



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

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TTR 2018-2019

Officers and Volunteers

President

Fred Wagner

info@texastriumphregister.org

Vice President — Special Events

John Blum

info@texastriumphregister.org

Vice President — Events

Coordinator Bob Pennington

info@texastriumphregister.org

Treasurer

Patsy Papp

info@texastriumphregister.org

Membership / Historian

Mike Hado

info@texastriumphregister.org

Regalia

John Wakefield

info@texastriumphregister.org

Secretary

John Hanten

info@texastriumphregister.org

Newsletter Editor

James Moore

info@texastriumphregister.org

TTR Webmaster

Bob & Orit Pennington

info@texastriumphregister.org

VTR SCR Coordinator

TD Hathcock

editor@redrivertriumphclub.org

On the Cover:

It's never too hot to come to breakfast.

(James Moore, Editor)

Photo: Fred Wagner



THE BLUEBONNET



VOLUME 37

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Photos: Fred Wagner

Well, we've survived July, and now we're looking forward to August. There are only three more months of summer in Houston. (Just kidding) You would think that, in a city that averages 204 sunny days per year that we'd be out driving our Triumphs every day, tops down and sunglasses at the ready. Of course, when we have a string of days in July with the heat index above 100 degrees, those un-air conditioned roadsters are not the most comfortable things to drive in the heat of the day. But we're not going to let a little Houston heat stop us from enjoying our Triumphs - we always find a way to "beat the heat".

There were a number of activities and news items in July, which I'd like to share with everyone in TTR. We started off our month with a great meeting at Debbie and Hal Sharp's home in Bellaire, Texas. This was their first time to host a meeting, and we really appreciated their hospitality, as they welcomed us into their home. Hal even invited his neighbor to attend, and bring his "lesser car" to the meeting (if you can call a Ferrari roadster a lesser car). It certainly made for quite a contrast with the Triumph parked nearby in the driveway.

At this past month's meeting, I was able to pass along the good news that the Russ Seto Memorial Scholarship, which has been established at Lone Star College, for their automotive program degree, is up and running. Along with input from Russ' family, TTR has set up this scholarship to honor the memory of our dear friend and TTR family member, Russ Seto, who was tragically killed on April 27, 2018, during the first leg of the annual F.O.G. tour. The instructions on how you can donate to this scholarship are contained in this issue of *The Bluebonnet*, as well as in the e-mail previously sent out by TTR Membership Coordinator/Historian, Mike Hado. Remember, if we are able to raise the necessary \$15,000.00 endowment, to make this a permanent scholarship, by the end of December, 2018, Lone Star will proceed with issuing the first scholarship to a deserving student in the fall of 2019. TTR has already donated an initial \$1,000.00 to the endowment, and a number of members have indicated that they will be donating, or have donated, to the scholarship. Please help us remember Russ, while helping future generations of hard-working automotive mechanics (like he was for us), and donate today! Also, remember to mark your calendars for Saturday, August 11th - the memorial service for Russ will be held, following our regularly scheduled meeting. Please come and join Russ' family and friends as they celebrate his life.



Fred Wagner

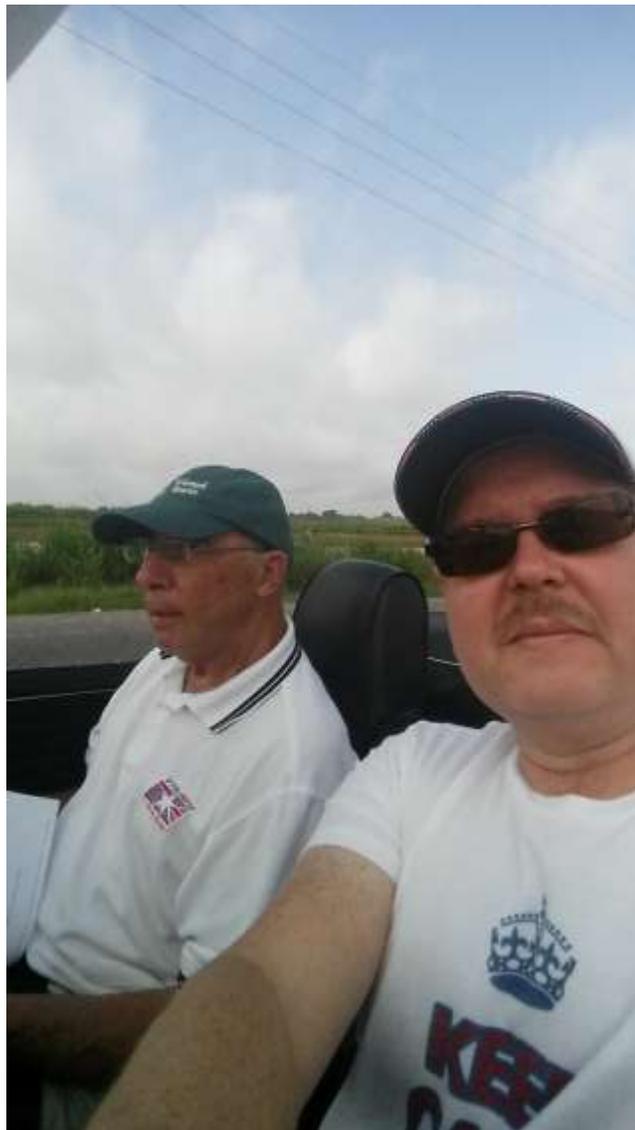
Another important matter was discussed at the July meeting. For those who could not attend, please be advised that, in the last week of June, TTR was targeted by an e-mail scammer. We believe that they must have gotten word of the club from either the Web, through someone's e-mail account, or through our newsletters e-mailed to members, clubs and other organizations. The crooks sent an e-mail to our treasury, Patsy Papp, using a convincing G-mail account, in which they requested reimbursement checks, while posing as the TTR President. After corresponding back and forth with them, and getting some of the additional information which was needed, two different checks were issued to addresses in two cities. Fortunately, after being alerted by a bank in one city, and then contacting me to discuss the apparent problem with the check, Patsy was able to alert our bank and the bank out of state as to the fraudulent nature of the request. A stop-payment was initiated and the funds for the one check were saved. Unfortunately, the other check had already been cashed, and is unlikely to be recovered. or all of us, and a reminder that there are plenty of criminal elements in this world, who stand ready to take advantage of good people.

