

Vol. 40, No. 2 News from the Texas Triumph Register February 2021

THE BLUEBONNET



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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 incorrectly 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.com>

THE BLUEBONNET

TTR 2020-2021 Officers and Volunteers

President

Hal Sharp

832-423-7138 (C)

info@texastriumphregister.org

Vice President—Special Events

Mike Rouse

281-554-4878 (H)

info@texastriumphregister.org

Vice President—Events Coordinator

James Moore

713-628-6457 (C)

info@texastriumphregister.org

Secretary

John Hanten

281-460-0350 (C)

info@texastriumphregister.org

Treasurer

Patsy Papp

281-350-1743

info@texastriumphregister.org

Membership / Historian

Mike Hado

281-807-4780 (H)

info@texastriumphregister.org

Regalia

John Wakefield

713-690-5010 (H)

info@texastriumphregister.org

Newsletter Editor

John Hanten

281-460-0350 (C)

info@texastriumphregister.org

TTR Webmaster

Bob & Orit Pennington

713-726-9636

info@texastriumphregister.org

VTR SCR Coordinator

TD Hathcock

editor@redrivertriumphclub.org

On the Cover: Four TR6s on the 2021 Polar Bear Run

Picture: John Hanten



THE BLUEBONNET



VOLUME 40

NUMBER 2

FEBRUARY 2021

IN THIS ISSUE

Special Features

- 6 **Russ Seto Scholarship Update**
- 15 **2021 Polar Bear Run**
John Hanten, Mike Rouse
- 23 **Featured Car - Mike & Sallie Rouse's TR6**
Mike & Sallie Rouse, John Hanten

Regular Features

- 4 **From the President**
Hal Sharp
- 5 **Tales of a Wandering Mechanic**
Jerry Gruss
- 8 **Meeting Minutes & Photo Highlights**
John Hanten
- 12 **Member News & Club Calendar**
Mike Hado
- 27 **Triumph Link - Triumph Top Ten Video**
John Hanten
- 29 **Regalia**
John Wakefield
- 31 **Recent Triumph Auction Activity**
John Hanten
- 32 **Exhaust Fumes**
James Moore
- 38 **Idle Chatter**
John Hanten
- 39 **TTR Puzzle**
Mike Hado
- 41 **TTR Membership Form**



Well folks, if it's February, we must have just finished the Wayne & Jackie Switzer Polar Bear Run, and what a great day it was. We owe a very big "Thank You" to Mike & Sallie Rouse for planning the event and to Clark & Jane McKinley for hosting us at their beautiful home in Bellville. Look for more details and pictures from the day in the Polar Bear Run article in following pages of this Newsletter.

Last month we reminded everyone of the two recipients of the Russ Seto Scholarship for the spring and fall semesters of 2020. We are now pleased to announce that the spring semester 2021 scholarship has been awarded to Corey Booker. (not the junior senator from New Jersey) Like the previous recipients, Corey is in the Auto Technology program at Lone Star College and in his letter that you will find in the following pages he is very grateful for the much needed assistance that the scholarship provides. It should be very gratifying to us all that Russ's memory is being kept alive & well by this program as it continues to make such positive impacts on the lives of deserving Auto Technology students.

We have been plodding along in a virtual world of too many Zoom calls but we are encouraged by the likelihood of a safer environment in 2021 in which we can resume our in person monthly meetings. To prepare for that eventuality it is time for us to line up the host families for these meetings. Please review the 2021 list below and let me know which monthly meeting you might be willing to host. We will, of course, continue to monitor the Greater Houston Area Covid19 diagnosis numbers for improvement and make decisions accordingly about returning to in person monthly meetings as well as Saturday Breakfasts, special and other local events.



Schedule

- March -
- April -
- May - Len Myers
- June - Rick Cassani & LeAnn Hill
- July - Jeff & Angela Harris
- August - Louise Carter
- September -
- October -
- November - James Moore

Welcome to our latest new members, Louis and Laurie Schlaudt. They live in West Houston and own three TR6s. Please make a point to seek them out when we are back together and make them feel welcome.

Let's look for more safe times and places to get those Triumphs on the Road.

A handwritten signature in black ink, appearing to be "Hal".

Some of us might recall a day when Lily Tomlin could play monopoly as well as Southwestern Bell. Her observers were privy to her monotonous counting of for whom the bell tolls, or as she called it "ringy-dingies". For today's Triumph related discussion, I will stop at "Two ringy-dingys".

Some of us know that the Triumph TR3 employed shrink-on or bolt-on ring gears during production. They were mutually exclusive as these cars required only one fitted to a single matching flywheel; one at a time. By the time TR6s were in production, all Triumph ring gears were of the 'shrink-on' type. Some call it 'press-on', tho I don't know why anyone would 'press on', when a simple matter of heat makes the 'on' so much easier. A heated gear expands. Conversely, it contracts upon cooling, and if it happens to be hanging around a flywheel as it cools, the space between them is minimized to the point that they are nearly inseparable.

Regardless, the two ring gears pictured were given to me by the TR-Shop as they were in excess to his needs, and were both worn past the point of normal use. As a child of four could easily see, the picture shows two ring gears balanced on a copper rod, supported from above with hundred pound test monofilament line. Hanging from each of the ring gears at about its 4-O'clock position, sourced from the recycling bin, is a lighter weight wind catcher which also has the ability to rotate. Since the surface areas of each concentric circles is as calculable as the weather, but assumed to be constant. The two ring gears are spaced apart by the copper rod such that their equators can touch. With the slightest amount of wind, the multiple slow moving concentric circles will randomly create the condition that will cause the gears to bang into each other -and/or "ring" (hence the term "ring gear").



Wondering Mechanic

As an extra bonus, the squirrels used to be able to lunge from the tree onto the bird feeder. They could feed while hanging onto the bottom of the feeder as long as they could hold on. Now they have another impediment, and are forced to either eat off the ground, or jump thru hoops.

Tho you can't hear it in the pictures, they are "Two Ringy-dingys".

****DISCLAIMER**** This is not the typical use of a ring gear, as it generally spins around a singular and different axis and somewhat faster. However, I watched a bird land atop one, and watched as it rotated as if on the earth during a 24 hour period, and waited for another complete revolution as if on earth for 365 days, the whole time looking 'round as if it expected something different to happen. The squirrels are still recalculating.



Recent correspondence from Lone Star College Foundation to TTR regarding second recipient of a Russ Seto Memorial Scholarship.

