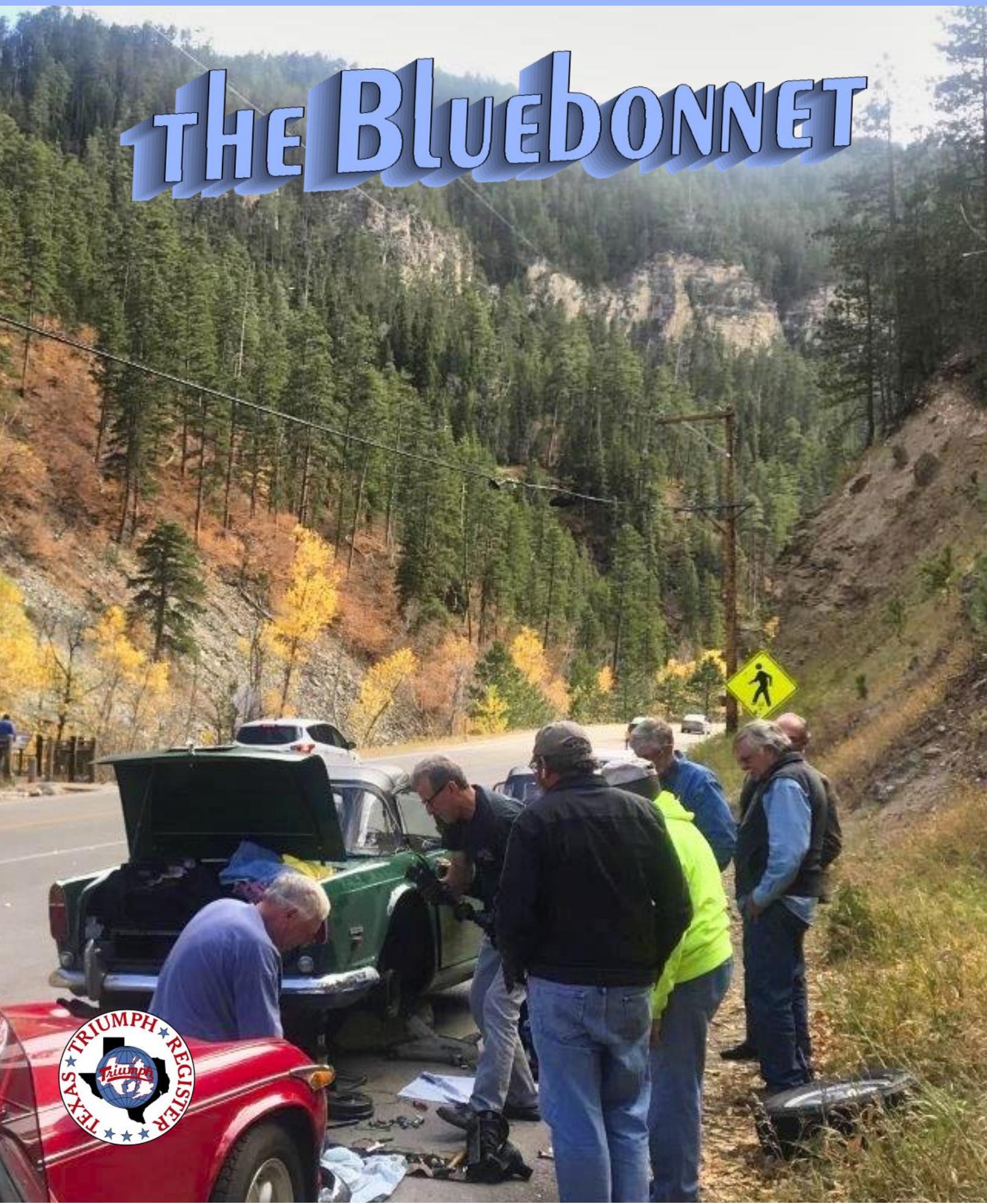


# THE BLUEBONNET



Copyright 2020, Texas Triumph Register.

## 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](http://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](http://www.vtr.org)  
[www.triumphregister.com](http://www.triumphregister.com)  
[www.6-pack.org](http://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>

**On the Cover:** Unplanned FOG Trip pit stop to replace a failed right side half-shaft. FOG driver Brian Roy had a TR6 half-shaft in his spare parts kit! Total down time - about 90 minutes.

**Picture:** Mike Hado

# THE BLUEBONNET

## TTR 2020-2021 Officers and Volunteers

### *President*

Hal Sharp

832-423-7138 (C)

[info@texastriumphregister.org](mailto:info@texastriumphregister.org)

### *Vice President—Special Events*

Mike Rouse

281-554-4878 (H)

[info@texastriumphregister.org](mailto:info@texastriumphregister.org)

### *Vice President—Events Coordinator*

James Moore

713-628-6457 (C)

[info@texastriumphregister.org](mailto:info@texastriumphregister.org)

### *Secretary*

John Hanten

281-460-0350 (C)

[info@texastriumphregister.org](mailto:info@texastriumphregister.org)

### *Treasurer*

Patsy Papp

281-350-1743

[info@texastriumphregister.org](mailto:info@texastriumphregister.org)

### *Membership / Historian*

Mike Hado

281-807-4780 (H)

[info@texastriumphregister.org](mailto:info@texastriumphregister.org)

### *Regalia*

John Wakefield

713-690-5010 (H)

[info@texastriumphregister.org](mailto:info@texastriumphregister.org)

### *Newsletter Editor*

John Hanten

281-460-0350 (C)

[info@texastriumphregister.org](mailto:info@texastriumphregister.org)

### *TTR Webmaster*

Bob & Orit Pennington

713-726-9636

[info@texastriumphregister.org](mailto:info@texastriumphregister.org)

### *VTR SCR Coordinator*

TD Hathcock

[editor@redrivertriumphclub.org](mailto:editor@redrivertriumphclub.org)



# THE BLUEBONNET



VOLUME 39

NUMBER 11

NOVEMBER 2020

## IN THIS ISSUE

### Special Features

- 16 **Featured Car - Clark McKinley's TR3A**  
Clark McKinley & John Hanten

### Regular Features

- 4 **From the President**  
Hal Sharp
- 5 **Tales of a Wandering Mechanic**  
Jerry Gruss
- 6 **Meeting Minutes & Photo Highlights**  
John Hanten
- 10 **Breakfast Rally Photos**  
John Hanten
- 13 **Member News & Club Calendar**  
Mike Hado
- 15 **Mechanic's Tool Descriptions**  
Bob Pennington
- 22 **Triumph Link- British Car Industry**  
John Hanten
- 24 **Regalia**  
John Wakefield
- 26 **Recent Triumph Auction Activity**  
John Hanten
- 27 **Exhaust Fumes**  
James Moore
- 33 **Idle Chatter**  
John Hanten
- 35 **TTR Puzzle**  
Mike Hado
- 37 **TTR Membership Form**



Greetings to all. The heat has abated, leaves are beginning to turn and we have truly moved into top down driving season. And yes, the Covid season is still with us. Even though we have discussed sampling a few selected in person gatherings lately, like last Saturday's breakfast at Buc-ee's in Katy, the State, County & City Covid diagnosis numbers have begun to move in the wrong direction. We need to remind ourselves that even though some of us are confident we can conduct these safely, we must remain selective and vigilant about the places we go, the space we maintain between one another and that we all WEAR OUR FACE COVERINGS. Stay tuned for announcements about other gatherings when they are scheduled.