Also included in this month's issue of *The Bluebonnet* is a report from Nancy Money and John Hanten, who recently attended the VTR National Convention in La Crosse, Wisconsin. They were joined at the event by TTR members Liz and John Reynolds, Valerie and Randy DeRuiter, and Linda and Jay Jablonski.

I'm interested to read the report, as I have heard that our TTR members walked away with a number of awards in multiple categories. Congratulations to everyone who participated. Remember, the 2019 VTR Nationals will be in our Texas backyard in Dripping Springs, so start thinking about attending and start working on your cars.

A special thanks to our Vice President - Special Events, John Blum, who organized our first annual "Beat the Heat" drive, which was held prior to the Traveling Triumph Breakfast Club's Saturday morning breakfast. A number of intrepid souls headed out for a roughly 60 mile drive, prior to getting to the Harris County Smokehouse off the Grand Parkway. I told you that TTR finds a way to beat the heat of Houston - we finished the drive just before it started to really get hot.

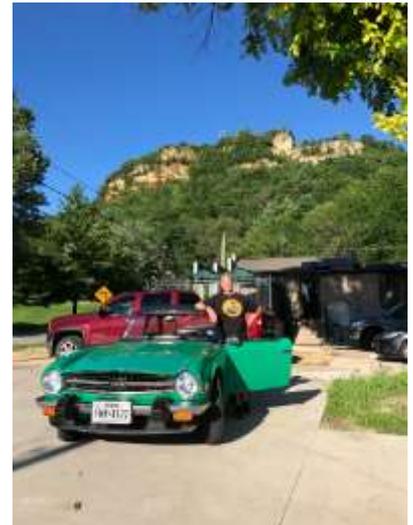
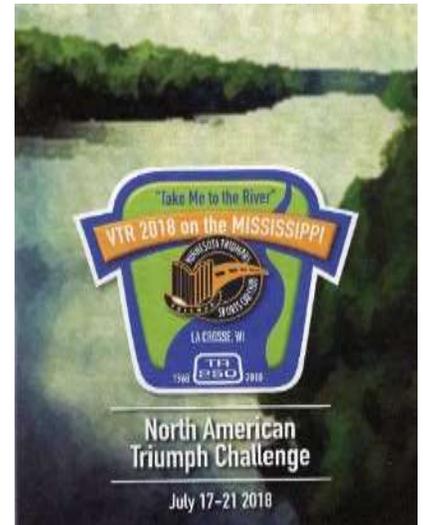
I will look forward to seeing you all at the August meeting at Richard Dick's home in Sugar Land, and the memorial service for Russ, at the conclusion of the meeting. Don't forget our early Saturday morning breakfasts, which you'll find on our Meetup.com page and in *The Bluebonnet*. And, as always, drive your Triumph - we do!



The 2018 VTR National Convention was held in La Crosse, Wisconsin from July 17 - 20. The event was hosted by the Minnesota Triumphs Sports Car Club with the primary venue at the Radisson Hotel, La Crosse, located on the banks of the Mississippi River. The hotel was a full-featured hotel which provided an ideal venue for lodging, proximity to many restaurants, and a large ballroom for the awards events. The featured marque for the event was the TR250, celebrating 50 years since the launch of that rare one-year model. There were ~ 190 registered cars, and final banquet attendance was about 260 people. A map in the registration area showed most attendees to be from the Midwest geographic area, with good representation from the Eastern US.

La Crosse is a medium-sized town of ~ 50,000, and was originally settled by French fur traders who travelled the Mississippi River in the late 17th century. The town was named by Zebulon Pike after a game played there by Native Americans that used sticks resembling a French bishop's cross. The town is located in the Driftless Area, a region of the American Midwest that was never glaciated. As a result, the area contains more rugged terrain and elevations than most of the Midwest, providing hills and scenic bluffs perfect for Triumph car driving events.

TTR was represented at the events by eight members that arrived from different points of the compass. Randy and Valerie DeRuiter trailered their TR3 from New York, and John and Liz Reynolds brought their TR250 from Michigan. Long time TTR members Jay and Linda Jablonski drove their TR6 from Connecticut, and Nancy Money and John Hanten trailered their TR6 from Houston.



Tuesday

The driving events got underway on Tuesday, with the Funkhana located in a large parking lot several blocks away. The Funkhana had a Mississippi River theme, and individual tasks included: throwing a tomahawk; fishing for magnetic fish; throwing hoops from the car; answering regional Mississippi questions; a buoy slalom; towing a water skier around a buoy; and using your car to push a "barge" into a large traffic cone. This article contains several photos from the Funkhana. As an aside, a local TV station was on hand to provide general VTR coverage, and John Hanten was tapped to provide an interview that was aired on TV that evening.



Tuesday also provided event attendees an opportunity to enter craft / model / photo entries, and review the silent auction items. The Welcome Reception was held at the hotel ballroom on Tuesday evening.



Welcome Reception

Wednesday

The driving events continued on Wednesday, with the primary activity being the Autocross Event. The event was held at a community college in Winona, MN, that had a short road course for training truck drivers. The Autocross course was easy to follow, and included three slalom layouts along the course, as well as multiple sets of marked gates. The timing was provided by the La Crosse Sports Car Club, and once everything was in place, the event proceeded quickly. Typical times around the course were 60 seconds, with the fastest times by the modified cars in the low 40 second range.



Photos from the Autocross Event

Wednesday also featured La Crosse Trolley tours, an Ice Cream Run (on your own), a TR250 photo session on a nearby bluff, and a Sunset Cocktail Cruise on a genuine Mississippi Riverboat, the La Crosse Queen.