Sent: Monday, January 11, 2021 11:40 AM

Good morning,

We received confirmation today that the spring recipient for the Russ Seto Memorial Scholarship has accepted the award and submitted his thank you letter.

Corey Booker- Spring 2021 (copy of letter attached)

Scholarship applications are submitted by students annually: by April 1 deadline for Fall awards and October 1 deadline for Spring awards.

Awards to students may occur between June-September (Fall) and November-February (Spring) each year.

Student thank you letters are collected, collated and mailed from this office around November/December (Fall) and April/May (Spring) each year.

Thank you,

Fiona A. Burnett

Manager, Scholarships & Programs
Lone Star College Foundation
5000 Research Forest Drive, CB #243
The Woodlands, TX 77381
832.813.6637
Fiona.A.Burnett@lonestar.edu



Russ Seto Scholarship Recipient - Thank You Note

February 2021

Lone Star College Foundation

NH – Russ Seto Memorial Scholarship

LSC – North Harris

Dear Donor, I am writing you this letter because I am deeply moved that you have considered the time to award me with the NH – Russ Seto Memorial Scholarship. Your assistance will further help me with completing my education goal at Lone Star College. It has been a rough ride considering the current conditions we are facing in today's society with the pandemic, having a job, food, home, transportation, bills, and education. Just basically surviving.

I was born in Galveston, Texas and raised in La Marque, Texas, mainly by my grandparents. They were the anchors that kept me aligned. Although, my parents were alive and not together, they were rarely in and out of my life. After I left high school, I moved my way up north to Houston with the interest of continuing my educational growth and working.

I worked at the City of Houston for a successful number years of service. Then beyond that, I desired a change of thought or pace in something that I enjoyed doing. I considered the influences that were in front of me. Association among friends and family members sparked my interest in Automotive tinkering that I had to do it. So, I decided to enroll in the Automotive program.

So far, while in college attending the program, more inspired avenues began to open up to me in the Automotive Industry. This year I am six more courses towards completing my degree goal at LSC - North Harris. This pandemic has put a strain on my finances, but I have been managing a semester at a time. I have not hit rock bottom yet. I have recently got onto a dealership to gain the needed work experience along with the Automotive program.

The scholarship has made it possible for me to get through that extra mile that I am struggling on meeting my degree goal. I believe that every help counts.

Once again, I thank you for your consideration for the scholarship that will fuel my drive to excel in my educational skill set and maybe open up more building blocks that will be essential in our society's advancement along the way. This was very generous of you. Thank you, thank you, thank you!

Sincerely,



Corey Booker

This was the tenth virtual monthly meeting via Zoom. The Covid situation continues to require meeting virtually.

TTR President Hal Sharp brought the meeting to order at 3:35 after some issues getting the Zoom meeting started. Some members joined the session in-progress, bringing the attendance to 41, including online and proxy participation, constituting a quorum for club business.

Opening Comments - Hal thanked the members for their participation and proceeded with the planned meeting agenda. Hal reported that the major event for December was the donation of \$2,800 to the Children's Charity including direct contributions from club members and a contribution from the club representing 50% of the normal cost of hosting the Holiday Party, which was postponed this year. The event was covered in the January *Bluebonnet* issue.

Approval of Minutes - M/S/A to approve the minutes from the last meeting as published in the last *Bluebonnet*.

Membership - Mike Hado - reported three new members in December, all with TR3As. The current family membership is 195, including the addition of three members and loss of one member who passed away.

Treasurer's Report - Hal Sharp for Patsy Papp - reported the inflows, outflows, and current balance. The largest expense was the \$900+ contribution to the Children's Charity as reported in the last *Bluebonnet*.

Regalia - John Wakefield - reported there is nothing significant to pass along. He did receive an order for a few items from one of the new members.

IT - Bob Pennington - had nothing to report. He will get back to the web page updates in January.

Special Events

- **Polar Bear Run** - Mike Rouse - the Polar Bear Run is scheduled for the January 23rd and instructions have already been sent out. This will be BYO Lunch and BYO Chair event. The ending location will be at Clark and Jane McKinley's house in Brenham in their large back yard. Currently 11 cars and 18 people have RSVP'd. There will be a pitstop midway.
- **New Orleans Trip** - Mike Rouse - the New Orleans event was originally scheduled for March 20, but now has been changed to June 5. Mike will ask Mike Hado to send an email to club members to gauge interest in participating.
- **Bluebonnet Run** - Mike Rouse - is tentatively scheduled for April 10, and Mike will be monitoring the Covid situation. The plan to use the route from last year with slight modifications and the drive will end up at Washington on the Brazos State Park.

Breakfast Meetings - John Barrett - reported he has been watching the Texas Medical Center Covid progress report. There have been an increasing number of incidents, so we are on hold for the moment.

Old Business

- **TTR AutoRama Display** - Mike Hado - reported that they have found somebody that might be interested. Dusty has agreed to provide transportation of the display. Mike added that the lights that are part of the display are missing.
- **Autocross** - Hal Sharp for Dusty - reported that there have been repeated attempts to contact the Police Academy with no reply. Mike Hado commented that he suspected that the facility might not even be open due to Covid concerns.

New Business - Hal Sharp - reported the following events scheduled for 2021:

- **TRA Convention** - in mid-June in Kentucky (Ed note: this event was cancelled after the January meeting)
- **Kastner Cup** - July 22-25 in Portland, OR. Details are on Facebook.
- **VTR Nationals** - Sept 14 - 18 in Edmond, OK.
- **TTR Monthly Meetings** - Hal said he is looking for volunteers to host in-person monthly meetings when it is safe to get together. He will ask Mike Hado to send out an email soliciting volunteers.