The TTR officers and Christmas Party planning committee have determined that we will postpone this year's party to a subsequent month when it is deemed to be safe for 50 or more of us to have such an event. Whether it is January, February, March or later, we will theme the party accordingly and the committee will make it a memorable party in which we can make up for the lost time and fellowship together. We still are planning to have our traditional Toy Drive this December and more details about that will be forthcoming.

Last month I shared my thoughts about how fortunate we are to have a circle of Triumph loving friends around us who are willing and eager to lend a hand when any of us have mechanically related needs for helping hands. The other aspect of TTR that we should be equally proud of is our spirit of community and compassion for those less fortunate folks in our City. The Russ Seto scholarship award at Lone Star College and the December Toy Drive mentioned above are examples. Also, last year we donated \$500 to the Houston Food Bank and in last month's meeting we voted to donate another \$1,500 to that organization. I am expecting a return call from the Food Bank this week to schedule a day for us to deliver that check and have a photo-op that you will see in next month's Bluebonnet.

We do indeed have much to be thankful for so remember to stay safe, celebrate safely and keep driving those Triumphs.

*Hal*



Ever since I moved to Texas, October has been my favorite month. October puts the 'temperate' in the temperate zone. October is also the month we celebrate my birthday and wedding anniversary. October is the month I start looking forward to, in about April. October is the best month to have a Triumph in running condition.

Since our TR3 spent the past few months unsuccessfully hiding from the heat in our garage, I decided that on my birthday, I'd do what I really want to do and go for a spin in the TR3. Well, one of the side effects of a car hiding under a cover, is that it acts like a magnet, and things start collecting on, around and near it. Finding that tiny vehicle under that large pile of things that had been relocated 'for a minute' took more than a minute to clear.

After I isolated the first failure of the season, and corrected it, we still had time for a drive before sun-down but were faced with the most perplexing problem of the year; Where would we go? Typically before the car cover comes off -before the light in the garage goes on -before I ask 'are you ready', we know exactly where we are going, how long until we get there, what we're going to do when we get there, how long we're staying, and the route we'll take there and back. But this fine October day, we had no plan. We knew we weren't going to a club event. We knew we weren't going to a restaurant. We knew we weren't going to a party. We knew we weren't going to see our parents. We knew we weren't going out of state to see relatives. We knew we weren't going to go anywhere if we listed



Wondering Mechanic

all the places we weren't going, until the only remaining places were where we were going. After a little discussion, I finally asked Prudence to get in the car, and we'd decide on the way.

We didn't go anywhere. I backed down the driveway and into the street. We drove down the street and into the neighborhood. We looked at Halloween decorations and political signs and wondered which were more scary. We wondered up and down every street in the subdivision and waved to the pedestrians as if we were in a parade celebrating October. I logged about 15 miles without going anywhere or having any plan. Not even the light rain could hinder us from our quest. It was the most fun I've had in months.



This was the seventh virtual monthly meeting via Zoom, held on October 10, 2020. The meeting, which was originally planned to be physically hosted by Len and Marti Myers, 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 3:08 after some fun chatting by TTR members. There were ~ 31 Zoom session attendees, plus 14 proxies from absentees, constituting a quorum for TTR 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** - M/S/A to approve the minutes from the last meeting as published in the last *Bluebonnet*.

**Membership** - Hal Sharp for Mike Hado - reported no new members in September; current family membership is 193.

**Treasurer's Report** - Hal Sharp for Patsy Papp - reported the inflows, outflows, and current balance. The overall club financial condition is strong.

**Regalia** - no report. Hal Sharp reported that he had purchased one of the new shirts; so did Fred Wagner.

**IT** - no report. Bob Pennington is currently on the FOG trip and will get back to club IT projects upon his return.

## Special Events

- **Falling Leaves Tour** - Mike Rouse - reported that it is cancelled this year due to Covid issues.
- **2021 Polar Bear and Bluebonnet Runs** - Mike Rouse - reported that he is starting to work on both runs for next year.
- **2021 New Orleans Trip** - Mike Rouse - reported that he is exploring doing something in conjunction with the New Orleans club for drive next year in conjunction with New Orleans British Car event.
- **2021 VTR Nationals** - Mike Rouse - reported that the hotel registration on the COVTR website for the 2021 Nationals is now working.

**Breakfast Events** - John Barrett - reported that last week he went down to the Black Walnut on Memorial Drive, and by 9:00 AM almost all the outside tables were occupied, but not the inside tables. Fred Wagner reported that he had dined there last Saturday for breakfast, and again all the outside tables were taken. There were minor changes to the serving protocol where they now bring the food to your table, and the menus are one-time disposable. John mentioned that several club members ate breakfast at Niner's in Sugar Land today, but they did not open until 9:00AM. That would be a good venue with regards to the number of seats and the spacing available. Sallie Rouse inquired about Goode Company - John replied that might be another option if we want to go to a physical place rather than an open park place.

John posed a poll - who would be comfortable meeting in an open place like a park - 11 hands up; vs. who would be comfortable with a physical location with outdoor seating - 8 hands up.

# TTR Meeting Minutes for October

November 2020

John will continue to monitor the situation and restrictions and perhaps get the breakfast meetings running next month in some manner.

## Old Business

- **TTR Display** - Hal Sharp reported that Mike Hado sent the announcement to the presidents of other South-Central Triumph clubs but has not heard back from any of them yet. If we don't find any takers there and no one steps forward to provide storage space, we will need to pull the trigger and get it out of the warehouse. Hal will ask Mike to provide an update to the club when he gets back from the FOG trip.

