

THE BLUEBONNET



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The Texas Triumph Register

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

Visit our website at: www.TexasTriumphRegister.org

National Affiliations

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

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

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

Newsletter

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

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

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



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

On the Cover: 2022 VTR Regional Award Dinner.

Photo: John Hanten

THE BLUEBONNET

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THE BLUEBONNET



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Another SC Regional Convention is in the books and, as usual, TTR walked away with a huge haul of awards in all categories of competition. Congratulations to all and especially to John Barrett for being recognized as this year's Gary Johnston Award Honoree. We'll done all.

June begins a new fiscal year for TTR and the result of the officer elections from the May meeting is a terrific group of volunteer leaders for 2022-23. They are as follows:

- President - Hal Sharp
- VP Special Events - Mike Woodward
- VP Events (local) - David Fowler
- Treasurer - Mike Rouse
- Secretary - John Hanten
- Membership/Historian - Mike Hado
- Regalia - James Moore

I want to thank these folks for signing up to either continue in the role they held in 2021-22 or take on a new assignment for TTR. We owe them all our thanks for accepting the responsibilities of their respective roles. In addition, I want to recognize and thank Patsy Papp for her many years of service as our treasurer we hope that she & Bill can relax a bit more, regain strength and be back on the road with us very soon. The commitment of their time to keep TTR the best Club in the nation is truly appreciated.

Speaking of commitment, last week I signed the contract with the Sugar Land Hilton Garden Inn hotel for the 2023 SC Regional VTR Convention. The pace of our work in preparing to host this important event next April will certainly pick up during the coming months. April 2023 is only 11 months away. The committee chairs will meeting this week to continue that work and you will hear more about the details at our monthly meeting next week. Don't worry about missing out on any volunteer opportunities. The committee chairs will be needing to fill out their teams and we will need everyone to chip in to help pull the event off with the quality and attention to detail that TTR is famous for.



My last topic for you is to tell you a little about my first FOG Tour last month under the leadership of Commander Dave Smith. I won't get into details here because there will be a special issue *Bluebonnet* dedicated to Dave's report on the whole tour with many images of the beautiful desert, mountains, and high plains scenery we traversed. Seven Triumphs and an F150 Ford pickup chase vehicle made for an impressive caravan and a fun loving group of road warriors. Truly a highlight experience that I intend to repeat as soon as Dave declares where the Tour will go next year and beyond. THANK YOU, Dave!

Our Spring is about to turn to Summer, but there is still plenty of time to get those cars out of the garage, take the tops down and take them on a drive. Cheers!



"That's a pretty color."

"Your car is holding up well."

"You should be proud of your restoration."

"I'm surprised it took you this long to beat Hado's time at an autocross."

"That is just beautiful."

These are the usual comments I hear when I show up at a TTR function with the TR3. But last week I stepped outside of myself and attended a Saturday breakfast and heard "You should be ashamed of yourself" when a club member noticed the few thousand bugs on the front of our TR3.



Wondering Mechanic

I have been known to spend a ridiculous amount of time cleaning parts of the TR3 that are only visible from the underside. I am not one to wash my car as soon as I get home, especially when my previous drive took me across 10 states in 11 days.

Prudence and I started in Houston before sundown and headed west on I-10. We stopped to visit the satellite TTR members Rettenmaiers and Reynolds in Arizona. We attended a wedding in L.A.. Eventually, we exited I-10 just after Santa Monica Blvd where I-10 stops for the Pacific.



A Few Thousand Bugs



Thousand Bug Close-up



California Sunset

Then we went north on I-5 until the exit before Canada (Bow Washington) before heading towards home. The round trip was well over 5,200 miles, and the TR3 was much dirtier than usual.



Bow, Washington

The sand storm we drove through on approach to Los Angeles cleaned off all the bugs collected to that point. I don't think it ever stopped raining while we drove across Oregon or while we were in Washington. We saw a lot of snow on the ground in Montana, so doubt we picked up many bugs there. The 30+ hour drive from my sister's place in Spokane is just a blur, so I'm not sure exactly where we started our bug collection. I have clear recollection of stopping at the first rest stop after Amarillo in Quanah, where it was 98 degrees at 1PM and headed to 106 before sunset. I drove a little slower in the heat and we were home by 10 pm.

Without pause, I responded to that "you should be ashamed" accusation with "No, you should be ashamed - this is what a car should like; this is what a car that has been driven looks like." We should be proud of our surviving cars regardless of how well primped or used or abused they have been. It's OK to look like you've been driven hard and put up wet, when you have been driven hard and put up wet.

On the way home from breakfast, I stopped at the ACE hardware store on Memorial where they are familiar with the difference between a #6 ball chain and a #10 ball chain as might be used on an aftermarket cruise control. When I came out, an elderly gentleman was leaning on his immaculate white Benz, smoking a cigarette, and gazing at the bug crusted TR3 "Can I ask you a question?"

Back in the day, he purchased a TR2 new, and replaced it with a TR3 that he owned for about 8 years. After 20 minutes or so of casual conversation, he thanked me for bringing back some distant fond memories. He hadn't noticed the bugs, but I was so ashamed that I had to explain. His parting remark was "That's just gorgeous."

Aside: I drive the TR3 in Houston traffic when I have to. I avoid traffic, but I am not afraid to drive in it. Houston traffic and Los Angeles traffic have almost nothing in common. By the time we got to L.A., I had driven for hours, in a sand storm, and across a hot desert so I was tired but ill prepared for the "off hour" traffic we encountered. I was terrified. The number of lanes, the number of exits both right and left onto equally large, narrow, overcrowded lanes was sobering. The average speed was well above the posted limit. I found myself yelling at my navigator-not just because we were both wearing ear plugs, but because getting into the right lane before the GPS told us what exit needed taken was challenging. At any given point I was passing cars in some lanes while I was being overtaken by cars going significantly faster-some of them navigating the moving vehicles like a ping pong ball riding the rapids. I found comfort in my ability to keep up with the 18-wheelers, but equally amazed they were in it. I do not recommend driving in L.A..



Pru & Jer....definitely not in LA

2022 VTR South Central Regionals

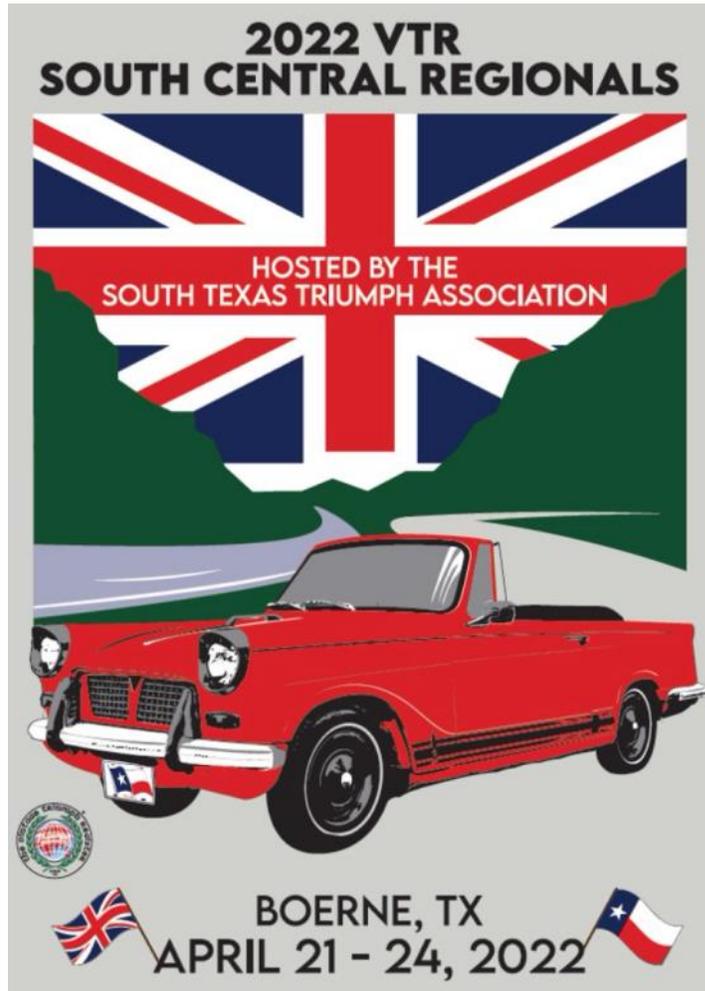
June 2022

The 2022 VTR South Central Regional Convention was held from April 21 - 24, 2022 in Boerne, TX with The Bevy functioning as the host hotel. The host club for this year's event was the San Antonio area South Texas Triumph Association.