Adjourn - M/S/A to adjourn at 4:10. Minutes recorded and edited by John Hanten

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



TTR January Meeting Photos and Schedule

February 2021



TTR January Meeting Photos and Schedule

February 2021



Monthly Meetings Scheduled:

- February 13 - ZOOM Monthly Meeting
- TBD - TTR Party Event
- March -
- April -
- May - Len Myers
- June - Rick Cassani & LeAnn Hill
- July - Jeff & Angela Harris
- August - Louise Carter
- September -
- October -
- November - James Moore



Screenshot Photos - John Hanten

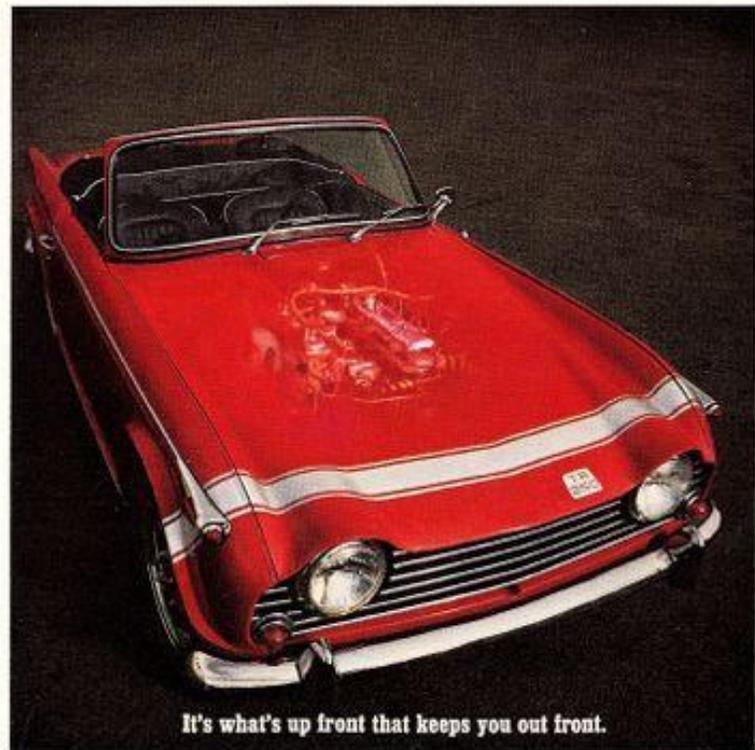


TTR Birthdays for February

Linda Myers	1
Terry Vaughn	1
Don Moreau	3
Steve Foster	6
Gary Suttles	9
Virginia Duran	10
Cynthia McAndrew	10
Valerie DeRuiter	12
Maxie Giroir	13
Margaret Roy	13
Stephanie Woodward	13
Angela Harris	15
Harry Lydick	16
Sharon Schumann	16
Tom Sparks	16
David Fowler	18
Mark Durrant	19
Steven Umbach	19
Erik Bach	21
Gavin Fuller	22
Anne Heyden	23
Jeff Myers	25
Inna Sysman	27

New Members:

Louis & Laurie Schlaudt, West Houston - 1972 Saffron Yellow TR6, 1972 Pimento TR6, 1973 French Blue TR6



It's what's up front that keeps you out front.

You've got 6 cylinders going for you in the new TR-250. 6 cylinders displacing 2½ litres. And that means power up front to keep you out front.

To back it up, you've got independent rear suspension, 4 forward synchromesh gears, rack-and-pinion steering, red-band radial ply tires, and disc brakes up front.

And as a finishing touch, reflective safety striping highlights the vinyl top.

If you've got the spirit, the new TR-250 is the car that can move you.

TRIUMPH TR-250

TR-250, suggested base price. Excl. Coast POC plus optional extras, state and/or local taxes. Look for your nearest Triumph dealer in the Yellow Pages. Available in Canada and also for countries delivery. Licensed Dealer Corporation of North America, 311 Gateway Place, Torrance, New Jersey 07060.

When buying the REACTE Card see page 27.

Found in Mom's Basement

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 Breakfast

Non-club Triumph Events

VTR 2021 National Convention - Sept. 14-18, Edmond, OK

<https://www.triumphsokc.org/>



Triumphest 2021

Triumphest 2021 - Oct. 14-17, Flagstaff, AZ

Venue - Little America Hotel, reservations available now.

[Triumphest 2021](#)

Route 66 - The Mother Road



September 14 - 18, 2021

Hosted by: Oklahoma Vintage Triumph Register (COVTR)

Host Hotel: Hilton Garden Inn
2833 Conference Drive • Edmond, Oklahoma • 405-285-0900



www.VTR2021.com

1. Round Barn - Arcadia 2. Rock Cafe - Stroud 3. Fort El Reno 4. Rt.66 Museum, etc. etc.

2021 Polar Bear Run

February 2021

The 2021 TTR driving season got off to a roaring start on January 23 with the annual Wayne & Jackie Switzer "Polar Bear Run". This event provides the opportunity to loosen up the mechanical joints in our favorite Triumphs, and test drive some of the latest updates and modifications made over the winter season.

The trip began with a meet-up at a large Shell station on the backroads of Katy, TX. The facility was also co-branded with a McDonalds restaurant allowing late sleepers an opportunity to grab a hot coffee or breakfast snack.