## New Business

- **MG Club Update** - Mike Woodward - reported that about three months ago a man offered to donate a non-running MG to the MG Club. The MG club board agreed to accept the donation and decided to raffle the car for \$100 per ticket. The raffle took place and the MG Club agreed to donate some of the proceeds to the Houston Food Bank. Mike reported that they are considering launching a program to have members donate their cars to the club to be raffled for charity, and will provide additional information when available. Mike reported that the Houston Food Bank was out of food due to the two recent hurricanes.
- **TTR Second Houston Food Bank Donation** - considering the Houston Food Bank situation, Fred Wagner made a motion for TTR to contribute an additional \$1,500 to the Houston Food Bank, matching the MG Club total. After brief discussion, the motion was seconded by Richard Dicks and approved by the meeting attendees. Hal Sharp will arrange for a check to be prepared for us and we can make arrangements for delivery.
- **Christmas Party** - Hal mentioned he had reached out to Liz Reynolds and Pru Gruss to check out venues for the TTR Christmas Party. Pru reported that she reached out again to Bosscat Kitchen restaurant, but the in-box was full, and she has not yet heard back. Hal commented on the desirability of a venue that has both indoor and outdoor seating available. There was a suggestion to have Pru request Mike Hado to send a note to TTR members requesting their venue preference and potential attendance.
- **MG Club Tech Sessions** - Mike Woodward invited TTR members to attend the MG Club Tech Sessions via ZOOM on Saturday mornings. Information is on the MG Club website.
- **Christmas Lights Drive** - Jim Farrell mentioned that a Christmas lights drive through River Oaks might be fun and we could be socially distant. There was some discussion with a recommendation that any drive be scheduled mid-week and before mid-month to avoid traffic. Hal will pass the suggestion on to James Moore, TTR VP of Local Events for consideration.
- **Triumph Auction Activity** - Mike Rouse - mentioned that a TR6 sold for \$75,000 on Bring A Trailer auction site this week. Also, two TTR club members recently sold cars on Bring A Trailer.
- **Next Meeting** - scheduled to be hosted by Liz and John Reynolds but perhaps another ZOOM virtual session will be needed.

**Adjourn** - M/S/A to adjourn at 3:56. Minutes recorded and edited by John Hanten

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



# TTR October Meeting Photos and Schedule

November 2020



# TTR October Meeting Photos and Schedule

November 2020



## Monthly Meetings Scheduled:

- **November** - Zoom meeting
- **December** - Annual TTR Christmas Party postponed, event will be rescheduled when the situation allows safe gathering.

Photos - Fred Wagner, John Hanten



# TTR October Breakfast - Buc-ee's Rally

November 2020

On October 24, the club ended a long hiatus of in-person events with a Saturday morning meet-up Rally at the giant Buc-ee's Travel Center in Katy, TX. This large facility features over 50,000 square feet, 100 gas pumps, the world's longest car wash, and vast amounts of parking space.

The event was a perfect way to provide an opportunity meet in-person, socialize and look at cars, and grab something to eat. Some members brought their own food but most elected to grab something from Buc-ee's large grab-and-go breakfast offering.

Participants driving about fifteen Triumphs and eight MGs braved the low fifty-degree weather following the cold front the night before. It was fun to meet in person again. Following are photos from the event



# TTR October Breakfast - Buc-ee's Rally

November 2020



# TTR October Breakfast - Buc-ee's Rally

November 2020



Text & Photos - John Hanten



**New Members: No new members last month**

**TTR Birthdays for November**

<i>Prudence Gruss</i>	2
<i>Mike Woodward</i>	4
<i>Libby Beckenbaugh</i>	6
<i>Brian Hughes</i>	6
<i>Bill Parker (Katy)</i>	6
<i>Nena Smith</i>	6
<i>John Waters</i>	7
<i>Marti Myers</i>	8
<i>Dave Steitz</i>	8
<i>Collene Zuchowski</i>	10
<i>Christopher Born</i>	12
<i>John O'Hara</i>	12
<i>John Barrett</i>	14
<i>Claudia Hutchinson</i>	14
<i>Liz Reynolds</i>	17
<i>Mark Bolleter</i>	20
<i>Mark Elliott</i>	22
<i>Michael Gruy</i>	22
<i>Danielle Durie</i>	23
<i>Lisa Umbach</i>	26
<i>Linda Goodman</i>	27
<i>David Switzer</i>	30



**Bluebonnet: Baby Announcement**

The TTR family has a set of Twins!

Prudence Gruss photographed Jerry shortly before the couple delivered these twins of exactly 12lbs each, to the anxious parents John and Liz Reynolds and their TR250. The twins were cradled in an appropriately sized cardboard box and left at the Reynolds Houston home driveway shortly after midnight on Saturday, October 24.

These babies were previously cared for by foster parents Randy and Val DeRuiter from an unrelated TR6 litter. The prerequisite baby delivery was performed by fellow club member Brian Roy on the side of the road on the FOG trip - what a club, one member doing a roadside delivery for another. Roy carried the baby girl wrapped in a towel in his TR6 trunk from the Houston home of Hal Sharp who assumed it was in excess to his needs after replacing the forty-something year old,

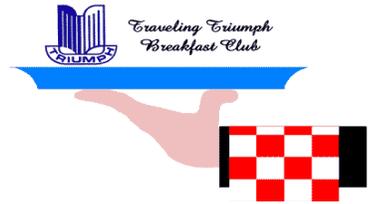
fearing the all too familiar age related shortcomings, with a younger and stronger pair adopted from GoodParts parent family.

The new and old proud parents are assumed to be doing fine, but a full explanation and report of this TTR family baby swapping story is expected to be delivered in the FOG Report in an upcoming issue.



## 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 - Oct. 14-17, Flagstaff, AZ**

Venue - Little America Hotel, reservations available now.

Event website will be available in January.

Continued list of alternative tool descriptions based on real-life experiences.



**GREASE GUN:** A messy tool for checking to see if your zerk fittings are still plugged with rust.



**TABLE SAW:** Expensive storage surface used to store unfinished projects in garages of want-to-be cabinetmakers. Called a saw only because when turned on, it will cut and clear all contents off the table and scatter them across the garage.



**HOSE CUTTER:** A tool used to cut hoses 1/2 inch too short.



**12MM WRENCH:** A tool that comes in handy when you need to weld a brace between the positive terminal on your alternator and the engine block, when you forget to disconnect the battery.



**SPIRO LOCK:** A spring like, tightly wound, carbon steel retainer used primarily to gouge forged pistons. Alternatively, the tool of choice for administering multiple fingertip lacerations.



