but - other than that - it's a pretty nice piece of work if you want to go with Rimmer Bros' reproduction for your TR4.

Some of you readers who are in-the-know about the Surrey top probably cringed when I mentioned the Surrey top was made in fiberglass by Rimmer. Actually, the Surrey top is the vinyl piece that fits onto the top of the backlight (the piece with the window in it), but most people just call the whole thing a Surrey top, which would include the backlight, the vinyl piece (Surrey top) or the hardtop. You are now equipped to annoy your Triumph friends and family members with that bit of trivia!

Vince has some new Dayton wire wheels and new Vredestein 185/70-15 (thanks, Randy for the info.!) tires he's bringing over this week, so the looks of his car are getting ready for a big upgrade in looks and safety. I can't wait to see how much that makes his car pop.

An interesting thing I'm finding out about the TR4 is that the only fan shrouds I can find in the original fiber material are the large ones for the TR4a. I looked in all the catalogs from VB, TRF, MOSS, Rimmer Bros and etc. and nobody carries a fan shroud for just the TR4. Fortunately, Richard Good makes a beautiful polished steel one just for the TR4, so Vince ordered up one of those beauties for his car. For an engineer, Richard really makes some nice looking stuff.

The fan shroud really shows up the rest of the engine compartment. So much so, that Karl, the carb whisperer, was found in the backroom of the shop polishing the domes off the SU carbs he had dismantled to try to make them prettier. Hard to believe that Karl is now turning into another Anal Retentive restoration guy after all that grief we used to get from him about pretty doesn't make a car fast. I suppose we can blame it all on Richard, or - possibly - Karl needs to find some new friends as we're destroying his hotrod ascetic.

Hopefully, we can get Vince back on the road this coming month with his TR4! I know the Mini has been voicing its concern about sitting outside of the garage with all the rain we've had lately.

Andreas Zimmer brought his TR6 over to the garage to see if we could find the source of an annoying vibration. Once we had the car up on the lift, Andreas mentioned we'd need to take off the exhaust in order to take it over to Ripley's to fix a hole in the exhaust pipe caused from a hanger bracket welded to one of the mid-pipes breaking off. Well played, Andreas, as I figured a quick once-over of the bottom of his car wasn't a very big commitment. Oh, well, our Triumphs are always a bit of an Onion, so Andreas and I quickly had his exhaust off the car and Ripley's didn't charge Andreas anything for welding up the hole in the pipe. Fortunately, I had the correct hanger in my store of parts to hang the mid-pipe back onto Andreas' car without the hanger originally welded on the pipe. It was

a nice break from working on the TR4 to help Andreas out. Unfortunately, Andreas texted me that he still had the vibration once he got home, so the exhaust wasn't the source of the problem. I would normally tell people that all of our old cars have annoying vibrations, but that piece of advice doesn't work well on Germans, I'm finding. Andreas is still on the hunt to fix the vibration. He did mention taking the car out to the firing range and blasting it with the 88 mm gun from a Tiger tank, but I'm thinking he'll find the source of his vibration before having to come to such a final solution. Right, Andreas?

The TR7 got a small amount of attention this month. I had Kenny Walls (Reliable Glass) over to remove the rear and front windows out of the car in preparation for my starting to prep the car for a new paint job. I bought a new weather-proof car cover from Victoria British for less than \$90 that fits pretty well for such a cheap car cover. We'll have to see how well it lasts, but at least the car has some protection while it sits windowless under my patio waiting for paint.

Kenny does excellent work and really knows a lot about our old British car windshields. I felt bad about bringing Kenny out to the house for such a small project, but - just as I was calling him - the mirror on the Trailblazer SS came off the windshield making his visit all that more pressing. I even got him to put the windshield trim into the windshield gasket on Vince's car. Unknown to Kenny I'd already tried to put the plastic trim piece on myself, but it was almost impossible to get the thin, plastic piece into the tight rubber. Kenny said "piece of cake", but he really had to work at it to make it fit, so I didn't feel all that bad after all.

That's it for now. Keep playing with those cars! Plus, stay safe!





Upper Left - Vince checking out the work being done on his TR4.
Upper Right - Ralph unloading Vince's TR4.
Middle Left - Jerry sorting out the gauges on Vince's car.
Middle Right - Seats after Arturo recovered them in red.