Ten TR250s assembled for scenic photo shoot



TTR Participants enjoying the river cruise

Thursday

Thursday provided a full day of driving events with a TSD rallye in the morning, and a Gimmick rallye in the afternoon.

The TSD rallye was an interesting format, designed for novice drivers. The event instructions provided detailed route directions over the 32 mile course, but no average interval times. Each car ran the course twice. The first run, at an average speed consistent with the speed limit, was used to establish the elapsed time at four unknown checkpoints along the route. The route ended back at the starting line, and typically took about 45 minutes. The cars then drove the course a second time, starting exactly one hour after their first start time. The object was to arrive at each checkpoint exactly one hour after the first lap, with penalty times assessed for being too early or too late. It was a fun event that required good note-taking to establish elapsed times along the route. The winning team had a total deviation across the four checkpoints of 5 seconds....very precise driving over the 64 mile total course.

The Gimmick rallye was in the afternoon, and covered about 80 miles along the river, and through numerous valleys and small communities, including Amish communities with horse-drawn carriages. The rugged terrain provided excellent driving roads for the participants.

Thursday also included another Ice Cream Run (on your own), multiple dinner runs, and a cocktail hour in the hotel ballroom where awards for Driving Events were presented.

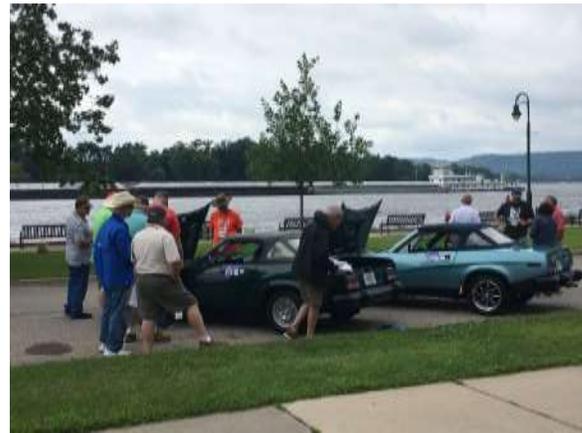


TTR Driving Event Awards photo

Friday

Friday was primarily the Concours Event, held in Riverside Park on the banks of the Mississippi River. The weather forecast for the morning was ominous, but the rain held off through the show, only arriving late in the afternoon after the cars were back at the hotel.

The Awards Banquet for non-moving events and special awards was held in the evening in the hotel ballroom. Overall the evening ended sooner than most VTR banquet events, owing to the fact that the moving event awards had been announced the previous evening. The Awards Banquet was the culmination of the overall event.



Photos from the Concours Event



Photos from the Concours Event

TTR Awards

Overall, the TTR members did well at the event, with all club registrations receiving at least one award. A listing of the awards by event follows:

Funkhana - no TTR awards

Autocross

- Nancy Money - 1st place - L6 Class (ladies' stock 6 cylinder cars)
- Linda Jablonski. 2nd place - L6 Class (ladies' stock 6 cylinder cars)
- Jay Jablonski - 3rd place - S6 Class (men's stock 6 cylinder cars)

Gimmick Rallye

- John and Liz Reynolds - 2nd place - Novice Gimmick Rallye
- Jay and Linda Jablonski - 3rd place - Experienced Gimmick Rallye

Time / Speed / Distance Rallye

- Nancy Money and John Hanten - 2nd place Novice TSD Rallye

Concours Awards

- Jay and Linda Jablonski - 2nd place Concours - early TR6 Class
- Randy and Valerie DeRuiter- Senior Award
- Nancy Money and John Hanten - Senior Award

Model Event - no TTR awards

Craft Event

- Nancy Money and John Hanten - 1st place - Craft contest (Laser cut TR6 wooden puzzle)
- Jay and Linda Jablonski - 3rd place - Craft contest (Triumph T-Shirt Quilt)

Photo Event

- Nancy Money and John Hanten - 3rd place - Photo contest (Alligator blocking car)

Special Awards

George Rabey Preservation Award - Nancy Money and John Hanten (awarded to high scoring Senior or Preservation Class Concours participants, combined with participation and scoring in driving events. The award was established in 2002 in honor of George Rabey, longtime VTR Chief Judge who established the Senior and Preservation Classes. The award is presented by the VTR Chief Judge, currently Darrell Floyd.)

Carolinas' Cup - Nancy Money and John Hanten (awarded for highest overall score for participation and competition at the convention in the nine scored events, with extra points going to the highest finishers. The award was established in 1994 and is presented annually by the Triumph Club of the Carolinas.)

Newsletter Award - TTR Bluebonnet, Editor - James Moore. (one of five awarded)



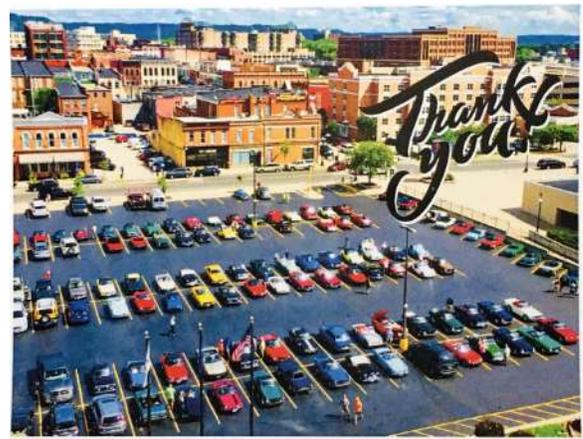
TTR Table at Final Awards Banquet



TTR non-driving and Special Awards photo

Overall

The Minnesota Triumphs Sports Car Club should be congratulated for hosting a well planned and executed VTR National Event. The venue was outstanding, the schedule was excellent allowing drivers to participate in all driving events, and the weather cooperated over the four day period. As always, there was a core group of VTR attendees that participate in these events wherever they are located. For them it is an annual reunion of sorts....."come for the cars, come back for the people". John Hanten



"Thank You" photo from hotel - Triumphs in the hotel parking lot.