The Featured Triumph for this year's Regional Convention was the Triumph Herald, 1959 - 1971, Code Name "ZOBO". Introduced in 1959, the Herald was offered in Coupe', Saloon, Convertible, Estate, and Van models.

The host hotel was a medium-sized convention facility with a restaurant, ballroom, and other facilities to host an event of this type.

The overall schedule is shown at below, with the first scheduled event being the Welcome Reception at the host hotel. The last scheduled event was the Awards Banquet on Saturday night.



Thursday, April 21st, 2022

10am - 6pm Registration & Hospitality The Bevy Hotel Boerne Texas
10am - 6pm Optional Drive to Texas Hill Country
3pm - 8pm Car Wash
3pm - 6pm Silent Auction
6:30pm Reception & Welcome Party The Bevy Hotel Poolside

Friday, April 22nd, 2022

8am - 10am Breakfast The Bevy Hotel Boerne, Texas
8am - 9am Judges Breakfast The Bevy Hotel Boerne, Texas
8am - 9am Registration & Hospitality
8am - 9pm Car Wash
8am - 9pm Silent Auction
9am - 12pm Gimmick Driving Rally - Hill Country - Depart The Bevy
9am - 12pm Autocross Tech Inspections - The Bevy Hotel
12pm - 1pm Lunch
1pm - 2pm Concours Parking - Main Plaza, Boerne, Texas
2pm - 5pm Concours De Elegance - Main Plaza, Boerne, Texas
6:30pm Dinner Drives - Depart, The Bevy Hotel

Saturday, April 23rd, 2022

8am - 10am Breakfast - The Bevy Hotel Boerne, Texas
8am - 6pm Registration & Hospitality
8am - 4pm Car Wash
8am - 7pm Silent Auction
8am - 10am Autocross Tech Inspection & Meeting - Harley Davidson
10am - 3pm Autocross - Harley Davidson Boerne, Texas
12pm - 1pm Lunch - Harley Davidson Boerne, Texas
2pm - 4pm Funkhana - Office Building across from The Bevy
7pm Silent Auction Ends
5:30pm President's Meeting - The Bevy Hotel Board Room
7pm Dinner and Awards Banquet - Happy Hour - The Bevy
7:30pm Dinner and Awards Banquet - The Bevy Hotel

Sunday, April 24th, 2022

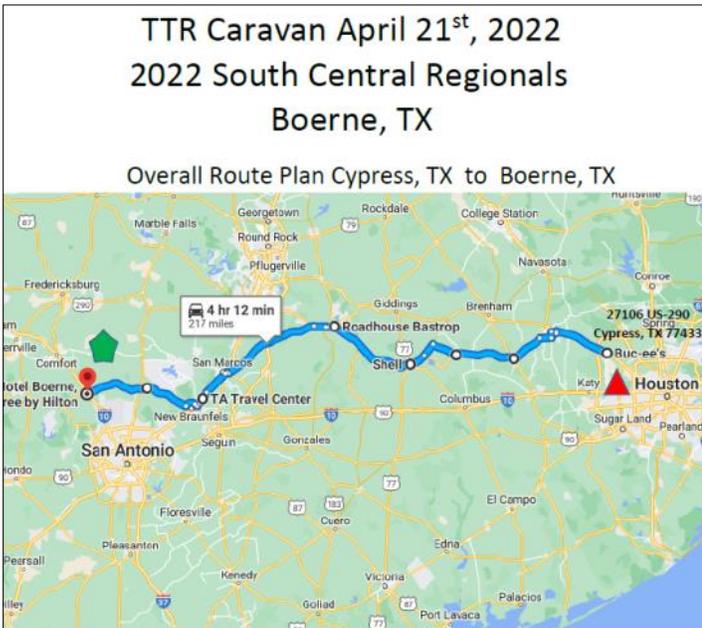
8am - 10am Breakfast The Bevy Hotel
10am - 12pm Morning Drive to Luckenbach, Texas - Optional
Good-byes and Farewells

2022 VTR South Central Regionals

June 2022

Thursday

Most of the TTR contingent travelled via a caravan from Houston that included ten cars travelling ~ 215 miles from the meet-up location near Houston.



Departing for Lunch



At the Lunch Stop



Fuel Stop Before Lunch



Roadhouse Bastrop restaurant



Group Photo at Lunch



The Barrett Brothers

After lunch, the caravan continued the drive to Boerne, arriving shortly after 3:00 providing plenty of time to scope out the hotel, and clean up for the reception event. Four other Triumphs arrived independently to bring the TTR participation to twenty-six, with fourteen cars registered.



Welcome reception around the pool



The Bevy - the Event Host Hotel

Welcome Reception

The opening reception was held in the pool area of the hotel, with plenty of tables and space for all of the attendees. The reception featured hot appetizers, a cash bar, and 1960's - 70's canned music played through a poolside PA system.



Relaxing after a long drive

Friday

Friday's driving event was the gimmick rally, which began outside the hotel and covered about 30 miles, returning back to the hotel. The rally began at 8:30, and required participants to submit their answer sheets by noon. There were five pages of cleverly crafted questions, plus two tie-breaker questions. The route included some backroads around Boerne that featured steep hills and tight turns.

Throughout the day the registration desk was open, the silent auction event was running, the autocross tech-inspection station was open, and the Craft / Model / Photo contest entries were on display.



Great day and nice park venue

Concours

The Concours / Participant's Choice event was held later in the day at Main Plaza Park in downtown Boerne, about 1 ½ miles from the hotel. There were about 75 cars at the event representing most of the Triumph Classes. The cars were parked on the field from 1:00 - 2:00, with the actual show and judging lasting from 2:00 - 5:00. The location of the event attracted lots of foot traffic from the general public which added to the ambiance of the event. There was food available from food trucks and available nearby restaurants.



TR7s and 8s



Host Club Flag



Late TR6 Class

2022 VTR South Central Regionals

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TR2 and TR3 Class



TR4, 4A, and 250 Class



Triumph powered Amphicar



Green Sports Six, Red Herald, Blue Vitesse



Steve Collin's Best of Show TR8 - 399 Points!



Lots of interest from the general public

Following the Concours Event was a Dinner Run, to a choice of two restaurants, departing at 6:30.

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June 2022

Saturday

Saturday's driving events included the Autocross and the Funkhana.

Autocross

The autocross venue was the back practice lot of Javelina Harley Davidson. The lot provides the opportunity for new Harley Davidson owners to learn and improve their motorcycle handling skills. It also provided the opportunity for old Triumph owners to test their machines on a tight and challenging course. The drivers were separated into two heats, split evenly between morning and afternoon. Drivers who were not in the current heat were asked to volunteer to work the track corners, starting line, and grid area. There was food available at an outdoor grill in the front of the facility.