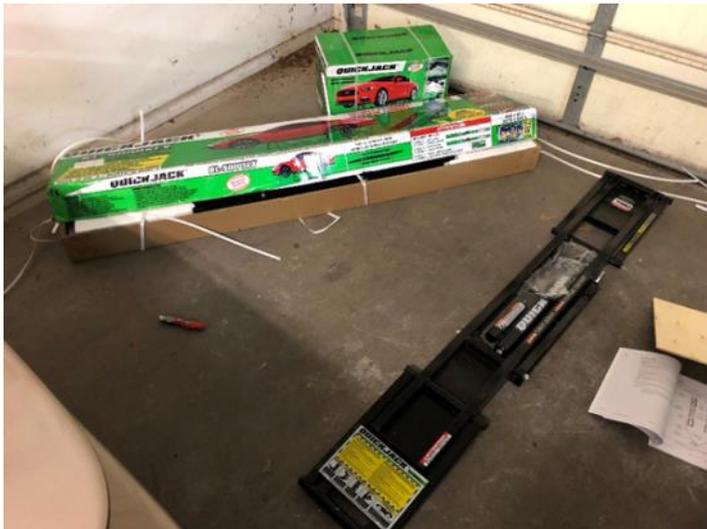


Upper Left - Andreas putting his exhaust back on after getting the mid-pipe hole patched.

Upper Right - Can you say bling? Richard Good's fan shroud mounted on the TR4.

Middle Right - Dynamat installed and Rimmer Bros backlight installed.

Lower Left - Interior trim and carpet being installed.



Upper Left - Bendpack QuickJacks BL-5000SLX after I picked them up from Home Depot. These have a weight capacity of 5000 pounds. There is a lighter duty 3500 pound capacity one that would work if you only work on LBCs.

Upper Right - A quick way of lifting your car for suspension, brake or wheel changes.

Middle Left - The TR4 up on the Quickjacks. The scissor mechanism is in the way for access to the middle of the car.

Lower Right & next page - Better shot of the clearance given when up on the QuickJacks.



First off - as I move into my second edition of the Bluebonnet in my new role as editor, I thank all of the people that reached out to me via email and in-person with positive feedback regarding my inaugural issue. It initially seemed to be a daunting challenge but I quickly realized that I am standing on the shoulders of those who have gone before, with stories, content, and general format have been defined over very many years.

This whole business with the Covid social distancing, however, is proving to be a bit of a challenge. Much of the content in a standard (non-Covid times) Bluebonnet is a photo-reporting of four breakfast meetings, a monthly in person meeting, some wrenching sessions, and possibly a car show or club drive, all showing members interacting and featuring both TTR members and their cars. So there is, and will continue to be for a while, some improvisation and hopefully some interesting content that members will find interesting and at times puzzling.

Last month I mentioned my goal to get the Featured Cars section up and running, and was delighted when Len Myers contributed the story in this issue about the re-restoration of his TR6 following the Hurricane Harvey damage. I have many others lined up with photography provided by VTR Editor Shawn Frank who was photo-documenting the 2019 VTR Nationals and has graciously provided permission to use his photos in the stories.

As always, I welcome suggestions or comments for content or format, and contributed articles of road trips, tech articles, or connections to other Triumph activities.

Bonnet Prop Scratch Preventer

Here's a simple trick that one member has already adopted and suggested that I pass on to the readers. When I first started working on Nancy's TR6 in 2012, I noted there was a spot near the hood (bonnet) prop rod guide where the paint had worn through. Upon examination I found that the rod rubbed against the inner wheel well when the bonnet was being raised or lowered. Initially it was no big deal, but when we started showing the car at Regional and National concours events, it became clear that the worn area needed to be protected after it was repainted. After restoring the engine compartment we looked for a simple solution to protect the area from additional rubbing.

Our solution was extremely simple - a flat flexible sheet magnet that attaches below the rod guide and protects the paint from the sliding rod. It stays in place, always on the car until it is removed just before the car is going to be judged. After judging it is re-attached until the next event, dutifully protecting the paint.



Bonnet Prop Rod Rubbed Through The Paint



Paint Protected With Freebie Magnet

“Across The Pond”