Photos by: Nancy Money, Liz Reynolds, and John Hanten

From Member Tim Maxwell

In our last Bluebonnet newsletter Thread Between Members , about short circuits and the best way to apply fuses, there was one point made about dry chemical extinguishers vs halon, or now known as CO2 (FE 36) . From my experience working for the Light Co in High Voltage Distribution for 36 years, we would have OSHA fire training once a year . I have put out a few fires in my time and some of those fires I even started ! All Extinguishers are good, the trick is that they are there when you need them . Fire (EX) should work for about 5 to 15 years , always check the pressure gauge and keep them free of dust & dirt . Extinguishers can be recharged by a license dealer . Now there are two types of extinguishers we would want to look at: Dry or CO 2 gas . Dry (EX) cost less and are the most popular , the down side is cleanup and there will be a lot of that to do. CO 2 gas cost more \$\$\$ but the up side is they are very clean . Whichever one you choose remember -- 2 1/2 lb , try to buy the best you can . Everyone should experience one time in the operation of a (EX) Before a Fire !! And one last point I would like to make is the Three Rules --- 1) Do not catch on fire 2) Do not let your Triumph catch on fire 3) Remember Rule #1 & #2. So Long for Now Tim

From Member Jerry Gruss

Project Pontification.

Pete Postmans' persistent and poorly performing problems presented possible and probable potential. A plethora of practical performance parts were picked, procured and placed, proving precise postmortem pontification. Precipitateness aside, predictable preeminent preferences were perfected. Prejudiced presumptive parts were purged as prescribed with a prerequisite of professionalism. Pete's private pride prevails profoundly promising progressive performance as prophesied. As a post-cursor, I personally present a prepared photograph of a percentage of Petes' perished parts.



Pictures of the bushings that came out of Pete's front suspension. Needless to say, his car steers a whole lot better now!

Before I plunge into the article, I need to thank Fred Wagner for the advertisement in his article (in the Bluebonnet) last month discussing the differential I built for him.

And now; to satisfy our Illustrious Editor's request for an article as I've shared quite a bit of my experiences rebuilding several TR6 Differentials with him along the way.

Here goes nothing!.....

My adventure in rebuilding differentials started about a year, or so ago. During a Saturday Breakfast, a conversation about who, or where you could go to rebuild differentials didn't last very long. It kind of went like this: "When You Find Someone, Let Us Know who it is?" As it takes special tooling and knowledge, I took it on myself to work through the process to overhaul the spare differential from my parts car. First, you have to search for the tools needed and then you have to learn on the fly what tools you can buy and which ones you have to make.

You've heard it before; you can find most anything on the internet. I found my source on eBay where I found an original Churchill Tool S.318 Half Shaft Assembly Holding Jig. And - by luck - the seller had other tools to sell.



S.318 Half Shaft Assembly Holding Jig

From this eBay seller - after some negotiation - I also bought an original S.4221A Multi-Purpose Hand Press and an assortment of other tools including the one for removing tapered roller bearings. And, from the Bentley Manual, I found additional tool descriptions for the rest of the tools needed.



S4221A Multi-Purpose Hand Press



S4221A-11 Pinion Head Bearing Remover



S4221A-16 Pinion Oil Bearing Remover

Although the Bentley Manual has a good write-up on what to do for specific tasks, it doesn't give you the entire road map, start to finish. However, it does provide pieces to the puzzle, if you have the patience to piece it together in the right order.

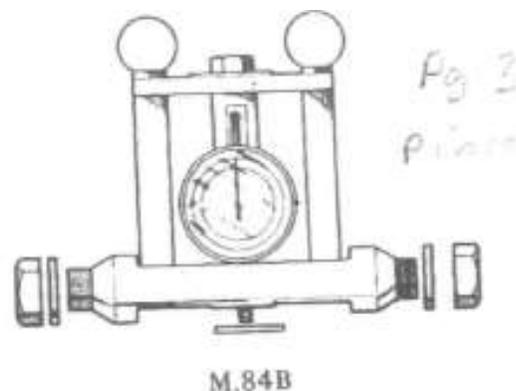
My new to me Churchill Tools provided the means to remove the tapered roller bearing from the carrier and the pinion but spreading (stretching) the differential case to remove the carrier would be troublesome. I had the tools to remove all the fasteners, make measurements to record the pinion to ring gear back lash, torque wrenches etc., but there where serval I didn't have.

Churchill Tool M84 is used to make sure the pinion height is positioned correctly for the pinion to engage the ring gear properly. But finding one would be next to impossible like some of the others shown in the Bentley Manual. Jegs Ring & Pinion Setup Tool Kit 81655 looked like, and has proven to be an adequate replacement.

The next tool needed was a differential case spreader S.101 and after additional research turned up descriptions on how others built their own differential spreader, I made one.

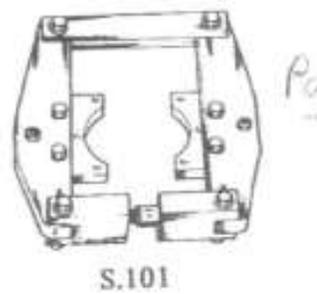


Jegs Ring & Pinion Setup Tool Kit 81655





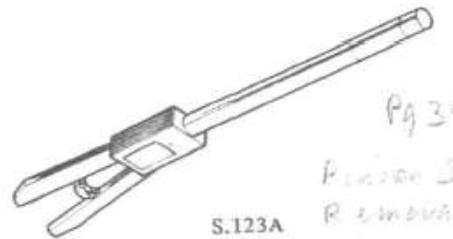
Diff Case Spreader



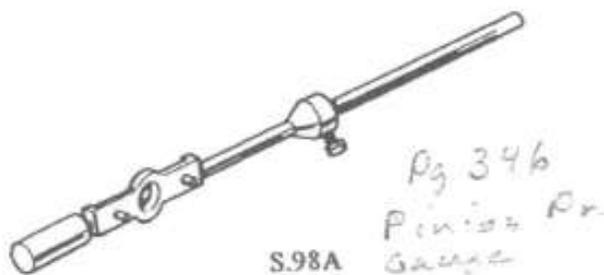
Now that I could stretch the diff case to remove the carrier assembly, I needed to find a way to remove the pinion bearing cup, or races, depending on your terminology. The manual references Churchill Tool S.123A Pinion Shaft. However, a 14-inch-long punch can be used as an alternative, if used properly.