Early-morning rain en route to the Meet-up



Family-fun Event



Safe Masking



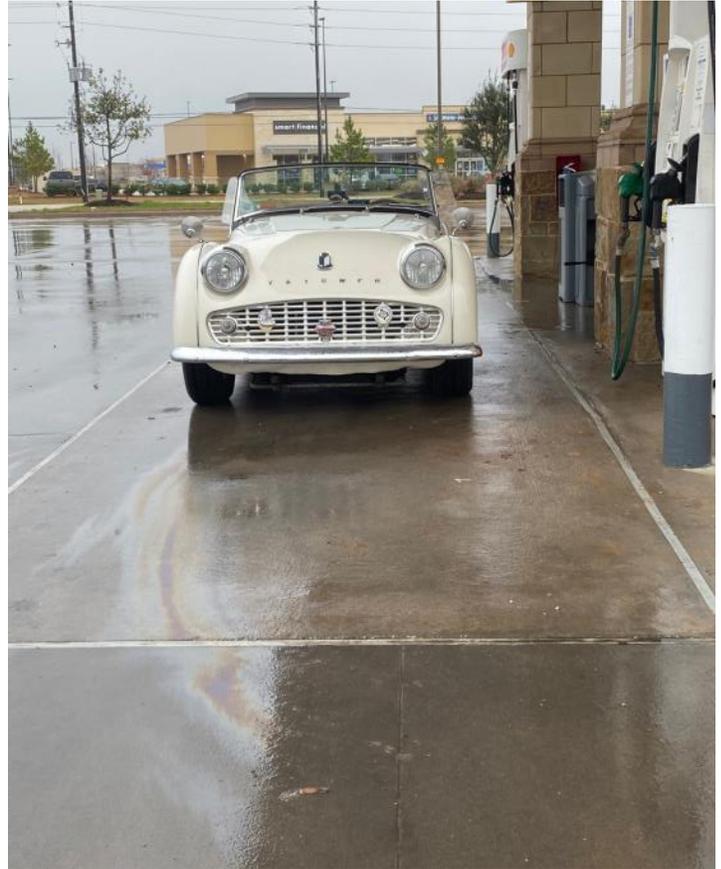
Reconnecting after many months

2021 Polar Bear Run

February 2021



Nancy's Polar Bear Hat



Clark's Oil Slick



Bottom - Fueling, socializing, and preparing for Drivers Meeting

Katy, TX

Sat, Scattered showers

68°F | °C

Precip: 40%
Humidity: 86%
Wind: 9 mph

This was the first official TTR drive since early in 2020 when the Covid lockdowns began, and people everywhere were unsure of what types of activities and events were safe to attend. The TTR turnout for this event was large and reflected the pent-up demand to get out and drive our cars, in an event that was designed to provide safeguards related to Covid recommendations. The appointed meet-up time was 9:30, and by then TTR participants had arrived from many locations in the Greater Houston area including: Magnolia, The Woodlands, Spring, Cypress, Bellaire, Katy, Sugar Land, and League City.

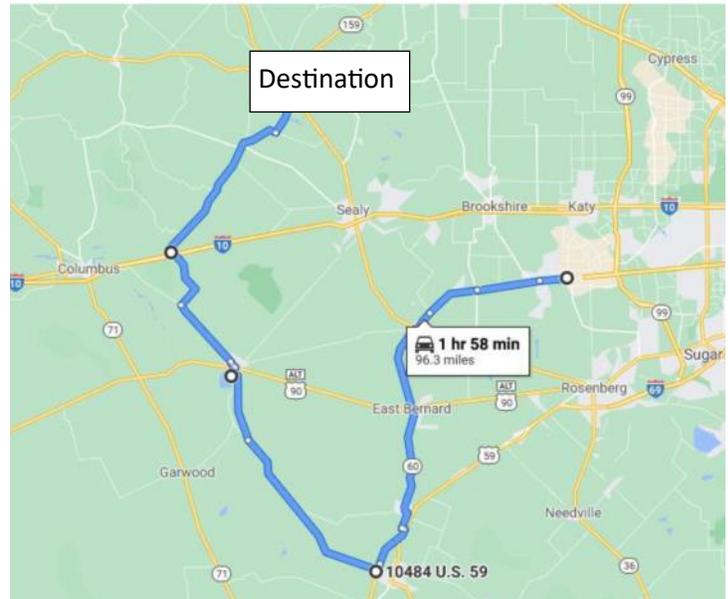
The weather was a moderate sixty-eight degrees, with light rain or heavy drizzle, depending on one's perspective. However, the forecast for the Bellville destination was for cloudy skies with a slight chance of rain, so the participants were committed to get the cars on the road. Even with the drizzle, many of the participants were betting that the forecast was correct and elected to drive with the tops down to get the full "polar bear experience".

The destination this year was the home of Clark and Jane McKinley in Bellville, TX. They have a house with large grounds and generously offered to host the end of the drive with a picnic in their back yard. For Covid precautions, this event was BYOC (chair), and BYOL (lunch). Clark and Jane provided drinks and individually wrapped desserts.

At ~ 9:30, Mike Rouse, VP of Special Events, held the drivers meeting to brief the participants on the plans for the trip and go over the route details. There were lots of participants gathered in the parking lot, and an opportunity for socializing and personal reunions following the long period of no direct interaction. The caravan rolled out at 9:40 on schedule.

The route was a leisurely 98-mile drive along mostly scenic back roads scheduled to take ~ 2 hours with one pit stop along the way to refuel and possibly purchase lunch supplies. The route from Katy headed west past the upscale Weston Lakes developments, crossing Highway 36 in Willis, TX, and turned south through East Bernard towards the pit-stop town of Wharton, TX.

2021 Polar Bear Route



TTR VP Mike Rouse briefing the drivers

2021 Polar Bear Run

February 2021



The 2021 Polar Bear Run Begins!



Staged for Departure



TR6s on the Roll

Once the group was outside the Katy area, there were very few traffic lights, and the large caravan managed to stay together for the entire drive.

The back roads through these small towns highlighted the dramatic differences of perspective in viewing these towns on their original roads and streets, vs. traveling through the region on a major interstate highway. The streets, lined with mom-and-pop business, the ubiquitous Sonic drive-ins with a Dairy Queen just down the road, feed stores, grain mills, and local museums, provided an interesting insight into the local economies of these rural towns.

As the caravan approached Wharton, TX, there were a

number of RV parks along the side of the road, all populated, presumably, with Snowbirds escaping the frigid north, or perhaps temporary workers for major projects in the area. We drove by the Tee Pee Motel and RV Park, with Tee Pee shaped rooms....not unlike the similar and earlier motels in the same style made famous along Route 66 in Arizona.

Pit Stop - Wharton Buc-ee's



Tee Pee Motel and RV Park in Wharton

Buc-ee's Factoids.....

- Founded – 1982, privately held
- Headquarters – Lake Jackson, TX
- Number of Locations - 36
- Open 24 hours per day, 365 days per year
- New Braunfels location is the largest convenience store in the world, 68,000 square feet, 120 pumps
- Expanded outside of Texas in 2016

Photos from Buc-ee's

Motto - "Where Fun Happens"



After the pit stop, the route turned north, going through Eagle Lake, crossing I-10, and then veering north-east up to Bellville. By this time, the roads were dry, with very little traffic, and the winding roads north of I-10 with the addition of some hills made for perfect conditions for driving a Triumph.



Heading to Bellville - Starting to get Hilly

At the end of the drive was the McKinley residence, with plenty of street-side parking and the large back yard for the group picnic. This provided nice outdoor venue for safe conversations and plenty of photo opportunities.

At the end of the event the participants updated their GPS navigators, and headed off to their destinations across the Houston area

2021 Polar Bear Run

February 2021



Bellville, TX

Sat, 1 PM, Cloudy

63°F | °C

Precip: 15%
Humidity: 88%
Wind: 8 mph

Post-run Picnic at McKinley's

Roster

A total of thirty-seven TTR members participated in this Polar Bear Run in twenty Triumphs of various types, and three lesser cars, a very strong turnout.