**GOGGLES** - Used to keep your eyes extra hydrated while using high-powered saws



**FLASHLIGHT** - Tool used to hold your dead batteries away from your good batteries



**LAWNMOWER** - Used in conjunction with pine cones to test the durability of your house and cars

**To Be Continued .....**

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 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 the featured car is White **1959 TR3A** belonging to Clark McKinley, a TTR member since mid 2013. Here is the story of Clark and his car:

### *How did you get interested in Triumphs?*

My interest in Triumphs began in 1955 or 56. My father took me to a car show in Ottumwa, Iowa that was being held inside of the Memorial Coliseum. The main floor was all new American made cars. But when we went down to the lower floor, lo and behold foreign cars, sedans and sport cars. At the time I didn't even know what a sport car was. Looking around I got to sit in a Triumph that I know now was a TR2. My thoughts on cars changed forever! Someday I'll own one of these. In the summer of 1965 I was able to buy my first car. I saw an add in the Houston paper about an MGA for sale. It was being sold by a U of H student whose grades had fallen, parents told him to sell the car. I drove it and told the guy I would get back with him in a day or two. Next day I went to a used car lot on the SW Frwy specializing in foreign cars. They had a 1959 Triumph powder blue TR3 for sale. I drove it, paid \$700 and drove it home that day! I called the MGA guy back and told him I just bought a TR3. He said good choice and thank you! I finally had a proper British sports car, life was good!

While in the Army I was stationed at Ft. Rucker, AL. I got leave to drive up to Kentucky to visit a girlfriend. On the way back to Rucker the car started to miss and lose power. I limped into a Triumph dealer in Nashville, Tenn. I explained my situation, thankfully they started to work on the car right a way. Bad news, a nut was on top of the number one piston which was cracked. It would be a full day and a half before it would be repaired. To this day I don't know how that nut got in that cylinder! I was on a tight time schedule so I asked if car would make it back to Rucker, "maybe or maybe not?" So off I went heading south, driving smooth and easy. In northern Alabama it happened, engine froze up, dip stick had a nice mixture of oil and water. Luckily a man stopped to offer help, took me to

the next town and would send a wrecker to retrieve my car. As it turned out the guy owned a used car lot, and offered me \$650 for the car. I took the money and a bus on to Ft. Rucker. Sad day, I've always regretted selling that car!

In 1968, after returning from Viet Nam and becoming a civilian again, I went to Irwin Motors on South Main in Houston and bought a brand new Spitfire. I kept it a couple of years and traded it for something bigger, marriage, life and all that.

### *When did you acquire this car? Where and how did you find it?*

About 30 years later I was out riding motorcycles [Norton] with a friend when we came upon a British car show in Katy. Of course we had to stop and look. Then towards the back I spotted a green Triumph TR3. I talked with the owner and told him about my previous TR3. Things we've all heard a thousand times! That owner had to be Mike Hado. A few years later I had a bit of an accident on the bike, a Kawasaki, and wife said no more motorcycles. We reached a compromise, I would look for a TR3. I found the Hill Country Triumph Club on line, filled out the membership form, sent it and the dues in, and became a member. Shortly after that I attended a meeting, of course introduced myself and said I have no Triumph but am looking for a TR3. Mike McPhail came up afterwards saying he had one he might be willing to sell. A short time later I was the new caretaker of a gorgeous white on red 1959 TR3! Mike had done a magnificent job on the restoration! And, as I think everyone who knows Mike McPhail's work knows, the car has been "enhanced"!

According to Mike the car was bought by Roger Bolick in about 1990 for \$500. He kept it in storage for sev-

## Featured Car - Clark McKinley's TR3A

November 2020



**A True Diamond In The Rough!**



**Photos from the Restoration**

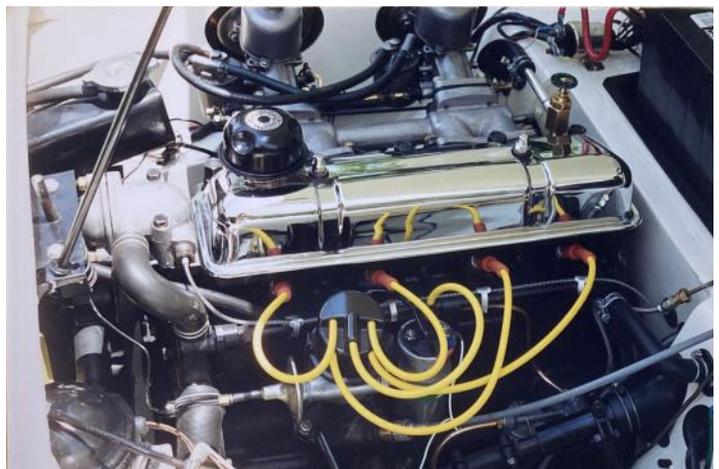


eral years, until Mike McPhail bought it. Mike took the body to a friend in Corpus Christi to do the paint and body work. While that was being done Mike took the engine to a shop in Austin for rebuild. When he had the engine and tranny installed on the restored chassis he took it to Corpus to install the body, then returned

## Featured Car - Clark McKinley's TR3A

November 2020

to Austin to finish the restoration. It was finally completed in 1998. Mike has campaigned the car all over the United States, and won many, many awards.



Photos from the Restoration

## Featured Car - Clark McKinley's TR3A

November 2020

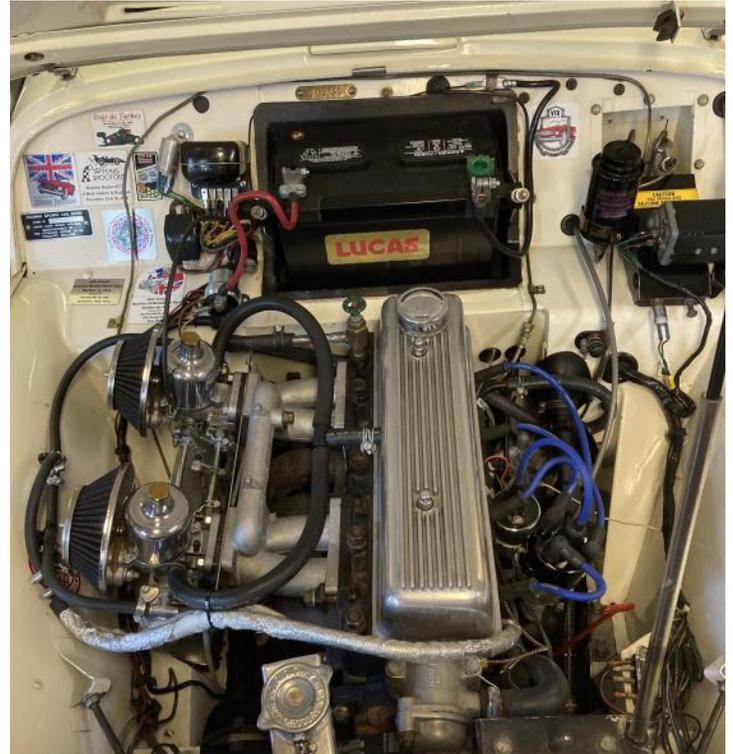
**What has been done to the car? And what has been done since you've owned it?**

I've owned it since July 2013. As I said earlier the car has been enhanced. It has a TR4A engine with compression of 11 or 12 to 1, a high performance cam, Pertronix ignition, and 87mm pistons. It sports a TR6 Transmission, an aluminum radiator, rack & pinion steering, and Dayton 72 spoke 5.5 inch wide chrome wire wheels.