14-inch-long punch



One tool needed is Churchill Tool S.98A Pinion Pre-load Gauge. It is needed to check the preload before disassembly, and - more importantly - on final assembly. A Beam Torque Wrench will work just as well as the original.



Presa 1/4" Beam Torque Wrench

Holding the Pinion Shaft and Inner Axle Drive Flanges while removing and installing the respective nuts required Churchill Tool RG.421 Coupling Flange Holding Wrench, so I made one out of angle iron.



Angle iron Flange Holding Wrench



In addition, I bought a 20 ton press and bearing race/seal driving set from Harbor Freight, and various lengths of 1 1/4" & 1 1/2" pipe nipples and threaded fence flanges to make push tools for the tapered roller & ball bearings. Also, I can use combinations of the pipe nipples to remove and install the roller bearings on the Inner Axles.



20 Ton Press



Set up to push Pinion Head
Tapered Roller Bearing into the Diff Case

In part two I'll cover how these tools are used for disassembly. When writing this article, I started describing all the details and after reaching 43 lines of instruction, I had a flash

back from when I worked in the Petro-Chemical Industry. Too Much Detail. Hopefully, I can describe the disassembly and the assembly at the 30,000-foot level. Tune in next month to see how I do.



Mike Rouse, our author on the left & Fred Wagner on the right installing the differential into Fred's car.

The meeting was held on Saturday, July 14, 2018, and was called to order at 3:00 by TTR President Fred Wagner. Fred thanked Debbie and Hal Sharp for hosting the meeting. There were 28 members present and 7 proxy votes constituting a quorum for club business.

President's Update - Fred Wagner

- Russ Seto Scholarship - the scholarship is now set up at Lone Star College, and donations can be made to the endowment. A reminder, that if the scholarship raises \$15,000.00 by year's end, the first scholarship will be issued for the Fall, 2019 academic year. Fred will put notice of the scholarship's donation methods on the club's Facebook page, will forward it to other clubs on Facebook and contact various vendors for donations. Flyers, with the donation information, were handed out to the members present.
- The Club was subjected to a series of scam e-mails, purportedly coming from President Wagner, and directed at TTR's Treasurer. Two checks were issued in response to these e-mails. One check was able to be stopped, once Treasurer Patsy Papp was in direct contact with President Wagner. Unfortunately, the other check went to an address in San Antonio, and was cashed by the culprit. We believe that the criminals used the e-mail addresses and officer title information from either the webpage or the newsletter to help in this deception. In response to this event, the club has changed its bank account, removed the e-mail addresses from both the webpage and newsletter, and filed reports with the United States Postal Inspector's office and the F.B.I. Any further information regarding the investigation will be passed along to the club. Tighter, written policies regarding the issuing of club reimbursement checks will be drafted by President Wagner, reviewed by the officers, and implemented.
- Harvey Fund - is still active. Be sure to submit any Hurricane Harvey related expenses while the fund is still open until the end of August, 2018. In September, the club will make a decision, with input from the major contributors to the fund, as to what should be done with any remaining monies. Current suggested ideas are return of the money to those who donated, distribute remaining funds to existing Hurricane Harvey charities or donate part of the funds to the Seto scholarship endowment fund.

Approval of Minutes - M/S/A to approve the minutes from last meeting as published in the *Bluebonnet*. One dissenting vote, in honor of Dave Smith who couldn't attend, was cast by host Hal Sharp.

Membership report - Mike Hado - reported that as of the end of June, the membership was 166 families. A few members have indicated, for various reasons, that they will not be renewing their memberships. There are an estimated 22 other families who have not paid

their membership dues as of this meeting. Please get the dues paid, or you will no longer be listed as an active member, and will not get any further newsletters.

Treasurer's report - Patsy Papp - reported beginning balance, inflows and outflows for the past month, and ending balance.

Regalia - John Wakefield reported sales of regalia of \$42. Grill Badges, T-shirts, visors, magnets, and license plate covers are available for purchase.

Special Events - John Blum reported on several upcoming events:

- Reminder about next week's "Beat the Heat" Morning Breakfast Drive. The drive will be a one-hour loop drive on back roads, with a breakfast to follow. Sign-up sheet is here for people to sign.
- Reminder about the Falling Leaves Tour - November 1st through 3rd, staying at the Hotel Freedonia in Nacogdoches, TX. Sign-up sheets to be forthcoming.

New Business:

- Fred Wagner - the August monthly meeting will be hosted by Richard Dicks.
- Prudence Gruss - The annual TTR Christmas party will be held at on Sunday, December 2, from 12:00 p.m. to 3:00 p.m. at Chama Gaúcha Brazilian Steakhouse on Westhiemer Road in the Galleria. Dinner will cost \$40.95 per person plus tax and gratuity; an additional \$5 if you wish dessert. Their salad bar is \$26.95 per person plus tax and gratuity, if you do not want the full meal option. Alcoholic drinks can be purchased separately by attendees. President Wagner indicated that the club will decide how much the club will underwrite the costs of each meal. Party Chair Prudence Gruss asked that the club issue a check for \$800 as a deposit for holding the room. M/S/A; motion was approved.
- Fred Wagner - The club wished TTR Membership/Historian Mike Hado a "Happy Birthday". Candles were not permitted, due to the dry weather conditions.
- Fred Wagner - TTR members Wendy and Hamid Maboudian introduced their daughter and her husband, who may be joining and bringing a TR7 to the club.
- Fred Wagner - Nancy Money and John Hanten have departed today for the VTR Nationals in La Crosse, Wisconsin. TTR Members Liz and John Reynolds, Valerie and Randy DeRuiter and Linda and Jay Jablonski are planning to join them at the event.