Overall, this was a nice start of what will be another active event year for the Texas Triumph Register. Mike and Sallie Rouse are commended for their planning and organizing of the event. Also, special thanks to Jane and Clark McKinley for hosting the picnic at the end of the run.



Hosts Jane and Clark McKinley

 Wayne & Jackie Switzer Polar Bear Run		
Car #	Triumph	Member
1	TR6	Mike & Sallie Rouse
2	TR3	Clark & Jane McKinley
3	TR6	Rick Cassani & LeAnn Hill
4	TR6	Hal & Debbie Sharp
5	TR3	Ken & Scott Wasilewski
6	TR6	John Hanten & Nancy Money
7	TR6	Pete Postma
8	TR7	John & Shu-lien Baguley
9	TR6	Jonathan & Kim Baguley
10	TR3	Don Brown & Trevor Brown
11	TR6	Len Myers
12	TR6	Tim Maxwell
13	TR4A	Mike Hado
14	TR6	Gary & Linda Myers
15	TR6	James Moore
16	TR6	David & Zora Bryant
17	TR6	Andreas Zimmer & Simone Salz
18	TR6	Karl Rettenmaier
19	TR3A	Jan & Debbie Kovach
20	TR4A	Dave Smith
21	CX-9	Fred Wagner
22	Miata	Joshua Baguley
23	Truck	Abe & Maggie Rosa

Story: John Hanten, Mike Rouse
Photos: Fred Wagner, John Hanten, Mike Hado, Hal Sharp

Continuing with the goal of featuring cars of TTR club members, this month again features one of the TTR cars that was at the 2019 VTR National Convention in Dripping Springs, TX. That event was covered with comments and photos by Shawn Frank, Editor of The Vintage Triumph, the monthly publication of the Vintage Triumph Register. Shawn has provided his permission to use both the text and photos in the featured cars from that event.

This month's featured car is a blue **1971 TR6** belonging to Mike and Sallie Rouse, TTR members since late 2012. The car is at most TTR events and has been nicely restored and modified. Mike and Sallie showed the car at the 2019 VTR National Convention. Here is their story about the car and their history with Triumphs.

How did you get interested in Triumphs?

As a teen in the late 60's how could I not be interested in cars, after all, big horsepower and speed was what it was about. My older brother bought his first car, a 1968 Formula S 340 Barracuda. Billy worked in Pensacola, FL and when he came home on the weekends I washed, waxed, and vacuumed the inside quite often. I am not sure when British cars got my attention, but I remember a guy that lived next door was trying to put a stripe on a small sports car. Today, I realize it was either a TR4A or TR250. I was aware of MG's but not Triumphs.

Fast forward to my college years in the mid 70's. My classmates and I talked about the cars we would like to get once we graduated. A TR6 always came up in our conversations. Sallie's brother had a nice '73 TR6 painted Mimosa Yellow, which was a nice driving car. He sold it before I even had a chance to even think about buying it.

The seed was set!

Sallie and I bought a 1978 Spitfire in 1982, with 20,000 miles. The spit was in great condition. The only issue was when the electronic brain for the ignition died. That is when it was converted to points. I also had to replace the exhaust manifold with a header. The cast manifold developed a crack. Once Sallie and I were blessed with our first child, a year later someone said, "The Three of Us cannot ride in it".

So, it was sold!



No Room for Three

For the next 25 years until 2009, there was a dream that one day another Triumph would reside in our garage.

When did you acquire this Triumph? Where did you find it?

In May of 2009, my 1971 TR6 was listed on eBay in Abbeville, LA. The pictures looked good, the seller was a Triumph enthusiast, but I followed the listing to the end. It was a no Sale!

The next day the seller listed it for \$2,000 less, but with a buy now. Sallie said, "If You Like It, Buy It"! So, after another phone call, I pressed the "Buy Now" button.



What do you know about the history of the car? Any unusual facts?

Last year the seller sent me a picture of the car when he bought it. It was painted yellow and needed a lot of work. He claimed the engine had been rebuilt a few years earlier, but who knows.

Overall, he did a good job in the repaint and finishing touches, so it was a good buy back then. But there is something I have learned about the car since then, and that my friends is another story.

What has been done to the car? And what has been done to it since you have owned it?

Like any classic car, my TR6 needed a lot more attention once I brought it home. Overheating and ignition issues were the main issues, so I tackled them first. After joining TTR it was apparent I need an overdrive or a five-speed conversion. So, I went to Herman's van den Akker's HVDA kit. To correct the speedometer reading I found a product called Classic Speed to correct the speedometer reading using a GPS signal.

I must thank James Moore and Karl Rettenmaier for their help in the HVDA conversion and later an engine rebuild.

Here is a list of the major reliability improvements completed to date.:

- Installed a Wizard Aluminum Radiator with pusher fan
- Electronic Ignition
- HVDA Toyota Five Speed Conversion
- Installed Classic Speed GPS for my speedometer
- Engine Rebuild
- Rebuilt the Differential
- Suspension bushings have been replaced
- Replaced the rear hubs with ones made by Good Parts
- Added heater hoses the seller neglected to put

in

- Replaced the choke and heater control cables
- Installed a radio
- Installed a console
- Installed the Wood Tourist Trophy Steering Wheel

Both my daughters, Anne & Alison, are thankful for the TR6. A parts list provides them with suggestions for those special times of the year. Like Christmas and my Birthday.



Custom Trunk Storage



Trunk Storage Detail

Featured Car - Mike & Sallie Rouse's TR6

February 2021

Has the car been shown in any shows?

I have participated in the MG Fall British Car Show, three regionals, and our first VTR National last year.

Sallie and I attended our first regionals in New Braunfels in 2017 where the six was awarded 3rd Place in Participants Choice.

My TR6 is not a concourse winner, just a great driver, but it looks good and gets a lot of thumbs up when were out on a drive.



En Route to 2019 Regionals

What kind of events do you enjoy doing with the car? TTR club events, Regional and National events, or other.

All the improvements have made the TR6 a reliable car enabling us to participate in more club events, regionals, and VTR Nationals. Since I have become the VP of Special Events, Sallie and I get to plan and lead the Falling Leaves tour, Polar Bear Run, and the Bluebonnet Run. The Falling Leaves Tour to Avery Island in Louisiana was the longest drive we have driven the TR6. If I recall correctly, we drove nearly 750 miles round trip. The car did great!

We are looking forward to offering up new driving destinations that will hopefully generate a lot of interest. So, if anyone has an idea, send me an email. I have already received several ideas that have been added to my list.