Walking the Autocross course



Lining up for the run



Nancy Money in the grid



Nancy Money on the track



Autocross host venue



Mandatory driver's meeting

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Sam Jeffries in the grid



Sam Jeffries on the track



Len Myers



Dusty Nicholson driving "Fastest Time of Day"



Mike Hado



Clark McKinley

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John Barrett approaching the starting line



John Barrett driving a fast line



John Barrett approaching the finish line



Tere Jeffries



John Hanten



Jeff Jeffries

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Kenny Daves



John Reynolds



Ella Nicholson



Driver swap



Amphicar on the track



Waiting for the next heat

2022 VTR South Central Regionals

June 2022

The results of the driving events are shown in the following tables. Overall the autocross track was shorter than many due to the limited size of the parking lot. Average times were ~ 30 seconds, with most of the cars staying in first gear throughout the course. Drivers were allowed five laps to put down their best time.

Stock Classes						
S1		S1 = Spitfire Mk1,2,3				
1	S1	51		Kenny Daves	1966 Spitfire MarkII	29.272
2	S1	33		William Irwin	1969 GT6+	31.196
S2		S2 = TR2,3				
1	S2	50		Mike Sabelhaus	1962 TR3B	29.026
2	S2	76		Paul Higley	1962 TR3B	29.398
3	S2	29		John Reynolds	1960 TR3A	29.453
S5		S5 = Spitfire MK4, 1500				
1	S5	22		Steven Zantop	1978 Spitfire 1500	27.342
2	S5	6		Bryan Potts	1980 Spitfire 1500	29.821
3	S5	75		Matthew Brown	1979 Spitfire 1500	30.183
S4/S6		S4 = All TR4's / S6 = TR250,5,6				
1	S4	18		Mike Hado	1966 TR4A	26.789
2	S6	10		Joe Kboudi	1973 TR6	28.402
3	S6	63		Wiley Christal	1971 TR6	29.717
4	S6	31		Art Graves	1976 TR6	29.76
5	S6	141		John Hanten	1976 TR6	33.676
6	S6	68		Rodney Carr	1973 TR6	34.232
SS/SH/SGT		SS = Stag / SH = Herarl, Vitesse / SGT = GT6				
1	SS	19		Randall Schuessler	1971 Stag	29.085
2	SGT	66		Larry Fassauer	1971 GT6 MarkIII	30.691
3	SH	9		John Barrett	1963 Vitesse Sports 6	32.679
L4		L4 = All 4 Cylinder				
1	L4	54		Michelle del Carpio	1963 Spitfire4	31.406
2	L4	154		Tere Jeffries	1963 Spitfire4	33.029
L6		L6 = All 6 Cylinder				
1	L6	166		Lindsay Fassauer	1971 GT6 MarkIII	31.861
2	L6	41		Nancy Money	1976 TR6	38.444

Modified Classes						
M1/M5/MH		M1 = Spitfire Mk1,2,3 / M5 = Spitfire Mk4-1500 / MH = Herald				
Position	Class	Car#		Name	Car	Best Time
1	M1	77		Andrew Holliday	1969 Triumph Spitfire 3	24.618
2	M1	61		Michael Piggott	1965 Spitfire	25.088
3	M1	153		Jeff Jeffries	1964 Spitfire4	27.666
4	M1	177		Chris Holliday	1969 Triumph Spitfire 3	28.046
5	MH	4		Cecil Wise	1966 Vitesse	28.09
6	M5	48		Mike McPhail	1976 Spitfire 1500	28.522
7	M1	53		Sam Jeffries	1964 Spitfire4	32.598
M2/M4		M2 = TR2,3,4 / M4 = TR250,5,6				
1	M4	70		Ray Josey	1964 GT6	27.079
2	M4	170		Ruth Josey	1964 GT6	27.083
3	M4	71		Robert Payne	1969 TR6	27.928
4	M4	52		Len Myers	1974 TR6	29.246
5	M2	8		Clark McKinley	1959 TR3A	29.525
6	M4	78		Doug Robinson	1974 Triumph TR6	30.87
M8		M8 = TR8				
1	M8	2		Chris Sharp	1980 TR8	26.227
2	M8	7		Larry McDonald	1980 TR8	28.117
LM6		LM6 = All 6 Cylinder				
1	LM6	144		Ella Nicholson	1974 TR6	32.107
2	LM6	14		Janet Kovac	1973 TR6	32.96
Prepared Classes						
PL		PL = Prepared over 2.2 Litre				
1	PL	44		Dusty Nicholson	1974 TR6	24.219
Top Time						
1	PL	44		Dusty Nicholson	1974 TR6	24.219

With Fastest Time of Day going to TTR's Dusty Nicholson!

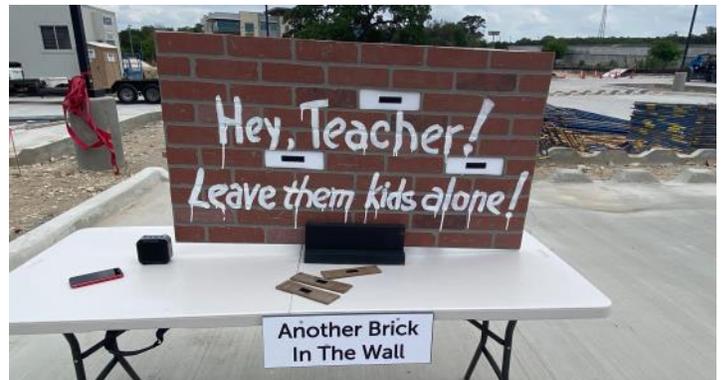
Funkhana

The Funkhana was held in a vacant parking lot across the street from the host hotel. The theme of the Funkhana was "Pink Floyd Songs" with stations along the course tied in to Pink Floyd Songs.

The songs and associated tasks included:

- **Careful With That Axe Eugene** - the driver had three chances to throw a rubber hatchet through a hoop
- **Learning to Fly** - the passenger had three chances to throw a paper airplane through a hoop
- **Us and Them** - the task was to sort Triumph and MG car parts into their designated side of the table
- **Another Brick In The Wall** - the task was to put the correct bricks into three openings in the wall
- **Money** - driver and passenger pick up paper money affixed to the top of four traffic cones heading to the finish.

Overall it was a fun and cleverly themed Funkhana, with an interesting black & pink portrait of Pink Floyd..... actually Floyd the Barber on the old Andy Griffith Show.



Clever Pink Floyd themed Funkhana



2022 VTR South Central Regionals

June 2022

Awards Banquet

The Dinner and Awards Banquet was held in a ballroom of the Bevy Hotel. The event began with a cash bar and socializing, then moved to seated buffet dinner followed by the awards program. The twenty-six TTR attendees were spread out across four tables.

TTR participants made many trips to the awards podium, with members bringing back awards in autocross, concours (both judged and participants choice), craft / model / photo, and funkhana events.

Notable TTR achievement: Autocross Fastest Time of Day - Dusty Nicholson.



Photos from Awards Banquet





Spirit of Texas Triumph Award

In 2016, the Red River Triumph Club created the "spirit of Texas Triumph" award to honor the memory of Millie Rose Philips, who was a strong supporter and officer of the Red River Club. The criteria include: female; past or present club office holder; active Triumph promoter; and willingness to help and support others. The 2022 award was presented to **Samantha Wood**, longtime Red River club member and current Events Coordinator.

Gary Johnston Award

The Gary Johnston award was created in memory of Texas Triumph Register member Gary Johnston, who died in a plane crash in 1992. The perpetual award is presented annually to the Triumph owners who best exemplifies the spirit of Gary Johnston. The regional award is determined by the presidents of the regional clubs using criteria including: club membership; Regional and National meet attendee; does most of own work on car; and participation in other driving events. The 2022 award was presented by TTR VP - Special Events Mike Rouse to **John Barrett**, who has been active in TTR for over twenty years, was a former president of the club from 2010 - 2013, and has been a well-known and regular participant at VTR Regional Events with his Triumph Spitfire and Sports Six. The announcement was met with a standing ovation.