Adjourn - M/S/A to adjourn at 3:55. Minutes recorded by Marie Hado for John Hanten.

Monthly Meetings Scheduled:

- **August** - Richard Dicks
- September - James Moore
- October - Orit & Bob Pennington
- November - Nena & Dave Smith
- Annual Christmas Party - TBD



HOSTS: DEBBIE & HAL SHARP



Photos: Fred Wagner





Photos: Fred Wagner



Photos: Fred Wagner





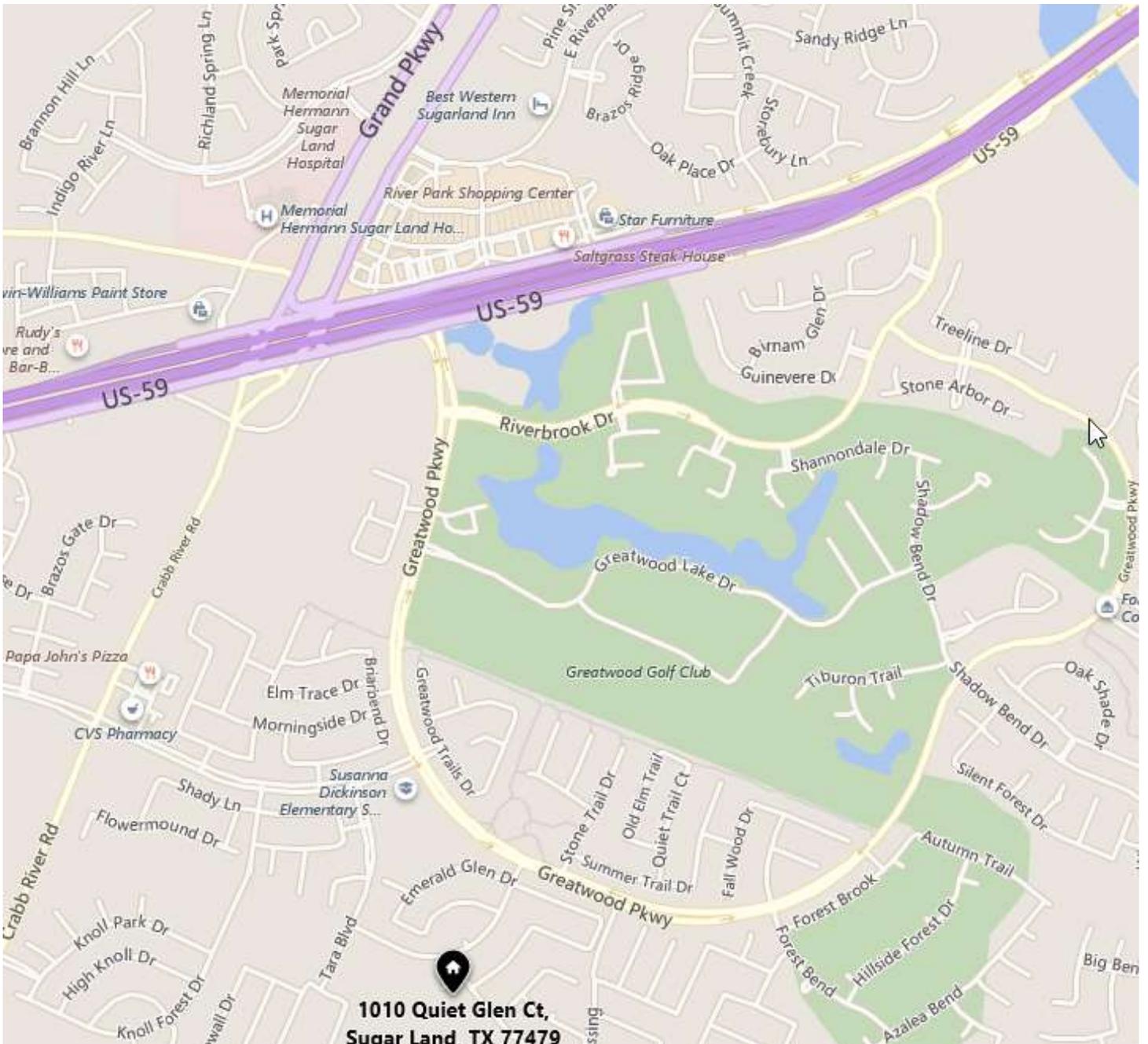
Saturday, August 11, 2018

Richard Dick's House

Greeting: 2:00 pm

Meeting: 3:00 pm

Yack & Snack starts at 2 pm & the Meeting starts at 3 pm.





TTR Birthdays for August:

Becky Przylucki	1
Mark Quigley	2
Abigail Nodler	3
Cindy Rook	6
Carol Burnett	7
Andy Martin	7
Bill Parker (Montgomery, TX)	7
Mike Rouse	7
Larry Goodman	8
Kathleen Wilson	8
Dan Mayfield	9
Sally Rouse	9
Sandy Steitz	9
Ray Holtzapple	14
Debra Kovach	14
Brandon Mason	14
Pam Mayfield	14
Mary Dee Neal	14
John Reynolds	14
Gary Weir	14
Tere Jeffries	16
Risa Myers	17
Richard Dicks	18
Mary Polcyn	19
Cissy Wakefield	21
Charlotte Henley	23
Laurel Parker	23
Kim Conway	24
Susie Gough	24
Carrie Quigley	24
Sherie Shayesteh	24
Gloria Wilson	24
Melissa Farrell	25
Zora Bryant	26
Russ Seto	26
Sharon Wortsman	26
Doris Vogt	28



Are you missing out by not attending one of the Traveling Triumph b'fasts near you??