At 2019 VTR Nationals



More 2019 VTR Nationals





North American Triumphs

This beautiful '71 TR6 is owned by Mike and Sallie Rouse of League City, Texas. They brought it to The Vintage Triumph Register National 2019 Concours in Dripping Springs, Texas, hosted by the Hill Country Triumph Club, Austin TX

The blue paint shone in the Texas sun with the excellent Stay-Fast cloth top as cover from the sunrays. Clean and straight lines, a nice boot rack ready for any adventure, and proper wheels tie the entire exterior together for a great looking TR6.

The engine bay is tidy with the green hoses and the blue spark plug wires. Everything looks well maintained and the shiny bits were paid some well deserved attention. The interior is splendid with the comfy seats, stunning wood dash, and a proper wood-grained steering wheel to hold on to.

What an excellent example of a proper TR!



Photos from 2019 VTR Concours



Story - Mike & Sallie Rouse, John Hanten
Photos - Shawn Frank, Mike & Sallie Rouse

The Top Ten Amazing Triumph Sports Cars

February 2021

This month the Triumph link is to a Top Ten photo review video of Triumph models that comprise their top-ten list. It is a short 4 1/2 minute video with background music and no narration. There is high-level information provided for the cars (years of production and engine displacement), but there is no discussion of the ranking criteria that was used. Following are the cars in the order presented.

- 10-Triumph TR7
- 09-Triumph Stag
- 08-Triumph GT6
- 07-Triumph Spitfire IV / 1500
- 06-Triumph Spitfire I to III
- 05-Triumph TR6
- 04-Triumph TR5
- 03-Triumph Italia
- 02-Triumph TR4 / 4A
- 01-Triumph TR2 / TR3

The Top Ten Amazing Triumph Sports Cars





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Concours judging standards

Factory build records

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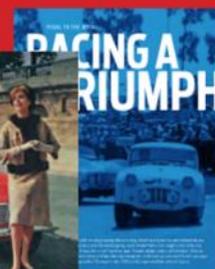
Concours judging standards

Factory build records

Technical articles

Contact information

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

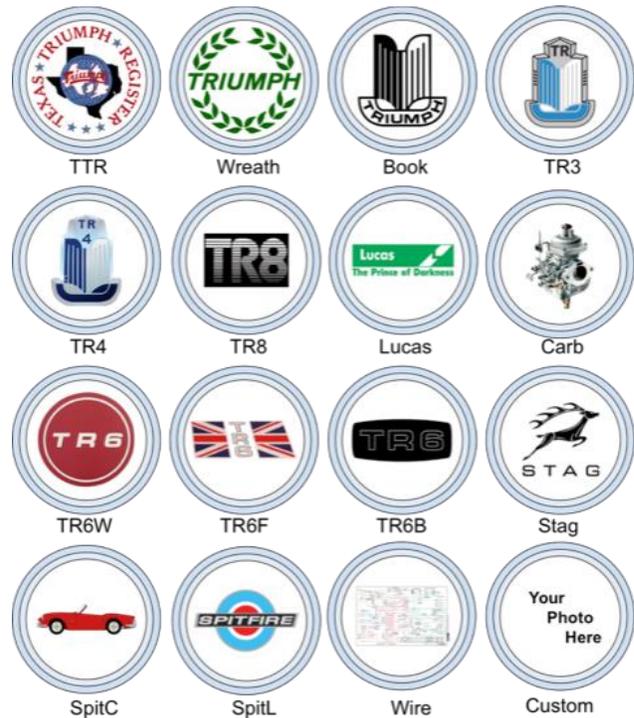
February 2021

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

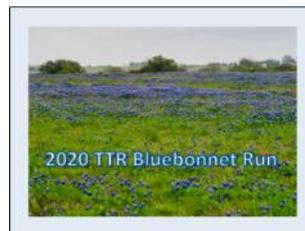
2019 Falling Leaves



2021 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

Recent Triumph Auction Activity

February 2021

This is another Bluebonnet newsletter article showcasing photos and sales prices of recent Triumph cars sold (or offered) at auction. The articles will rotate through the various Triumph models each month.

This month features Triumph TR3 / 3A / 3B sales from [Bring a Trailer website](#). The site has additional sales information and detailed descriptions going back six years.



**37-Years-Owned 1963
Triumph TR3B**

Sold for \$29,250 on 12/24/20



1963 Triumph TR3B

Sold for \$28,000 on 12/1/20



**Single-Family-Owned 1959
Triumph TR3A**

Sold for \$18,500 on 11/24/20



1958 Triumph TR3A

Sold for \$17,500 on 11/2/20



1959 Triumph TR3A

Sold for \$20,000 on 10/26/20



1957 Triumph TR3 5-Speed

Sold for \$22,500 on 10/23/20



1957 Triumph TR3

Sold for \$16,666 on 9/29/20



**46-Years-Owned 1959
Triumph TR3A**

Bid to \$19,001 on 9/25/20



**No Reserve: 43-Years-
Owned 1957 Triumph TR3**

Sold for \$16,000 on 9/22/20

There's always discussion about who will become the caretakers for our old cars once we can no longer take care of them ourselves. Do the younger car enthusiasts even have interest in old British cars? Karl Rettenmaier, John Baguley and I attended the January Woodland's Cars & Coffee the first Sunday in January and met up with an interesting group of early 20 year old guys who were in love with their MGBs and Fiats. A pair of twins inherited a late '70s MGB from their Uncle and seemed to have no fear digging into any of the mechanical needs required to keep their car on the road. Their buddy had a '79 MGB that he had picked up from a junk yard for \$500 and after a few weeks of help from the twins had it back on the road. Friend number Four picked up a '71 Fiat 850 Sport Spider for next to nothing and has already replaced the clutch and wiring to keep it (semi-reliably) on the road. It was encouraging to see the same level of enthusiasm I used to have in my early 20s about sports cars still exists today in a new generation.

I had a fun time showing them all the hot rod stuff I'd done to Patina (my '76 TR6) and they seemed genuinely interested in the car and my mods. When I left the event I thought it would sure be cool if we could get those same guys involved with our little Triumph group. Especially, as they were so thirsty for knowledge on anything old and cool. The Twins mentioned that their Uncle told them that sports cars were Chick Magnets, but the only attention they got from women were people their Grandmothers age. I thought that was cute. In hindsight, I should have asked if their Grandmother was single...