Since I've had the car it's had a valve job with new bronze guides and oil seals, and new HS6 Carbs. The throttle shaft on the old carbs was leaking, so rather than wait 6 months for a repair I splurged for a new set. Other than that the only maintenance is the regular stuff. The car has had a intermittent miss for the past few months, I could not solve, checked everything several times. I finally called McPhail for help, and he advised to check the 12V white wire to the coil. So once again I checked it, pulled the connector off the coil, pulled on that connector, and off it came. Evidently the wires had broken inside the insulation at the spade. I replaced that and all's well again.

**Has the car been in any shows?**

Here's a list of what I can think of: 2014 and 2019 VTR Nationals; 2017 AutoRama; 2019 In the Country Car Show - Independence, TX; 2018 All British Car Days, 2017 British Car Days, Katy, 2015 and 2016 Bastrop Veteran's Weekend Car Show. 2015 and 2017 Wallis Fine Rides Auto Fest in Wallis, TX. The car has won an award in most of these shows.



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

An advantage of living in a small town is that I am three blocks from some really fun country roads! Jane and I enjoy hitting the back roads of Austin, Washington and Fayette counties just to drive, and go to lunch or dinner. Last year we took the car (on a trailer) to Watkins Glen Vintage Grand Prix Festival. I also thoroughly enjoy the TTR breakfasts, meetings and just about any TTR activity that happens!



2017 AutoRama

### 1959 TRIUMPH

### TR3A

Year Produced:	1957-1961
Number Produced:	58,236
Engine:	4-Cyl, 1991 cc, 105 BHP
Acceleration:	0-60 in 12.6 Sec.
Top Speed:	104+ MPH

Owners: Clark and Jane McKinley  
Bellville, TX

## Featured Car - Clark McKinley's TR3A

November 2020



### North American Triumphs

Pure...

This 1959 TR3 is owned by Clark and Jane McKinley of Belleville, Texas. We caught up with them at The Vintage Triumph Register National 2019 during the Concours and the North American Triumph Challenge Auto Cross, both hosted by our friends at the Hill Country Triumph Club, Austin TX.

We spent breakfast at a table beside Clark and Jane one morning and it was purely a pleasure to talk with them. We, of course, talked cars and it was apparent that they had a pure love for Triumphs and especially this beauty.

Something about a white Triumph that is appealingly pure. The white looks clean and accentuates the pure curves of the low slung doors and swooping panels. The chrome wire wheels set it off. One look at the interior and it makes you smile. The red is stunning against the exterior color, the wood grain wheel is lovely, the dash plaques are really cool, the leather driving helmet is a nice touch, and the Hula girl is icing on this beautiful cake of a Triumph.

Pure fun, pure excitement, and obviously, a pure love for Triumph. Can't go wrong with that!



2019 VTR National Concours - photos and text courtesy of Shawn Frank

## Featured Car - Clark McKinley's TR3A

November 2020



**2019 VTR National Autocross**



**1st Place Autocross - Modified 2/3/4 Class**

**Story** - Clark McKinley, John Hanten

**Photos** - Shawn Frank, John Hanten, Mike McPhail, Clark McKinley

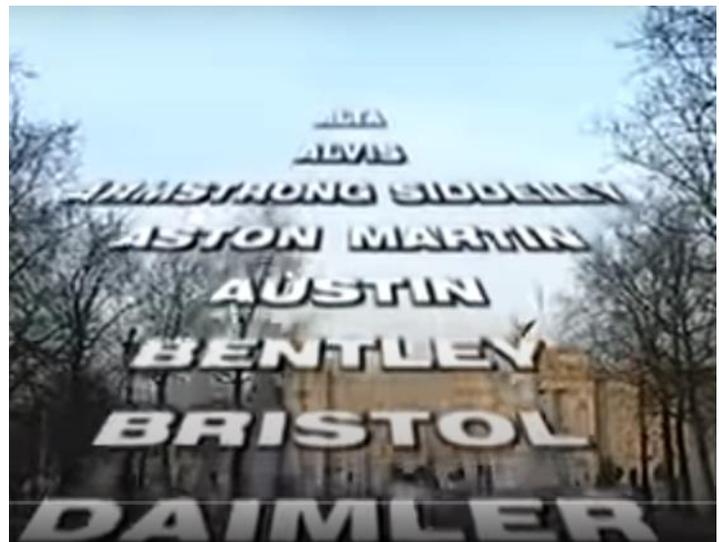
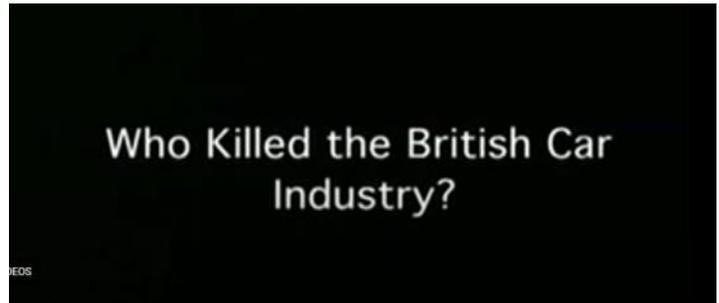
# Who Killed the British Car Industry?

November 2020

This month the link is to a 23 minute video from 2000 featuring Jeremy Clarkson as he explores the British Car Industry and how it systematically died-off over the years. He starts with a discussion of the Triumph Stag, and the engineering problems with the engine, when a much better engine was available from Rover, a marque-mate of Triumph. He then reviews issues with labor unions, overseas competition from Japan and Germany, and the political decisions that impacted business overall.