John Barrett receiving the Gary Johnston Award



TTR Group Photo (missing from photo - Bill Sysman and Patrick Barrett)



A special award for Bill Hovestadt who is 100 years old and still driving his Triumph. He is wearing a shirt from 1985 with a logo designed by Mike Hado!

2023 Event Announcement

The final announcement of the evening was by Dusty Nicholson, who showed a video presenting the date, venue, and high-level schedule for the 2022 Regional Event in Sugar Land, TX.

Following the banquet, the TTR members returned to the hotel for some serious decompression, and socializing, but generally retiring fairly early in preparation for the long drive home on Sunday.

2022 VTR South Central Regionals

June 2022

TTR Awards at 2022 Regional Event

Craft & Photo Event Awards

- Craft Contest - 1st - Nancy Money & John Hanten
- Model Contest - 1st - Nancy Money & John Hanten
- Photo Contest - 2nd - Nancy Money & John Hanten

Driving Event Awards

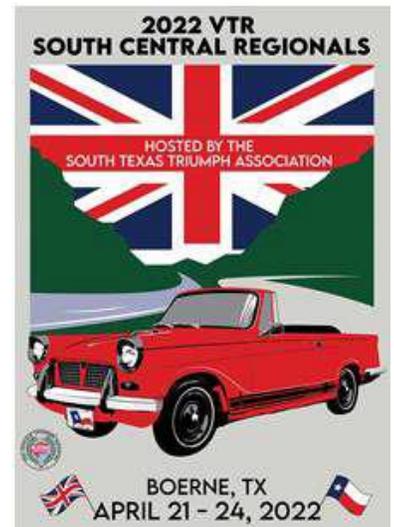
- Funkhana - 2nd - Dusty & Ella Nicholson
- Autocross S1 Class - 1st - Kenny Daves
- Autocross S2 Class - 3rd - John Reynolds
- Autocross S4 Class - 1st - Mike Hado
- Autocross SS Class - 3rd - John Barrett
- Autocross L4 Class - 1st - Michelle del Carpio
- Autocross L4 Class - 2nd - Tere Jeffries
- Autocross L6 Class - 2nd - Nancy Money
- Autocross M1 Class - 3rd - Jeff Jeffries
- Autocross LM6 Class - 1st - Ella Nicholson
- Autocross PL Class - 1st - Dusty Nicholson

Concours / Participant's Choice Show Awards

- Concours Stock - TR2-3B Class - 2nd - Ken Wasilewski (387 Points)
- Concours Stock - TR2-3B Class - 3rd - John Reynolds (385 Points)
- Concours Stock - TR4 - 250 Class - 1st - Mike Hado (367 Points)
- Concours Stock - Early Spitfire Class - 1st - Michelle del Carpio (351 Points)
- Concours Stock - Early Spitfire Class - 2nd - Sam Jeffries
- Concours Stock - Specialty Class - 1st - John Barrett (369 Points)
- Concours Modified Touring - TR3 - 1st - Bill Sysman (344 Points)
- Concours Modified Touring - TR4 - 2nd - Mike Rouse (361 Points)
- Concours Modified Touring - TR6 - 2nd - Len Myers (377.5 Points)
- Concours Modified Prepared - TR2-3B - 3rd - Clark McKinley (385 Points)
- Concours Modified Prepared - TR6 - 2nd - Dusty Nicholson (395 Points)
- Concours Preservation Award - Kenny Daves (395 Points)
- Concours Preservation Award - Nancy Money & John Hanten (396 Points)

Special Convention Award

- Gary Johnston Award - John Barrett



Sunday

On Sunday, a small Houston caravan departed at 9:00 to begin the long 200 mile journey back to the Houston area. The selected route included Highway 90 for most of journey, avoiding the heavy traffic and construction on I-10.



Headed back to Houston



Silent Auction and Registration Room



Formation trailering - Java-green TR6s

Overall Summary

Overall this was a tightly planned and well-executed event, and a nice return to Regional Events after a long hiatus due to covid. The host club members were all friendly and helpful, the venue was very nice, and the local roads for the driving events were a delight to navigate in a Triumph. Event Co-chairpersons Joe Kboundi and Larry McDonald and the rest of the team should be congratulated for their efforts to plan, organize, and produce this event.

Story: John Hanten

Photos: John Hanten, Mike Hado, Randy DeRuiter



Parking-lot brake-pad replacement

The meeting was called to order at 3:05 p.m. by TTRVP-Special Events Mike Rouse, sitting in for Hal Sharp who is on the FOG trip. Mike thanked hosts John and Shu-Lien Baguley for hosting the meeting. There was a total of 19 people in attendance in-person and 24 via proxy, constituting a quorum of 43 for club business.

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

Membership Report - Mike Rouse for Mike Hado - reported the current membership count is 204 families, an all-time high for the TTR. Mike reminded the group that membership renewals are in May, and the preference is to use PayPal for expediency.

Treasurer's Report - no report.

Regalia - David Fowler - provided a general update. Good stock of t-shirts except in the 2XL & larger sizes. Some interest in the lawn flags has been expressed.

IT - Bob Pennington - reported there is not a lot new on the website. However, there is now a landing spot with basic information pertaining to the Regionals.

Special Events

- **2022 Regional Meet** - Mike Rouse - reported on the overall event and strong showing by TTR members. TTR was represented by 14 Triumphs and 26 members. TTR won 29 awards. Look for a more complete update in the June *Bluebonnet*. Also, of note, Mr. John Barrett was the latest recipient of the Gary Johnston Award.
- **2023 Regionals to be hosted by TTR**
 - The 2023 Regionals will be in Sugar Land with the Hilton Garden Inn as the hotel venue.
 - Hotel contract status - Fred Wagner - \$89 block of rooms., includes free Continental breakfast.
 - Val DeRuiter still needs Triumph themed t-shirts for the TR quilt she is making for the 2023 Regional's Auction.

Breakfast Meetings - John Barrett - provided a report that the Breakfast Meetings are working well, and he will continue to coordinate with the Special Events and monthly meetings regarding venue selection. See the May *Bluebonnet* for the breakfast schedule through June 11.

New Business

- **Officers** - Mike Rouse - reviewed the current slate of officers that have been identified. The current slate is:
 - **President** - Hal Sharp (volunteered to continue)
 - **VP-Special Events** - Mike Woodward (volunteered after last meeting)

- **VP-Local Events** - David Fowler (recently volunteered)
- **Treasurer** - Mike Rouse (volunteered for this position after serving three years as VP - Special Events)
- **Regalia** - James Moore (Volunteered)
- **Secretary** - John Hanten (volunteered to continue)
- **Membership / Historian** - Mike Hado (volunteered to continue)
- **Newsletter Editor** - (John Hanten volunteered to continue)
- **IT** - (not an officer but important role. Bob Pennington will continue)
- **Breakfast Coordination** - (not an officer but important role. John Barrett will continue)

There was a M/S/A to elect the slate of officers as presented by unanimous consent. Welcome returning officers & new ones, too. The club is nothing without people volunteering, so thanks to all who stepped up to serve the club.