I'm still working through wiring issues on the Datsun 240Z this month, but - in my favor - I think the questions I'm asking Jerry about electrical stuff have actually started to challenge him a bit now. That shows my electrical skills are increasing. I remember in College, when I'd been introduced to a new topic, I used to tell myself to have patience because what seemed like a mystery now will become common knowledge once I'd had a chance to get more familiar with the new topic. That philosophy seems



to be holding true with wiring, too.

I spent an entire week running all the wiring necessary for two amps and the speaker wires. It's always a challenge finding room to wire-up and run a 4-gauge wire from the battery, through the firewall, through the cockpit to the rear of the car where my two amps live. I ended up separating the power wire from the RCA and speaker wires. Primarily it was because there just wasn't that much room along the sill for both, secondarily due to it never being a good idea to run power and speaker wires in close proximity to each other.

With the new subwoofer installed in the spare tire well, I started to look around to see if I could find something more solid than the original fiberboard to cover the spare tire area. Skillard Engineering came through again with one they have CNC'd out of aluminum. It even came with some nutzerts to allow the cover to be screwed down. A definite improvement over the stock one and it adds some real protection for the subwoofer, allowing the hatch to actually be useful for holding stuff in the future.

For those of you familiar with circuit breakers in automotive electrical systems, it might not surprise you that most circuit breakers are labeled AUX and BAT. My assumption was that the battery should always be connected to the BAT side. WRONG! The circuit breaker is setup to protect the source hooked up to the AUX side. Anyway, to make a short story longer, I setup the bracket for all my circuit breakers with the assumption that I would need to

hook the battery up to the BAT connection. However, once I'd had a chance to think about it a bit more realized that the 250 amp circuit breaker I'd put in place for my alternator to battery connection was in place to protect the battery not the alternator. That required me to figure out how to run a 4-gauge wire (historically tricky to bend) from the AUX side to my battery. Luckily I was able to route everything without having to totally reengineer my bracket. Jerry and I had an interesting discussion after that on how our knowledge on any topic is sometimes just one bad decision away from disaster when dealing with our LBCs. I'm certainly glad I have friends in the club to discuss areas where my knowledge is not as complete as I'd like it to be! I'm certainly not afraid to make mistakes, but having the humility to know I don't know everything sure helps me along the path of greater knowledge.

Continuing with my morning ritual of YouTube videos led me to a bunch of videos from a fabricator who calls himself the Hot Rod Hippy. He loves old cars, is heavily tattooed and is a Vegan and - more importantly - is an excellent fab guy who loves tools. I've currently got three nutzert (aka, rivnut) guns as I don't think I could do any fabrication without using rivnuts. He showed a new hydraulic rivnut gun he picked up from eBay in one of his videos. Apparently, when the HUMVEEs were put into service with the military, they were shipped with all the tools needed to handle the maintenance on them. When the military started decommissioning the HUMVEE fleet, quite a bit of the tools started showing up on eBay and he had picked up the rivnut tool for about \$120. That was 6 months ago and the popularity of the tool has taken off making finding one at that price is no longer the case. I did manage to find one on eBay for about \$170. The tool was originally manufactured in the US by a company called Fastening Systems International (F.S.I.) and was still in the original wrapper and had never been used, so I feel lucky to add it to my tool collection. With its small size and hydraulic action, I'm able to get it into areas that my other tools were too cumbersome to reach.

Back to the wiring again, I've become very proficient at making battery cables this month. I bought a hydraulic wire crimping tool from Harbor Freight that has dies to crimp 14 gauge AWG wire to 0 gauge AWG wire. Typically, I use solder slugs first with a small propane torch to solder the wire to the terminal. Then I crimp the terminal and add adhesive shrink-fit to the ends. It makes for a very professional cable that is marine grade with the solder and the shrink-fit. One item critical for fuel injection cars is to ensure you have the electrical system well grounded. Now that it's so easy to make cables, I've grounded the battery to the tub and the engine. I'm also going to add another ground from the engine to the frame rails. It's always a good idea to have all the grounds at the same gauge wire as your battery power cables, so all of those are being done in 4 gauge.

The LS engines use steam ports to allow the coolant to flow to the highest points of the engine, removing trapped air and allowing the engine to run cooler. The OEM vent system no longer fits on my engine, so I bought an aftermarket vent kit from TrickFlow. Per usual nowadays, the kit came with instructions with where to put the lines, but gave no explanation on how to construct the -4 AN fittings to the braided nylon hoses. Back to YouTube for instruction on building AN lines. Come to find out it's relatively easy to construct AN lines and the knowledge could not have come at a better time as I'm now doing research on building the fuel system for the 240Z.

After research visiting Holley's website for advice on what braided nylon Teflon lines I would need for my project and the corresponding fittings, I put in quite a large order to Summit Racing for all the tools, nickel chrome hardline, soft lines and fittings. Hopefully, I'll have something to report on my fuel system build next month.

I might have mentioned last month that I was trying to get the 240Z started this month in order to get it over to Awesome Z to get all the suspension components configured and aligned, but it looks like I'm

running out of time to get the car over to Doug's shop before he closes up business. I'm probably going to trailer the car over to his shop in the next couple of weeks, running or not.

I was able to find a radiator hose that fits well from the water pump to the top of the radiator from the collection of hoses I'd bought from O'Reilly's, Amazon, Advance Auto and AutoZone. However, I could not find a hose that fit perfectly from the engine to the lower radiator connection. Using the same sort of process Triumph used with the lower radiator hose on the TR6, I was able to find a connector from ICT Billet that allowed me to cut one hose from Gates down in the middle and then clock the bottom part of the hose to make an excellent fitting radiator hose. I might still try to find one hose that would fit without the connector, but - to be honest - the connector from ICT Billet fits very well and the hose looks stock, so I MIGHT let it go. I suspect my AR nature will probably not allow me to be happy with a perfectly okay solution. We'll see...

I mentioned previously that my accessory drive (i.e., water pump, alternator & AC compressor) came from Vintage Air and the serpentine belt they included with the kit was just way too tight to fit. The Manager of my local O'Reilly's has had some experience with Vintage Air and mentioned that there is usually some finagling required with their kits and provided me with a $\frac{1}{4}$ " longer serpentine belt that went on very easily. We'll see if I have an issue when running with the longer belt, but - for now - the front end accessories are ready to go.