Photos: Fred Wagner & Marie Hado

NOTE: See the TTR Meetup website for specific information for all events:
<https://www.meetup.com/TexasTriumphRegister/> We meet between 7:30 am & 8 am for coffee & usually eat B'fast at around 8:00 am.

Car viewing after B'fast

- August 4 Le Peep, 5750 Woodway #162, Houston 713-780-7337
- August 11 Yale Restaurant and Grill, 2100 Yale Street, Houston, TX 77008, 713-861-3113
- August 11 August Monthly Meeting, Richard Dick hosts, 1010 Quiet Glen Ct., Sugar Land, TX 77479. 832-735-2060.
- August 11 Russ Seto's Memorial Service. Jungen's Hall Community Center, 26026 Hempstead Rd., Cypress TX 77429. Meet at 5:04 pm thru 8:00 pm.
- August 18 Red Oak Café, 6011 W Main Street, League City 77573, 832-905-3150
- August 25 CC's Café, 1231 Alma Street, Tomball, TX 77375, 281-357-8025
- September 1 Otto's BBQ, 11222 Fountain Lake Drive, Stafford, TX 77477, 281-313-6886
- September 8 Goode Company Taqueria, 4902 Kirby Drive, Houston, TX 77098, 713-520-9153
- September 8 September Monthly Meeting, James Moore,
- September 15 Clementine's Restaurant, 6448 FM 1960 West, 281-440-5310

*The Traveling Triumph Breakfast Club (TTBC) gathers around 7:30 a.m. and orders breakfast at 8:00 a.m. Confirm breakfast location on the web or Meet Up before the event.
Thanks to Russ Seto for selecting interesting venues all around the metro area.*



Photos: Fred Wagner
Locations: John Barrett













17th ANNUAL BRITS *in the* OZARKS

ALL BRITISH CAR & CYCLE SHOW
Benefiting the ALS ASSOCIATION
"Fighting Lou Gehrig's disease"



SPONSORED BY
**BRITISH IRON TOURING CLUB
OF NORTHWEST ARKANSAS**



University of Arkansas Agripark
Fayetteville, Arkansas

September 6 - 8

Thursday, Sept 6
Tour to Arkansas Wine Country

Friday, Sept 7
Tour to Crystal Bridges Museum
Parking Lot Party

Saturday, Sept 8
Car Show
Banquet

SPECIAL GUEST

Bill Warner

Amelia Island Concours Founder

Car Display • People's Choice Judging • Concessions Available

Host Hotel

Holiday Inn Convention Center of Northwest Arkansas
I-49 and Highway 412, Springdale, AR

FOR REGISTRATION INFORMATION CONTACT

BILL WATKINS

479-636-2168

www.Britishironmwa.org

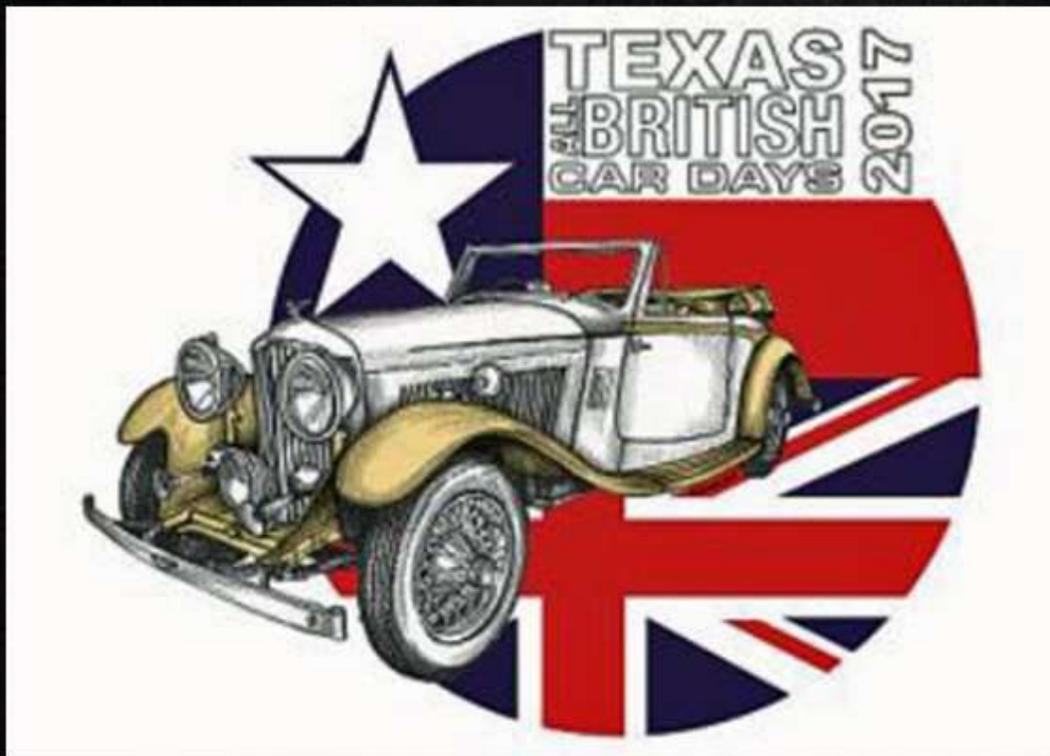
OR

DOUG SCHRANTZ

479-531-2783

dougschranzt@gmail.com





Texas All British Car Days

Round Rock, Texas

Date: (Sat) Sep 29, 2018

Days Until Event: 55

TXABCD is the largest gathering of British cars in Texas and a great place to see the cars you grew up with like Triumph, MG and Mini and to see exotic British cars you may never have a chance to see again like limited edition Jaguar, Aston Martin, Rolls, Bentley and Morgan. The event is typically scheduled for the last weekend of September.

Please join us to celebrate all British Marques!