- **Golf Tournament** - Mike Rouse - reminded the group that the MG Club is organizing a scramble golf tournament in mid-May. Tim Malone has agreed to coordinate the event for TTR. See the Bluebonnet for additional event and contact information.
- **Join VTR** - Mike Rouse - reminded the group to join VTR if you are not already a member. Note - it is necessary to be a VTR member to attend the Regional or National VTR Convention.
- **Christmas Banquet** - Per Pru Gruss, the Christmas banquet team should be able to show options at the next monthly meeting.
- **2022 Monthly Meeting Hosts**
 - June - Len Myers
 - July - Mike & Marie Hado
 - August Bob & Eileen Grover
 - September - Tim Maxwell
 - October - Dusty & Brandi Nicholson
 - November - James Moore
 - December - Holiday party

Adjourn - M/S/A to adjourn at 3:28. Minutes recorded and edited by James Moore and John Hanten

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





Meeting hosts - John & Shu Lien Baguley



May Monthly Meeting

June 2022







New Members:

John & Shelly Payne, Humble, TX – 1973 TR6
James & Beth Jones, Bellaire, TX – Looking for a TR

TTR Birthdays for June

Bill Beckenbaugh	2
John Wieser	2
Gary Fuqua	2
Don Brown	3
Stephen Wirtes	4
Norma Seto	5
Lynn Davis	6
Eva Prappas	7
Bill Sysman	7
Andreas Zimmer	7
Tom Niquette	8
Bill Papp	12
David Chapman	14
Kim Redding	15
Jacinto Esteban	17
Thomas Heyden	17
Matt Strommer	17
David Bryant	19
Cindy Price	19
Kay Raymond	23
Jim Stock	23
Charles Hubert	25
Chris Kanyuck	25
Len Myers	26
James Moore	27
Carrie Glass	29
Lydia Trapp	30
Kimberly Tsanais	30

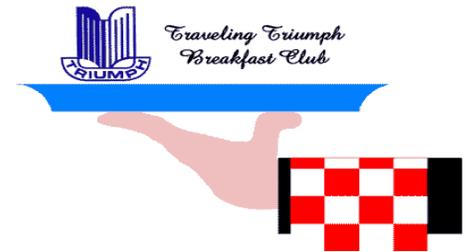


Lucas Lamps Advertising Photo

Breakfast Meetings

Saturday Travelling Breakfasts are back in full swing! See the schedule below and join in the weekend Saturday morning club tradition.

Look for a TTR Email reminder of the weekend events



Breakfast meetings begin at 8:00 unless otherwise noted (some restaurants don't open until 8:00).

Car viewing after Breakfast.

Date	Location	Address
• June 4, 2022	9er's Grill Katy	23225 Kingsland Blvd., Katy TX 77494
• June 11, 2022	Flying Biscuit Café - Memorial City	12389 Kingsride Lane, Houston, TX 77024
• June 18, 2022	I-45 Diner	19790 Interstate 45, Spring TX 77388
• June 25, 2022	Skeeter's Mesquite Grill	5529 Wesleyan Street, Houston, TX 77005
• July 2, 2022	Busy Bee Café	4009 West Broadway, Pearland TX 77581
• July 9, 2022	Goode Company Taqueria	4902 Kirby Drive, Houston TX 77098

Events

- June 11, 2022 - **Monthly Meeting** - Len Myers hosting (Location details in club email)
- July 9, 2022 - **Monthly Meeting** - Mike & Marie Hado hosting (Location details in club email)
- August 29 - Sept 1, 2022 - **2022 VTR National Convention** (See details in following pages)

— **Monthly Meeting**
 — **Driving Event**
 — **Car Show Event**
 — **Local Special Event**

2022 VTR National Convention Details

June 2022

The Vintage Triumph Register (VTR) is a North American Triumph car club of over 2,800 Triumph owners and enthusiasts supporting and showcasing all models of Triumphs. The 2022 convention will be hosted by the Illinois Sports Owner Association (ISOA), one of the largest and most active Triumph clubs in the country from August 29 - September 1, 2022.

Compete in an autocross challenge, participate in a Funkhana event, drive in a road rallye on our carefully selected back roads, and even learn about your car in our expert-led technical sessions. However you choose to spend your week, you'll get to enjoy it in the company of great people who are just as Triumph-crazy as you are.

See you in Galena!

[VTR2022 Information, Schedule, and Registration Links](#)

[VTR2022 National Convention video](#)

Host Hotel: [Eagle Ridge Resort and Spa](#)

Tucked among The Galena Territory's 6,800 rolling acres of pristine woodlands and open countryside, the world-class Eagle Ridge Resort & Spa offers "country elegant" hotel accommodations and villas amid breathtaking scenery, championship golf courses, and miles of hiking trails--all just minutes from the quaint shopping and dining of Galena, Illinois.

Eagle Ridge has numerous luxuriously appointed hotel-style rooms and suites available in the main lodge. In addition, there are plenty of villas available located on the resort property, close to the main lodge. These spacious villas come with full kitchens, an outdoor patio complete with a grill, and free shuttle service to the main lodge. Importantly, the single bed villas are available at the same low negotiated rate as the hotel rooms. Additionally, there are two bedroom, two bath villas available for sharing.

All of these accommodations on the resort property will go quickly, so please don't delay in making your reservations and registering for VTR 2022. Those who book accommodations and register for the convention before April 1 will receive \$25 worth of "Eagle Ridge Bucks" to spend at the resort.

Room Block Code: 69570B

Reservation Phone: (800) 892-2269

Open from 8am-6pm (until 9pm on Tuesday/Wednesday)



2023 South Central VTR Regionals Information

June 2022

Texas Triumph Register invites you to 2023 Regionals

The Texas Triumph Register is pleased to extend this advance invitation to all of you for the 2023 South Central VTR Regionals to be held **April 20 through April 22th**, 2023 in Sugar Land, Texas, celebrating the **TR2**, the first of the Standard Triumph Sports cars in beautiful Sugar Land, Texas. Our host hotel, the Sugar Land Hilton Garden Inn, provides a beautiful venue for our event and is close to all of the primary events as well as scenic downtown Sugar Land.

We'll travel the roads of the Richmond/Rosenberg/Sugar Land area, visit unique sights, display our cars for all to appreciate and enjoy and test our driving skills in our rallies, Funkhana and Autocross. Our three days of fun will conclude with the Awards Banquet at the hotel

Please see our website at [VTR South Central Regionals 2023 | Texas Triumph \(texastriumphregister.org\)](https://www.texastriumphregister.org) for soon-to-be-available early online registration and full details of the Regional, a schedule of events, and information for local hospitality.

Host Hotel - The Sugar Land Hilton Garden Inn. A limited number of rooms are reserved for our group @ \$89.00 per room per night + tax. *Each hotel room night includes breakfast for two.* There will be more information and a link posted soon.

Registration Fees, event schedules, and additional information will be posted soon.

As your club begins planning for next year, we hope you will schedule the South Central VTR Regionals on your club calendar and make preparations to attend.

For general information contact Hal Sharp at - 832-423-7138 (C)

For registration-specific questions contact Mike Rouse at - 281-554-4878 (H)

We are looking forward to an amazing gathering of all our Triumph friends and guests in April 2023 and hope to see you there!

Best regards,

Hal Sharp
2023 VTR South Central Regional Chairperson



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

Become a VTR Member

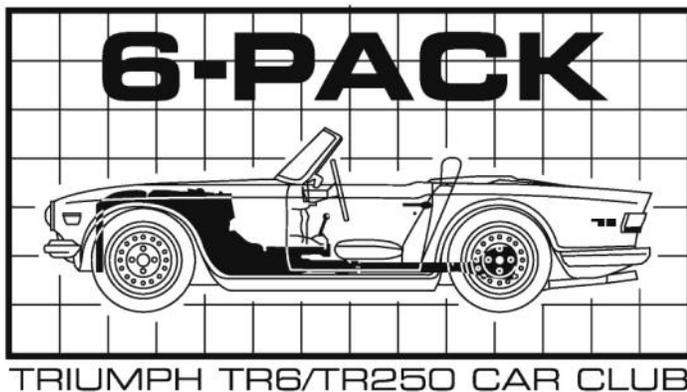
The Vintage Triumph Register has its benefits. A national club of Triumph enthusiasts spanning the globe needs you as a member. Affiliate club membership is not an automatic membership to VTR.