Match the US car part name with the corresponding British name



US Term

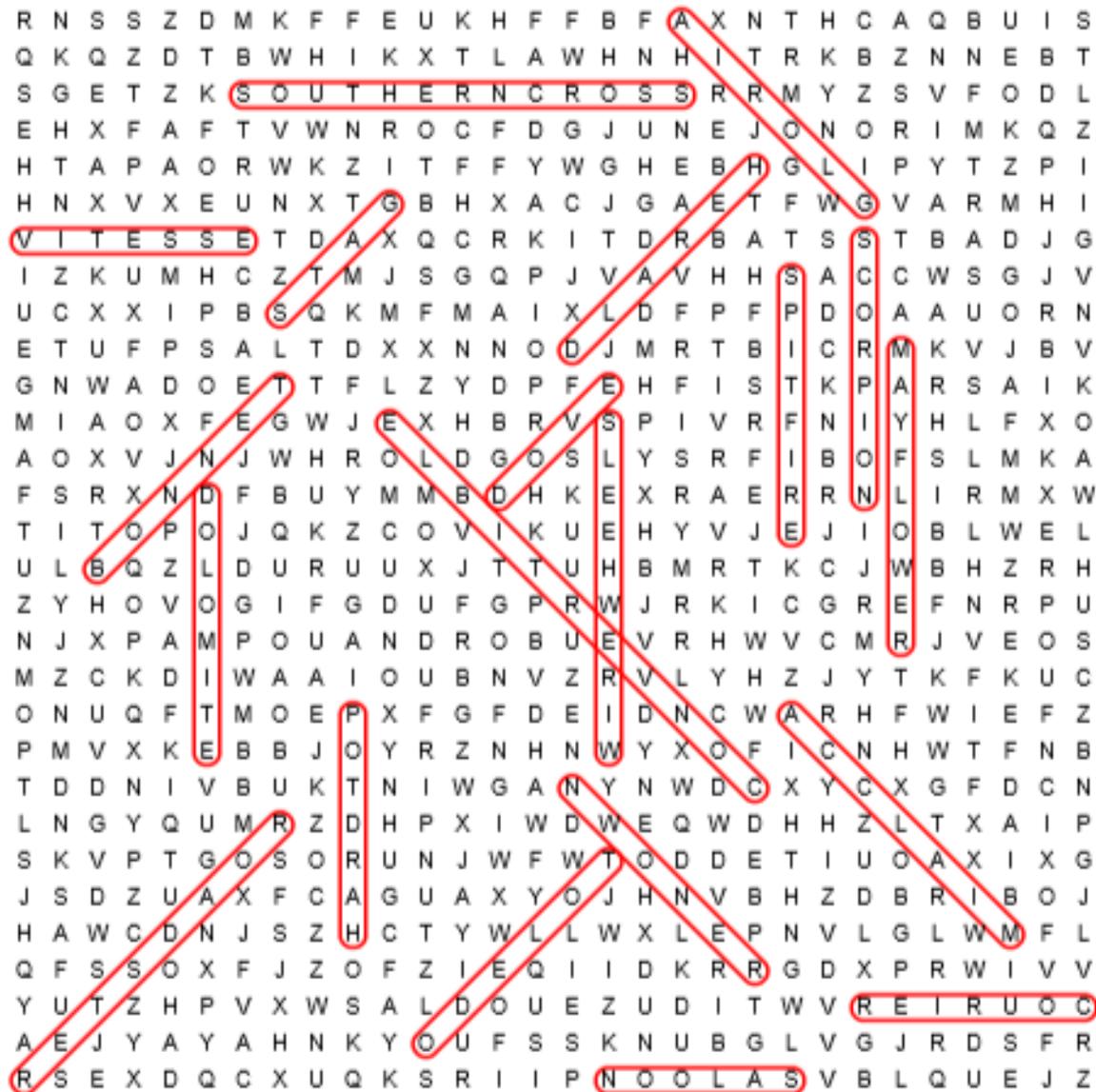
British Term



- | | |
|---------------------------------------|-------------------|
| battery | drop-head coupe |
| ground | cubby box |
| short screwdriver | choke tube |
| alligator clip | earth |
| freeze plug | damper |
| hood | actuator |
| convertible version of 2 door coupe | Artic |
| Phillips | bonnet |
| trunk | drive shaft |
| venturi | boot |
| station wagon | crown wheel |
| half shaft or axle shaft | crocodile clip |
| switch or servo | dumpy screwdriver |
| articulated lorry = "tractor-trailer" | accumulator |
| shock absorber | crosshead |
| generator | dynamo |
| glove box or glove compartment | baulk ring |
| ring gear | core plug |
| firewall | estate |
| synchro ring | bulkhead |

Word Search - "Triumph Motor Cars"

By Mike Hado



WORD LIST:

- | | | | |
|-------------|-----------|---------------|------------|
| ACCLAIM | DOVE | RENOVN | SPITFIRE |
| BONNET | GLORIA | ROADSTER | STAG |
| CONVERTIBLE | HARDTOP | SALOON | TOLEDO |
| GOURIER | HERALD | SCORPION | VITESSE |
| DOLOMITE | MAYFLOWER | SOUTHERNCROSS | WIREWHEELS |

TTR Membership Form

July, 2020

TTR publishes a monthly newsletter, *The Bluebonnet*, and holds monthly membership meetings on the 2nd Saturday of each month except December (when we have our annual Christmas Party). For more information, contact Mike Hado (281.807.4780).

We look forward to meeting you!

Check one: New Membership Renewal Update

Member's Name: _____

Birthday (month/day) _____ / _____

Spouse's Name: _____

Birthday (month/day): _____ / _____

Street (or Mailing) Address: _____

City: _____ State: _____ Zip: _____

Home Phone: _____ Work phone: _____ Cell: _____

E-mail Address: _____

Triumph ownership is not a prerequisite for membership; however, if you do own any Triumphs, please tell us about them:

<i>Year</i>	<i>Model</i>	<i>Commission No.</i>	<i>Color</i>	<i>Condition*</i>
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

*O = Original, R = Restored, B = Being Restored, P = Parts Car

Dues: \$30 per year per family.

Make check payable to Texas Triumph Register and mail to Texas Triumph Register, P.O. Box 40847, Houston, Texas 77240-0847). Your cancelled check is your receipt. –or--

On-line payment option using Pay Pal available on our website!