[NOTE: 2018 tentative. check website for all details]

The Sunday Show is Free to public and is located at:

Centennial Plaza
301 W Bagdad Ave
Round Rock, TX 78664
Time: 9AM to 3PM



April 24-27th, 2019

Tanglewood Resort in Pottsboro, Tx

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

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

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

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

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

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





Russ Seto
Memorial Celebration

Saturday, August 11, 2018

5:04 PM – 8:00 PM

(not a typo)

at

Juergen's Hall Community Center

26026 Hempstead Rd.

Cypress, Texas 77429



*Russ's favorite snacks, wine
and beer will be served.*

*Please bring your stories,
remembrances and Russ-
isms.*

*Please RSVP to Mike Hado at
mhado@att.net*



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.

I finally got Pete Postma's TR6 out of the garage. However, a quick check with Pete after his first trip to Saturday B'fast indicated his car performed much better in the heat now, but he had a bad coolant leak after he got home from B'fast. Pete had ordered some new hoses with the intention of having Richard at Copperfield replace the hoses and change out his antifreeze when Richard had the car in his shop to change out the adjustable Trailing Arm brackets. Looks like I'll have Pete's car back in the garage for a couple of days to replace the hoses and coolant as it's in no shape to make it over to Copperfield Automotive now.

It's definitely handy having a car trailer to drag things back to my garage with!!!

One other item Pete's going to take care of on his car is replacing his 10+ year old tires with some new ones purchased on TireRack.com. This is an area I'm always a little surprised about when I see a beautiful old Triumph with old tires on it. Pete's aren't too bad, but the old style Radials have developed some flat spots that make the ride with his new bushings and shocks a little bit bumpy. We decided that while Pete had his TR6 over in my garage, we'd take care of putting on new tires while replacing all the coolant hoses.

Here's hoping Pete's Wife doesn't read the Bluebonnet!

Having a break from other people's projects for a bit gave me a chance to handle the maintenance on my 1999 Honda Blackbird motorcycle. It had been sitting in the corner of my shop gathering cobwebs after the purchase of my BMW R1200 GS Adventure a couple of years back. The Honda and I have traveled all over the Continental US, Mexico and Canada since I bought it new in 1999. The riding position used to be perfect for me, but - as I got older - the more relaxed riding position of the BMW started becoming more attractive. After spending 2 weeks riding a similar BMW motorcycle in New Zealand I was sold on having to get a BMW.

On a similar note, I've decided that I'm much better at buying things than I am selling them, but I'm going to have to change that mindset and put the Honda up for sale. It's a bit hard putting your youth behind you, but I guess it's good to look towards the future and enjoy new technology when possible. The new vehicles are amazing when you look at the performance and technology you can get for the money.

I've mentioned in the past that our Triumph hobby is one big community needed to keep our old, obsolete machines on the road. I know Russ' untimely departure has left quite a hole in our community when it comes to keeping our cars on the road, so please don't hesitate to ask for assistance when it comes to your car. We've got people in the club who - while not having Russ' extensive knowledge on our cars - can help out if needed.

Everyone has a different philosophy, but mine is making sure the members of our club get the support they need. If you want to do the work yourself, but need some help or guidance along the way, don't hesitate to ask me for some help. I'll have to admit that one of the things I've enjoyed about the club after being a member for 6 years is working with other members on their cars. I have been left with some unfinished projects in my garage over

the years, so expect people to have done their research, bought the parts needed and have no issues with rolling up their sleeves and doing the work. If their car starts taking up room in my garage without progress, it's back on the trailer for a trip back to their garage as something of mine usually has to sit outside while I work on other people's projects and my vehicles quickly miss being inside the airconditioned garage.

Jerry Gruss, Mike Rouse, Karl Rettenmaier and I will take some projects on where for whatever reasons (i.e., lack of time, interest or physical issues) a club member can't do a chunk of the work themselves. However, as we all have our own projects we can't always drop everything and get your work done ASAP. Let us know, though, as we all want you out on the road enjoying your cars.

Randy DeRuiter dropped by my garage the other day to see what was going on in the garage, plus to give me some beautiful knurled screws to secure the hardtop on my TR250. Take a look at the pictures, following to see what Randy developed. It's a really clean design he came up with and I really appreciated his sharing a couple of the prototypes he's put together. According to Randy, the major Kudos go to Joe Alexander (FOG #10), of Alexander Racing Enterprises fame for the valve cover attachments Randy used to make the attachments. Randy says that all he did was add the studs to Joe's nifty valve cover knobs. Either way, they are really cool. Thanks, Randy and Joe! And, just in case Val reads this issue, I wasn't able to convince Randy to drag back any treasures to Nacogdoches with him.

That's it for now. Keep playing with those cars...



Upper Left: Pet's TR6 ready to go home with him.

Upper Right: Fortunately for Pete he ordered new hoses and a heat exchanger that will need to go on his TR6 earlier than anticipated..



Upper left - Mike Hado and Jerry Gruss closing up the old Bat Cave and packing up to move to the new one.

Upper Right - No cars or pedestrians were harmed. However, questions were asked as to where Jed & Granny's rocking chairs went to enroute to the new location.

Lower Left - Jerry & Mike puzzled about where the body went to on the trip over.

Lower Right - A couple of tiedowns ought to be fine! Right?





Upper left - The knurled screws Randy built (based on Joe Alexander's valve cover attachments) for securing the back of the hardtop on my TR250. I love the Patina, too!!
Middle Left - My 1999 Honda CBR1100XX Blackbird getting some neglected maintenance to get it back on the road again..
Lower Left - Mike Hado's new Triumph Bat Cave!!!





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

We look forward to meeting you!

Check one: New Membership Renewal Update

Member's Name: _____

Birthday (month/day) / _____

Spouse's Name: _____

Birthday (month/day): / _____

Street (or Mailing) Address: _____

City: _____ State: _____ Zip: _____

Home Phone: _____ Work phone: _____ Cell: _____

E-mail Address: _____



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

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

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

Dues: \$30 per year per family.

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

On-line payment option using Pay Pal available on our website!
<http://www.texastriumphregister.org/>