Some of the benefits:

- The Vintage Triumph Magazine - Our award-winning bi-monthly color publication.
- 2022 VTR National Meet in Galena, Illinois
- Access to a large number of local clubs.
- Website with reference material and members-only sections covering all Triumph models.
- Record Trace Certificates TR2/TR3/TR3A/TR3B. (Factory trace documents on other Triumph models no longer available)
- Clothing, regalia, exclusive items
- Specific vehicle consultants and experts

Sign up at <https://vintagetriumphregister.org>



6-Pack is a car club for the Americas that covers the Triumph TR6 and TR250 models. We offer a club with an annual subscription membership that provides access to extra parts of the forums, the club magazine and the ability to attend the TRials – the annual club gathering.

Enjoy your TR more!

ENJOY A TRA MEMBERSHIP:

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

Join TRA Today!
www.TriumphRegister.com

TRA is a non-profit organization established to aid TR2, 3, 3A, 3B, 4, and 4A owners in the preservation, maintenance and enjoyment of their classic sports cars.

The club offers quarterly newsletters, an Annual National Meet, a website, Concours judging standards, factory build records, technical support, and contact information.

Traveling Triumph Breakfast Club

June 2022

May 7, 2022



West University Area, Houston, TX



Traveling Triumph Breakfast Club

June 2022



Photos - Fred Wagner

Traveling Triumph Breakfast Club

June 2022

May 21, 2022

Black Bear Diner



Cypress Area, Houston TX



Photos - Fred Wagner, John Hanten

Traveling Triumph Breakfast Club

June 2022

May 28, 2022



Photos - John Hanten, Fred Wagner

Battle of the Brits - Charity Golf Tournament

June 2022

ED Note - May 21, 2022 marked the first Battle of the Brits Golf Scramble Tournament between the Houston MG Club and TTR. TTR member Linda Malone participated in the event and also served as Bluebonnet Roving Reporter to bring back this personal account of the epic links battle.

By: Linda Malone

In honor of the Battle of the Brits Golf Scramble 5/21/22, Tim and Linda Malone ordered TEXAS SCRAMBLE'd eggs at the Black Bear Diner in Cypress, Texas along with a TTR group of 20-some odd members...including Fred. After a REVVING exchange of car-talk with Spitfire and TR6 enthusiasts, the Malones are off to the Jersey Meadows Golf Club. At precisely, 9:30 AM, they warm up on the range side by side with the other golfers. Friendly banter and laughter at misses (like Tim's TR6) abound.

Introducing ourselves to our TRIUMPHant team mates, Steve Zagorski and David Fowler, we shake hands and lather sunscreen on our white limbs. Flashy Pants on the LESSER team did not intimidate. In fact, Linda makes note that wild skirts can be obtained at Loud Mouth Golf store. Yes, our Triumph team of four lined up last but you know what the Bible says: The last shall be first.

Teeing off at 10:10 AM, was New Englander David Fowler as Linda volunteered to circle back to the Jersey Meadows clubhouse to find Steve's missing glove. Linda's keen eyes spotted the white clump of merchandise. If anyone was watching, she witnessed an expert AUTOCROSS cart-maneuver barely slowing to scoop up the lost and now found glove.

Hole one was fun, using the best drive as a hitting spot for second shot. David uses a 6-wood, landing the ball on the green. Steve gave great advice about where to aim to get the ball to roll right into the hole. Not to name players, but the female ACCELERATED a one-putt on the FINISH LINE! "Yay! guys cheered. Tim proudly marks the score. Hopping in our carts, we head to the next tee box. As we patiently wait for the other team to get off the green, David strategizes. We agree to aim left so as to not end up under the trees (the only shade on the course). Not to be a complainer, but the temperatures reach the 90's. Good thing we brought water to keep us from OVER-HEATING like many TRIUMPHS. We are promised a boxed lunch and drink after Hole 9...which comes in a couple of hours.

The ham sandwiches and potato chips are delicious, but there were only three left. Steve, being the kindest man on the planet, encouraged David to order whatever he wanted. To our surprise, David chose a hotdog and Steve offered Linda his chocolate chip cookie. We are all starting to become friends. By the 18th hole, we had visions: AC, trophy, home, pool or shower, bed. (So what if it would only be 4:00 PM, we'd sleep til sunup.)

At 2:45 PM the game is over. Linda hands off the score card to Jennifer (our host). We tied with the other team and Jennifer decided MG won the trophy; they were a smidgen better on Hole 9, the hardest hole. Fancy Pants bought everyone a round of beer. Triumph golfers had a great time, and were TRIUMPHANT and thankful as we convinced the lesser car club to split the winnings between the two charities. Special thanks to Mike Woodward for organizing the event.

P.S. New acronym: FROGs
Friendly Resourceful Overdrive Golfer



Team TTR - Tim & Linda Malone, David Fowler, Steve Zagorski

Battle of the Brits - Charity Golf Tournament

June 2022



Special TTR Logo Golf Balls



Reporter Linda posing with Fancy Pants



MG Club members on left, TTR members on right. Having fun golfing for a charitable cause.



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



New - TTR screen-printed (two sides) garden flag to decorate your landscaping. Pricing to be ~ \$15. Please contact James Moore to express interest so he can aggregate a bulk order. A sample will be available at monthly meetings.

40th Anniversary Logo now available through Regalia section on the club website

For more information and availability of shirt sizes, or if you have ideas or requests for new items, contact James Moore, Regalia Master.

See website Regalia section for additional information and access to TTR Land's End Storefront for logo embroidered items.

Recent Triumph Auction Activity

June 2022

This month features recent Triumph TR4 sales from [Bring a Trailer website](#). The site has additional sales information and detailed descriptions going back six years.



302-Powered 1967 Triumph TR4A IRS

Bid to \$36,250 on 5/23/22



1966 Triumph TR4A

Sold for \$27,000 on 5/3/22



1967 Triumph TR4A

Sold for \$42,000 on 4/17/22



One-Family-Owned 1962 Triumph TR4

Sold for \$19,250 on 4/10/22



42-Years-Owned 1965 Triumph TR4

Sold for \$10,370 on 4/3/22



1967 Triumph TR4A IRS

Bid to \$36,000 on 3/15/22



1965 Triumph TR4

Sold for \$27,500 on 3/4/22



1963 Triumph TR4

Sold for \$32,000 on 2/25/22



One-Owner 1966 Triumph TR4A IRS

Sold for \$50,000 on 2/19/22



1966 Triumph TR4A

Bid to \$19,000 on 2/10/22



No Reserve: 1966 Triumph TR4A Surrey Top

Sold for \$20,000 on 2/3/22



27-Years-Owned 1966 Triumph TR4A IRS

Sold for \$52,500 on 1/31/22

Editor John allowed me to skip last month's article, but that's it as apparently there are a few of you out there who actually read my tripe. I've made a bunch of progress on outfitting the garage, and a little bit of progress on the EFI TR6 these past two months.

My garage was starting to feel a little bit crowded, so I started looking at options like adding to the garage, putting in another lift and getting rid of more toys. Who am I kidding; I'm a much better buyer than I am a seller, so getting rid of more stuff was instantly crossed off the list! Adding to the garage would enable me to buy more stuff that either didn't get worked on or didn't get used much, so that option (at least for now) was kiboshed. Looks like the only option was to buy another lift.