## [Who Killed the British Car Industry?](https://www.youtube.com/watch?v=b9ztUlve9jc)

<https://www.youtube.com/watch?v=b9ztUlve9jc>





## Enjoy your TR more!

**ENJOY A TRA MEMBERSHIP:**

4 National newsletters per year	Factory build records
Annual National Meet	Technical support
Website (password protected areas for members)	Contact information
Concours judging standards	Shutterfly National Meet website



### Join TRA Today!

[www.TriumphRegister.com](http://www.TriumphRegister.com)



# Join TRA Today!

**WITH A TRA MEMBERSHIP WE OFFER:**

4 National newsletters per year	Factory build records
Annual National Meet	Technical articles
Website (member password protected area)	Contact information
Concours judging standards	Shutterfly National Meet website



**SEE WHAT YOU'VE BEEN MISSING AT:**

## [www.TriumphRegister.com](http://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

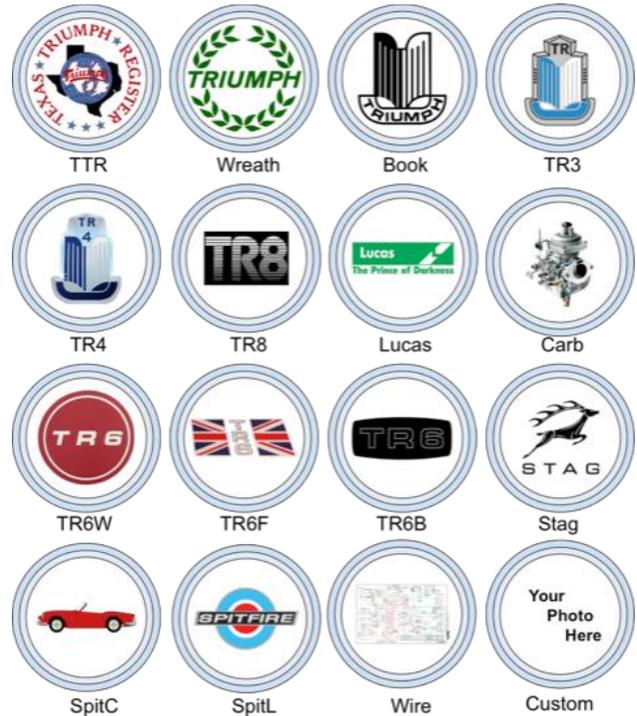
November 2020

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

## Recent Triumph Auction Activity

November 2020

This is the first of a new Bluebonnet newsletter feature that will showcase 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's features Triumph TR6 sales from [Bring a Trailer website](#). The site has additional sales information and detailed descriptions going back six years. The sales include a record-setting 5K mile 1976 that sold for over \$75K!



### 1974 Triumph TR6

Sold for \$15,250 on 10/22/20



### 1975 Triumph TR6

Sold for \$11,950 on 10/21/20



### No Reserve: 24-Years- Owned 1971 Triumph TR6

Sold for \$13,750 on 10/16/20



### 1972 Triumph TR6

Sold for \$18,800 on 10/5/20



### 5k-Mile 1976 Triumph TR6

Sold for \$75,333 on 10/5/20



### 1972 Triumph TR6

Sold for \$16,250 on 9/25/20



### No Reserve: 1973 Triumph TR6

Sold for \$7,600 on 9/18/20



### 1969 Triumph TR6 w/Overdrive

Sold for \$24,876 on 9/17/20



### 1968 Triumph TR250 Surrey Top Project

Bid to \$8,900 on 9/7/20

Photos: [Bring a Trailer Website](#)

One of my favorite YouTube channels is Goonzquad. It has two young brothers working in their parent's backyard fixing and painting up cars they purchase from salvage yards. They started with older Jeep Wranglers and have now moved up to fixing Lamborghinis and Ferraris. Their attitude is that it's all a learning experience, so they rarely get frustrated when things don't go exactly the way they had hoped in a build. Their older brother owns a construction company so they (I suspect) were very well trained by him to always take time to clean-up their work environment when they finish up for the day. Keeping a positive attitude even when things are not going well and keeping your work space clean are definitely two traits I respect.

I left off last month with trying to get the engine and transmission installed into the 240Z. Abusing Mike Rouse and Karl Rettenmaier once again this month I have got the drivetrain installed. Now for the easy bits, right?

## Header Installation

I bought a set of long-tube headers from American Racing that were the hot setup for installing in the car with the installation kit I bought from Hoke Engineering. After trading a few emails with Austin Hoke, my hopes were that - while fiddley - the installation of the headers ought to be pretty straightforward. After all



the work to get the engine installed, I now had to put a jack under the engine and remove the motor mounts from the passenger side of the engine to get the header side of the engine mounted. No matter what I tried, the header was lacking just about a  $\frac{1}{4}$ " to allow me to put in the bolts to attach it to the head. What the heck??

After not channeling the guys at Goonzquad, I spent about half a day in a very foul mood trying to figure out



Engine in place on the 240Z, but still need headers.



Mike & Karl proud to get the LS1 and T56 installed.



Having issues with the passenger side headers installed



$\frac{1}{2}$ " clearance ready to install



Header marked for clearance & after being put under a vice at Ripley's.

how to get my \$1500 headers to fit. I finally went back to the University of YouTube to see if I could gain some inspiration. Another channel I follow is Roadkill's Engine Builders channel. They had a whole session on how much horsepower would they lose if they took sledgehammers to a brand new set of headers on an engine they had built earlier. Apparently, it's a pretty regular occurrence to have to tweak headers on the majority of engine transplants. The results after severely denting their headers was that there was a very minor loss of horsepower.

The next morning I took my beautiful, ceramic coated headers to Ripley's Exhaust & had them give me about  $\frac{1}{2}$ " of clearance on the tube that was hitting the frame rail. I've taken so many cars to them over the last few years, so they didn't even charge me for the few minutes it took to put my header into their hydraulic press and give me the clearance I wanted. With the little bit of tweaking, the headers slipped right in and I was able to mount them to the head. Yeah! The header on the driver's side slipped in with no issue.

Job done!



Both headers are now installed after a bit of tweaking.



Gluing the faceplate to the gauge due to the installation requiring I remove the gauge bezel.

Both  
twea

## Gauge Installation

I bought a full set of gauges from Speedhut and wanted to install them in the dash this month. There are quite a few cottage businesses that make parts to aid in the install of the gauges; Skillard makes some beautiful aluminum mounts and they work with a company that does some 3D plastic printing adaptors for the gauges themselves. The pieces to mount the tachometer and speedometer worked very well, after I clearanced the mounts a bit and removed the bezels from the gauges. The 240Z dash has three holes in the center, top of the dash for the smaller gauges. I went round and round with trying to get the adaptors to fit correctly, but I think I've found the right amount of tweaks to get that sorted. Once I finally get the gauges mounted, I'll then need to work on the wiring necessary to hook the gauges up to the sensors, plus get the lighting hooked up.