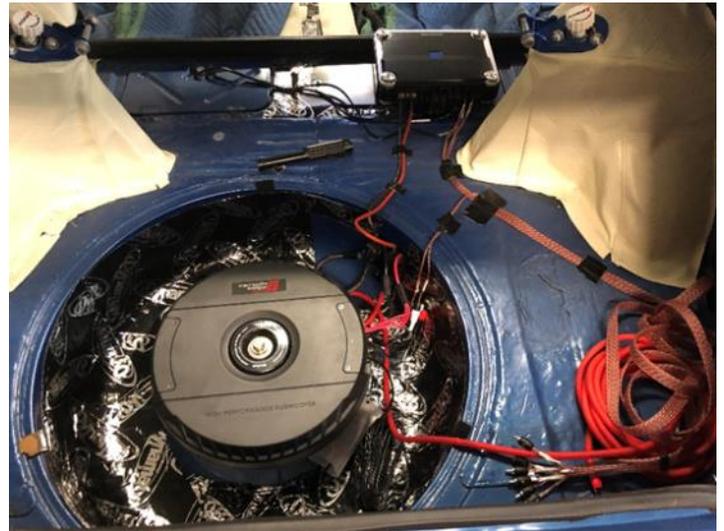
I'm always looking for a way to organize my stuff in the garage a bit better and was struggling a bit to keep all my wiring connectors straight. While in Home Depot one day, I came across some compartment organizers from Old Milwaukee. I picked up one of their large ones for about \$25. When I got home I put all my wiring parts like circuit breakers, solder slugs, fuses and other items together and used my label maker to mark all the compartments. I've been using it for about a month now and really

like having everything in one unit. In fact I liked it so much, that I bought two smaller compartment organizers from Harbor Freight and filled them with connectors and other electrical items. They seem to be working out well, too, but if I had it to do again I'd probably stick with Old Milwaukee as their organizers seem to be better built and keep the individual compartments separated better.

I voiced a concern to our esteemed Editor that I hope people in our audience are not getting tired of my non-Triumph content while working on the Z. It'll probably be a few months before I get back to the Triumph TR7 V8 project, so I appreciate your patience while I'm stuck in the 240Z rabbit hole. I mentioned to John that I could stop putting my articles in our monthly magazine until I'm back to British cars again, but he seemed to think that people were still interested in my drivel. Let John or I know if that's not the case.

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





Upper Left - Woodlands Cars & Coffee. One of four friends into old cars. He has already done a lot of work on his Fiat 850.

Upper Right - Amplifier wires getting hooked up.

Lower Left - A ton of wiring that needs to be hooked up and run through the body to the front of the interior.

Lower Right - Skillard came through with an aluminum spare tire cover that uses nutzerts to hold it in place. A bit of Dynamat stops vibration & protects the wires.



Upper Left - Radiator hose, serpentine belt and steam vents all viewable.

Upper Right - The wiring is pretty tight, but all circuit breakers are hooked up and the battery positive and ground cables are hooked up.

Middle Left - Another view of both radiator hoses and steam vent lines.

Middle Right - Another view of the electrical connections. Pretty tight with a V8 & long tube headers!

Lower Left - Harbor Freight crimping tool works great.



Exhaust Fumes - James Moore

February 2021



Upper Left - New Military Spec Rivnut gun off eBay.

Upper Right - Rivnut gun.

Middle Left - Solder slugs & propane torch used to solder terminal connectors to battery cables.

Middle Right - Old Milwaukee organizer.

Lower Left - Harbor Freight organizer.

So now it's February, and time (and the Covid menace) marches on. But life goes on as well, and the club has done a good job of adapting to using ZOOM for monthly meetings, and the overall communication level about club activities remains good.

In a return to a bit of normalcy, it was fun to participate in the 2021 Polar Bear Run, and to be able to write the story using new photos of club members I hadn't seen in person for nearly a year. The format of the run was adjusted to provide for social distancing at all times, yet provide an opportunity for direct social interaction among club members. I suspect that this format will be adopted for future planned driving events as long as we need to take precautions.

This past month we had a request from another car club to republish a Bluebonnet story. This time the 6-Pack Car Club requested permission to publish the story about the 2020 Yellowstone FOG Trip in their newsletter. The 6-Pack club is a national single marque club dedicated to ownership of TR6 and TR250 vehicles.

This is my ninth edition of the newsletter, and my workflow has become more organized and I find myself more comfortable about finding content for upcoming issues. I have been pleased with the partici-



tion of TTR members providing their story of their Featured Car, and have several stories already backlogged. Still, I will continue to reach out and will welcome any voluntary participation by any TTR member that would like to tell their story and provide photos of their Triumph.

I thank the regular contributors to this issue....Hal, Jerry, and James for their contributions, and Mike Rouse for sharing the story of his TR6.

The next issue will have special content celebrating TTR's 40th Anniversary, and we plan to have lots of historical perspective and content from multiple guest authors. This will provide a great opportunity to dig into the now-digitized Bluebonnet archives for some interesting content.

As always, I welcome any contributed articles from any TTR members regarding your car, wrenching, Triumph history or trivia, or almost anything else you feel might be of interest to the club members.

the TR stops here



From the Archives - 4/2016 L. Douglas Cartoon

Word Search - "Suspension Parts"

By Mike Hado

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      K E S O C T
    N L A M J X O K
  S U P L H U E N T W
C E L N S Z V S O Q T D
A I X R U X K U I A W E B
O G N A O B C K Q N E K F R L
Q K H R R O L Z S N S N U H P E
Y D Y I H I E E K U T X C A T I
S E P S U M T B W R V I Q S C G
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F D W W L Z G L V R C T A J F H
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J S J A M N U T U S Y P Z F P S
P S G M E T R O E V H M Y A D J
M P N O K B R Z F W S V D E P T
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H M G R I F A B N N S U D L Z L
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WORD LIST:

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|------------|------------|------------|-----------|
| BALL JOINT | COTTER PIN | NYLOC NUT | STUB AXLE |
| BEARINGS | FULCRUM | PIVOT BOLT | SWAY BAR |
| BOOT | GREASE CAP | SHOCKS | TIE ROD |
| BUSHING | JAM NUT | SPRING | TRUNNION |
| COLLAR | LUG NUT | STEERING | WISHBONE |

Spoiler Alert - Solution on next page

TTR Membership Form

February 2021

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>
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
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_____	_____	_____	_____	_____

*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!