So, what to get? I measured the space where I wanted to add a lift and realized quickly that I was going to have width issues; especially as I wanted to put the new lift in between two cedar posts supporting the upstairs apartment. I checked the other side of the garage out, but determined that - while I could easily put in another 2-post lift - in order to make it usable, I'd have to give up two car spaces. That meant that I really wouldn't increase the storage space of my garage all that much, although it would be nice to have another working lift in the garage. I'd been seeing a new scissors style lift from Bendpak called an Autostacker in the press. It's typically used in tight parking areas like downtown garages, but quite a few folks had started to put them into their garages.

To give you some history, let me take you back 11 years ago when I moved into my current house. I immediately started looking for a 2-post lift for my new garage. I did a bunch of research and ended up buying an 8,000 pound lift made by Direct Lift. Delivered to a local warehouse in Houston, it cost me about \$1500. I paid \$300 for a local lift installer to set it up for me and another \$200 to



get a local electrician to hook it up to 220 for me. The lift has changed the way I work on cars, plus it's allowed me to help my car-addicted buddies on their projects, too, so I certainly consider it money well spent.

Back to the Autostacker - I was able to get it for \$9800, including tax and delivery to a warehouse in Houston. Quite a bit more than my humble little 2-post bought 11 years earlier! As the Autostacker is very heavy, compared to the 2-post, I decided I needed an installer versus breaking my friends' backs to install it. I asked BendPak for a list of their recommended installers and my original lift installer's name came up on their list. I gave them a call and talked to Kenny, the new owner of the company his brother had started 15 years ago. The company is called Nokeo and their number is 713-857-1069, if you need a lift installed. Kenny said that he'd installed 5 of the same lifts in a local football player's new garage the week earlier, so he had plenty of experience installing the lift. However, his schedule was pretty tight, so he recommended calling some of the other installers on Bendpak's list. Before I let him go I asked him what he thought it would cost (without looking at my garage) and he told me they'll usually install a 2-post for \$500, but the new scissor lifts, due to their weight, usually went for \$1000 for installation. I called around and found that most of the other companies added in a fork-lift charge and wanted at least \$1700 for the install. Ouch! As

my new lift was still on my trailer, under my car port, I wasn't in that big of a hurry to install it, so I told Kenny I could wait a little time on his schedule. He said they could get to the install the next Wednesday, about 5 days in the future, so I scheduled it.

Wednesday morning installation time came quickly and Kenny and his helper arrived at about 8 am. I had already cleaned out the garage of vehicles, so I was ready. He asked me to back the trailer up into the garage and they made quick work of unloading the lift from my trailer using a pretty cool engine hoist that Kenny had made that incorporated an electric motor to a normal engine lift. This allowed them to position things pretty easily without using the fork lift the other crews used. They had everything measured, assembled and bolted down by around Noon. When I went to pay him Kenny said that it would be \$900 versus the \$1000 he had originally stated as my garage was very easy for them to work in, so that was a pleasant surprise. I would certainly recommend Kenny to anyone else wanting a lift installed as he's very meticulous, works quickly and is an honest guy. Before Kenny left, my neighbor, Joel, a master electrician had dropped by and hot-wired the lift to allow us to test it out before Kenny left. Everything worked great.

The next day Joel came over with aluminum conduit, the wire needed and a new terminal box to convert a 220 volt box setup in the front of my garage for a welder to what we needed for the lift. Joel had me help him bend the conduit and run the wire from the lift over to the box. A very professional install. Joel refused to take money from me for the help, but I did force some coin into his hand for his material and time. It's good to have talented and friendly neighbors, but I hate taking advantage of them when it was easily a \$300 job for anyone else!

So, enough of that, what's actually happening with

an actual car, right? I contacted Ramin as I was ready for some tuning on the TR6's EFI. He helped me setup my laptop to allow him to dial into my laptop and run the tuning software to help configure the Microsquirt ECU. The car was running great until it hit about 160 F and then everything cut off and would not start again. Ramin and I called it quits and the next day the car started up and ran normally. I spent some time making some changes to the setup that we'd noticed during the tune. The regulator/filter that I'd used from the in-tank fuel pump was developed for the 1997 Corvette C5 and was supposed to regulate the fuel pressure to 58 psi, but - for some reason it was allowing 70 psi. Randy DeRuiter had the same in-tank pump and regulator/filter and he had the same issue. Consistency in fuel pressure is what you want in order to tune the ECU as higher/lower fuel pressure can cause all sorts of issues to AFR levels and fuel levels as the computer is trying to regulate those levels. Randy did some research and found that some of the after market C5 regulators were having the same issues. Randy did a bit more research and noticed that the fuel pump provided by FITech for the in-tank setup we both had had a pump that was 340 Liters per hour and that the C5 regulator had an issue when the PSI got over 255 liters per hour. Good catch, Randy, but what to do? He found a Walbro 255 lph pump that would need to go in our tank, so both of us bought the same pump and went through the pain of emptying our tanks and putting in the smaller pump. Have I mentioned that it's great working with engineers?

After I got everything back together, I took advantage of Randy being in town for a Saturday TTR breakfast to get Ramin back on the phone to see if I could get my ECU configured a bit more. We did some adjusting of the advance curve on my Tune123 distributor as I had it set pretty conservatively and Ramin had some data from another Tune123 user in Holland using his EFI setup that used a bit more aggressive setup.

What's nice about the Tune123 is that you can adjust the curve by plugging your laptop into the distributor. Anyway, the car started right up and we were able to get it setup with a basic tune and then Randy (carrying a laptop) and I drove around for 30 minutes running an autotune to allow the ECU to automatically setup AFR and fuel tables. It was finally running well! Remember the car shutting off during the last tuning session? Ramin had given that some thought and realized that there was a section in the ECU that shut the car off when it hit certain temperatures. Mine still had 0 degrees at 160 degrees, which effectively shut the car off when it hit 160 degrees. Problem solved! That was on a Friday, so the next morning both Randy and I drove our EFI TR6s to the TTR breakfast at the Black Bear diner off of highway 290. It ran really well to the restaurant. On the way back to my house, we stopped off at Dave Smith's house to see Stan Seto's and Franz Bachmann's TR3s. After visiting for a bit, we headed out through a pretty congested intersection and my TR6 started acting like it was having fuel percolation issues. We did make it home okay and I took the plugs out the next day expecting to see them all sooty. Interestingly, they were a light tan color and the car started up and ran well. I also noticed that the fuel pressure was still 70 psi, about 12 psi higher than it was supposed to be.

The last time I had this experience on the TR6 was when I had the SUs. I had solved that by adding DEI insulation to all the fuel lines, rerouting the engine bay fuel line behind the front crossmember (versus around the front of the engine, like stock) and doing away with the mechanical fuel pump. As the EFI system I built was setup the same way, including 3/8" versus 5/16" lines and having the fuel pump in the tank, what's causing the issue? One possibility was to add another fuel return line from the fuel rail back to the tank, which meant replacing the C5 regulator with an inline filter and adding a normal EFI regulator in the engine compartment. I quickly put in an order to SUMMIT