The gauges going into the modified 240Z dash.

Taking lessons from the Goonzquad guys, I've learned a ton of stuff this month that will certainly make future car projects easier. I still have a lot to learn when it comes to building cars and despite the occasional pain, I do still enjoy the learning involved. At least that's my story.

## Karl's MGBGT Project

Karl's moving forward on his MGB GT V8 project. The Buick V8 he has Westside building for him is almost ready for the Dyno, so it was time to pull the Rover V8 out of his car. Karl sent out a "need help" text to Randy DeRuiter, Mike Rouse, John Baguley and yours truly.

Once he confirmed he had enough victims to assist and the date, Karl and I went to his warehouse to load up the MG and bring it over to my garage. The next morning all of his little helpers showed up to see what it takes to pull a Rover V8 out of an MGB GT. As this was the first time for any of us yanking a Rover out, it took



Randy DeRuiter playing peak-a-boo with John Baguley, Karl Rettenmaier & Mike Rouse.



Karl, Mike & Randy guiding the Rover V8 out of Karl's MGB.



Empty engine compartment on the MGB.



Excellent photo op before actually doing any work.

a bit of trial and error, but we ended up successfully yanking the engine and tranny out and loading them into Karl's pickup for transport back to his warehouse. The next day we transported the MGB over to Bruce's HotRod shop to do some frame reinforcement work Karl wanted to do while the engine bay was not occupied.



Rover V8 & T5 tranny removed.

a difference in the appearance of his door, so it's a job worth doing correctly.

The other issue dealt with some bad exhaust leaks he was having. He ended up taking the Webers and Canon intake manifold off and measuring the heights of the flanges on both items. The intake manifold's flange is almost a  $\frac{1}{4}$ " thicker than the flange on the exhaust manifold. This was a common issue in the Datsun world back in the day when putting a header onto the 240Z. Back then we used to put shims onto the exhaust flange in order to get a proper seal. We tried this method on Karl's TR6 and ended up with no more exhaust leaks. We're not sure if this is an issue with all TR6s running the Canon intake and Weber carbs, or was it just unique to Karl's running the Canon intake and Wishbone Classic's header. Either way, it was a Eureka moment for us both.

## Karl's TR6 Projects

Karl brought his white, just restored TR6 over to the garage this month to remedy two issues. He still needed to put in the waist seals onto his doors, so I shared all the little secrets that I could still remember from doing the job 4 times in the past. The seals really make



Karl finishing the installation of the waist seals on his latest restoration project.



Fixing the exhaust leaks on his latest restoration project.

Faithful readers might remember that Karl and I were still trying to address issues with the Webers on Patina last month. Could this be the cause of the issue we were having with getting the Webers to run correctly on my TR6? Karl and I started early Saturday morning with breakfast and then worked the rest of the day trying to fix my Webers. We managed to get the car to idle perfectly, but still had issues with it running terribly lean (according to my AFR gauge). Around 4 pm I did an audible on the play and decided the SUs were going back onto the TR6. I've got the SUs mostly in-

stalled and hope to get the TR6 running before the end of the week. I'm thinking that my Webers make better garage art than performance parts, although Karl strongly disagrees with me and thinks they are just a tweak away from being functional. I used to have a rule that when you get one project working well, don't modify it again; especially when you have other large projects requiring your time. At least for now, it's time to get the 240Z project finished and get moving with the TR7 V8 project.



**Webers about to be replaced by SUs. The Webers are sure pretty!**

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

So now it's November, and things continue to be touchy with capacity restrictions, mask requirements, and social distancing guidelines.

It reminds me of the movie "Ground Hog Day" where every day is the same, but a distorted reality environment. Without in-person meetings, my calendar simply reminds me when to head upstairs to my computer room for the next Zoom meeting. I do look forward to the time when we can begin meeting in-person again and generate new content for this newsletter.

I thank the regular contributors in this issue.....Hal,

Jerry, and James for their contributions, and Clark McKinley for sharing the story of his TR3A.

The next issue will have a number of feature articles including another featured car, a FOG Trip report, a Russ Seto Scholarship update, and news from the Houston Food Bank.

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.

## Cool Tool - Safety Wire Twisting Pliers

Among the rubber components in a TR6 that eventually rot and deteriorate are the suspension bushings, the seat cushions, and critically, the upper steering shaft coupler. This coupler connects the upper and lower steering shafts, and provides some vibration damping as well as angular coupling between the two shafts that are not exactly parallel. The diagram of the coupler, along with the Bentley Manual instructions are shown below.

**STEERING**

---

**STEERING COLUMN UNIVERSAL JOINT/COUPLING – UPPER**

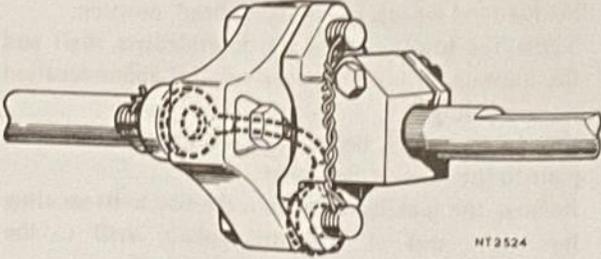
– Remove and refit 57.40,26

**Removing**

1. Removing the lock wires securing the flexible coupling securing bolts.
2. Remove the securing bolts (4).
3. Withdraw the flexible coupling and bonding strap.

**Refitting**

4. Reverse instructions 1 to 3. Ensure that the bonding strap is refitted.



Refitting - reverse instructions 1 to 3.....three easy steps.....Riiiiight.

Anyone who has attempted this simple three-step procedure has probably resorted to searching the Internet and TR6 forums for the procedure to install the coupler, which appears simple at first, but deforms once the first bolt is installed making additional bolts more difficult to properly register and install. (Hint - most of the procedures involve a large hose clamp to compress the coupler, or suggest doing it on the bench so the shafts are aligned and then re-installing the coupled shafts to the top connector and lower u-joint coupler on the car.)

Once the coupler is bolted in place, the final step is to reinstall the lock (safety) wires to secure the bolts and prevent them from vibrating loose with potentially catastrophic results. The safety wire is shown in the diagram as the twisty wire between the bolts.

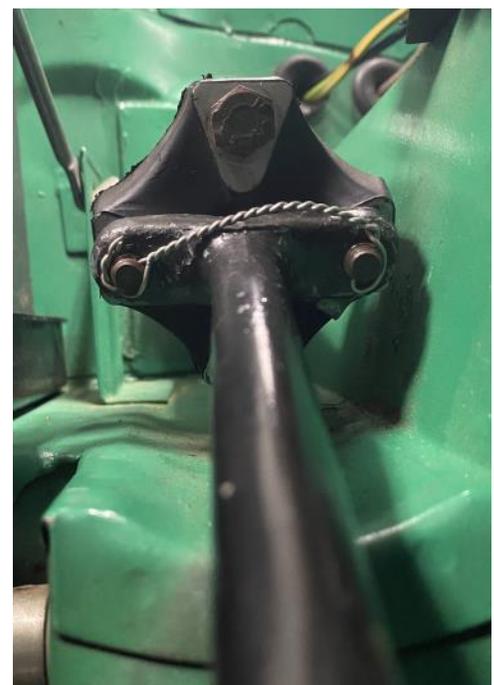
After a bit of research, I learned a bit about safety wire and how to achieve a neat installation. The first rule is to never re-use the previous safety wire, as it will have been work-hardened and will be unsafe to use again. The wire that is typically used is stainless steel wire specifically made for the purpose. The installation is facilitated by the use of a safety wire twister pliers, shown in the photo below. The jaws of the pliers grab both ends of the



wire to be twisted, and lock in place securely holding the wire. Pulling on the silver knob on the end will exert tension on the wire, and also cause the pliers to twist resulting in a tight, evenly twisted lock wire. This tool is a knockoff of a common aviation wire twister, and is available at Harbor Freight for about \$10. The one pound spool (220 feet) of safety wire is about \$15 from the same source, enough for more than 100 cars. It takes a bit of practice, but the results I soon achieved were better than any hand-twisting I was able to produce.

Photos at right - two views of a safety-wired steering coupler on a TR6. The distance between the two bolts is ~2 inches. The wiring is installed so that if the bolts start to vibrate loose, it will tighten the wire. The guidelines for safety wire are 6 - 8 (or 10) twists per inch (depending on the source), with the safety wire being tight with a twisted pigtail at the end.

Both pairs of bolts are safety-wired in the TR6 installation.



# Word Search - "Brake Components"

By Mike Hado

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

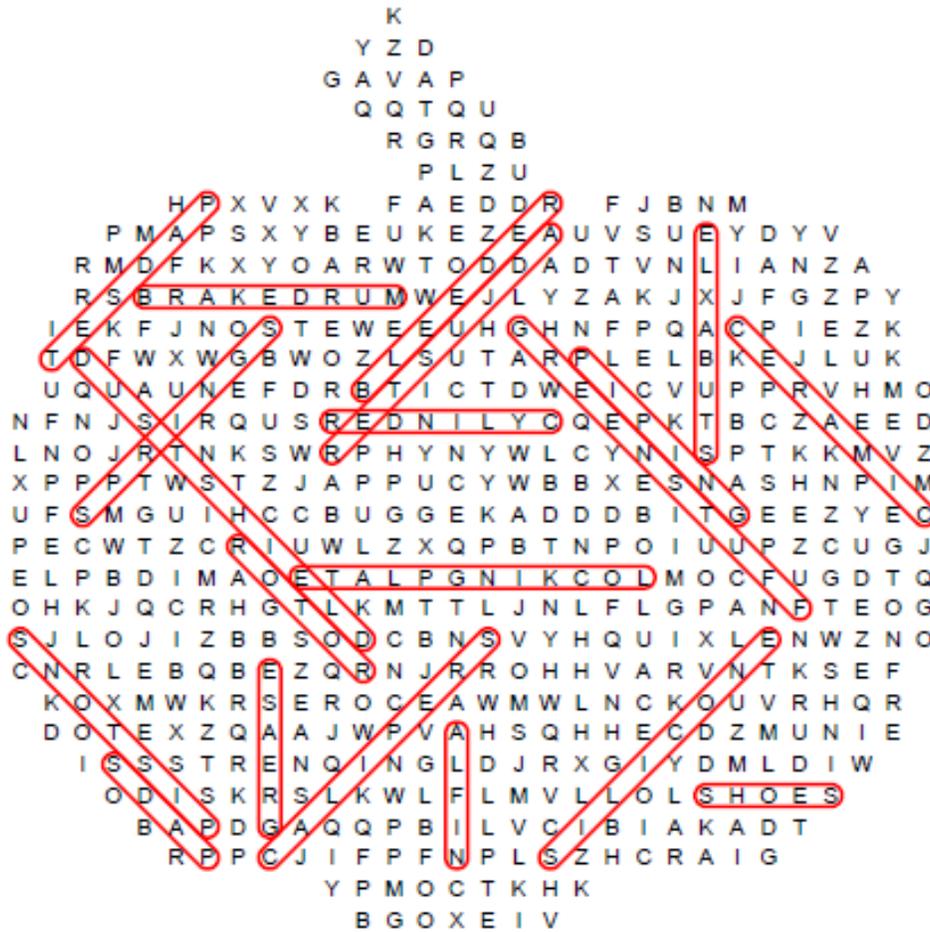
WORD LIST:

- |            |             |               |           |
|------------|-------------|---------------|-----------|
| ADJUSTER   | CERAMIC     | LOCKING PLATE | ROTOR     |
| ALFIN      | CYLINDER    | PADS          | SHOES     |
| BLEEDER    | DUST SHIELD | PAD SET       | SILICONE  |
| BRAKE DRUM | GREASE      | PIPING        | SPRINGS   |
| CALIPERS   | GREEN STUFF | PISTONS       | STUB AXLE |

Spoiler Alert - Solution on next page

# Word Search - "Brake Components"

By Mike Hado



WORD LIST:

- |            |             |               |           |
|------------|-------------|---------------|-----------|
| ADJUSTER   | GERAMIG     | LOCKING-PLATE | ROTOR     |
| ALFIN      | CYLINDER    | PADS          | SHOES     |
| BLEEDER    | DUST-SHIELD | PAD-SET       | SILIGONE  |
| BRAKE-DRUM | GREASE      | PIPING        | SPRINGS   |
| GALIPERS   | GREEN-STUFF | PISTONS       | STUB-AXLE |

# TTR Membership Form

November 2020

TTR publishes a monthly newsletter, *The Bluebonnet*, and holds monthly membership meetings on the 2<sup>nd</sup> 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!*