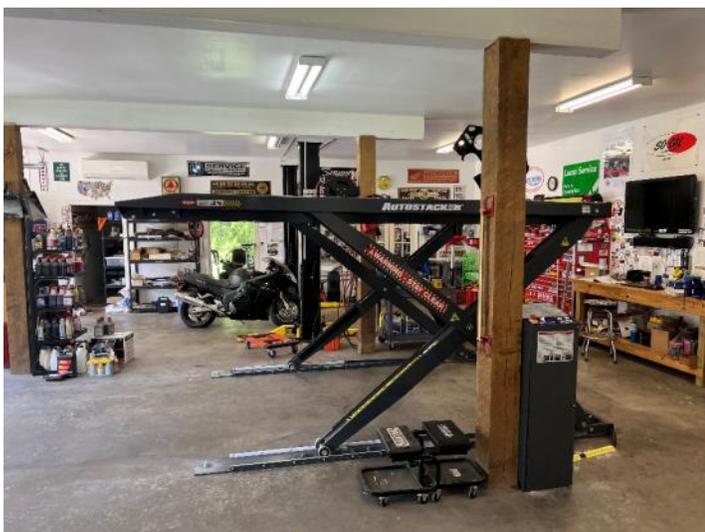
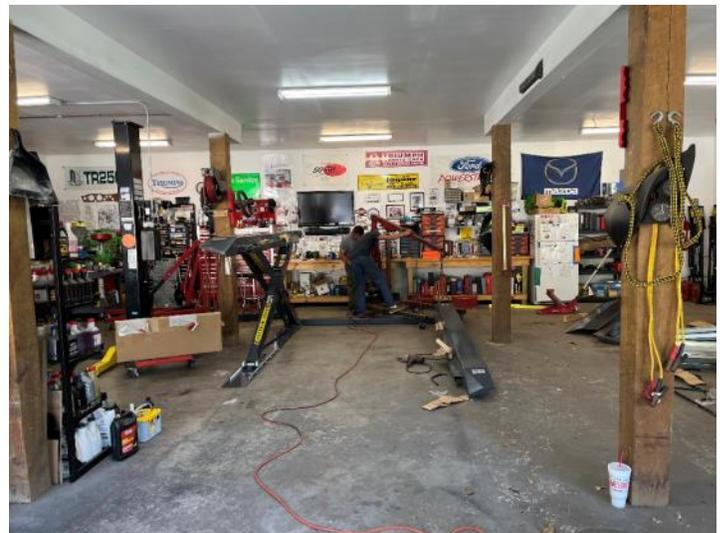
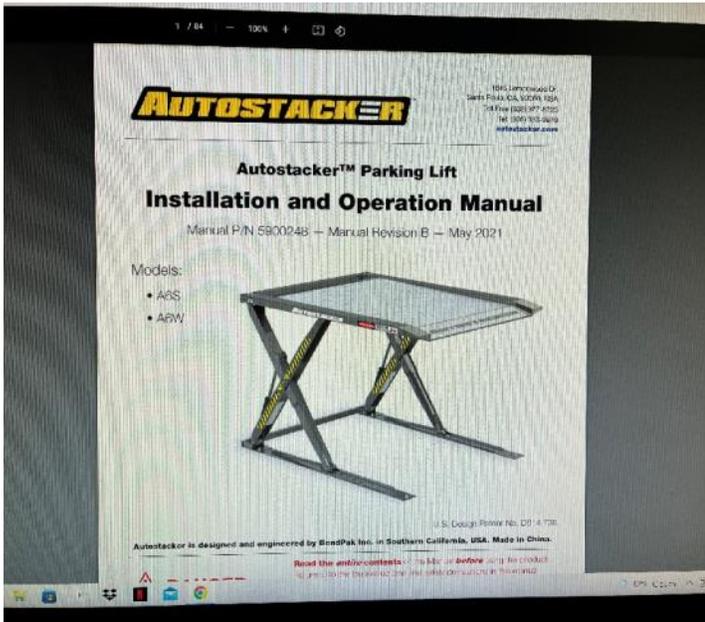
racing to get the parts I needed. I also found that the typical fuel pressure gauges being sold have an issue when hot and Aeromotive had made a new design allowing air to be purged from the gauge allowing a much more accurate reading. A quick order to Amazon had one of those on the way.

While waiting for the parts both Ramin and Randy tried to talk me down off the ledge a bit saying that my issue could still be a tuning issue. With their advice, I started to look around a bit and discovered that the majority of the aftermarket C5 regulators were deemed as not very consistent in controlling the fuel pressure. Speedway Motors makes an in-house C5 regulator that has received quite a bit of positive comments, so I ordered one of those. If the Speedway Motors C5 regulator solves my fuel pressure issues, I'll go through another tuning session with Ramin before modifying the system again. This EFI process is taking a bit longer than Randy, Tim Malone and I thought, but it really has been an interesting process and both Randy and I think it'll be a heck of a system once we've pinned down all the necessary components to fine tune the system. As always, Ramin has been very patient working with us and I think he's got a really great system.

For many years I resisted putting garage door openers in the garage, but finally added a pair of them to make using cars parked in the garage more convenient. Lake Woodlands Garage Door in the Woodlands installed a couple of Lift Master door openers that work great. A great company to work with as they are very detail oriented, plus honest. The owner's son, Jon, did both the installs for me.

Here's hoping I'll have a successful start-up of the EFI on the TR6 in next month's article, too!

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



Upper Left - BendPak Autostacker A6S.

Upper Right - The lift strapped down to my trailer after I picked it up at the freight forwarding warehouse.

Middle Left - all vehicles cleared out of the garage for the lift install.

Lower Left - The Autostacker fits nicely in the garage.

Lower Right - Kenny & Juan installing the lift.



Upper Left - The Autostacker bolted down.

Upper Right - Another lift installed in the garage.

Middle Left - One of two LiftMaster garage door openers installed.

Middle Right - Laptop hooked up to the Tune 123 distributor. Makes short work of adjusting the dizzy.

Lower Left - Display of gauges from the Microsquirt while tuning the TR6's EFI.



Upper - The EFI system on the TR6. It's a very nice unit that Ramin Mirshab makes for not only the early/late TR6/TR250, but also the 4 cylinder in TR3, TR4 and TR4as.

Lower - Randy DeRuiter, assisted by Stan Seto, making a stealth run to Houston to pickup some TR6 parts. Better hope Val's not a regular reader of my article!



June - and the year continues to fly by.

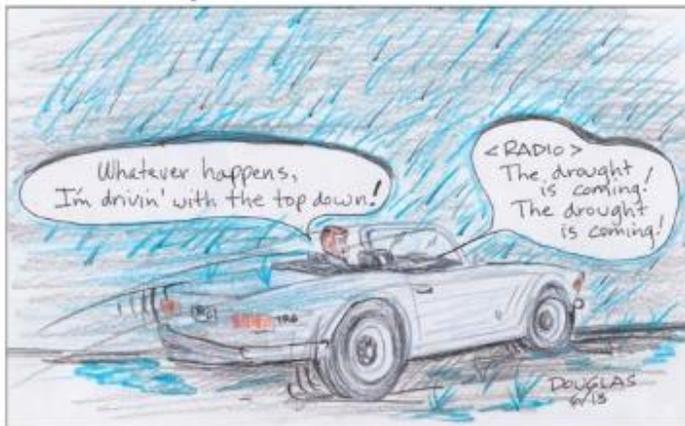
This issue was a bit more work than most, due to the long feature article about the 2022 VTR South Central Regional Meet. Overall it was a great event and a fun time seeing friends from other clubs following the two-year hiatus. Our club was well represented, made many trips to the podium during the awards dinner, and overall had a great time, both at the event as well as the caravans to and from the event. I hope you enjoy the writeup.

June typically represents a slowdown in club driving activity, due to the temperatures becoming too uncomfortable for afternoon driving. The breakfast meetings will continue in full swing, and we'll see if there are any evening events like group dinners, or special venues to visit.

However, the work of this editor will continue to be busy in spite of the lack of driving events. There will be a special Bluebonnet issue featuring the recently-completed FOG Tour out to Arizona. Like last year, there will be a trip narrative combined with lots of photos to provide a vicarious experience for those Triumph enthusiasts that aren't up for multiple days of 400 mile driving through 100 degree heat.

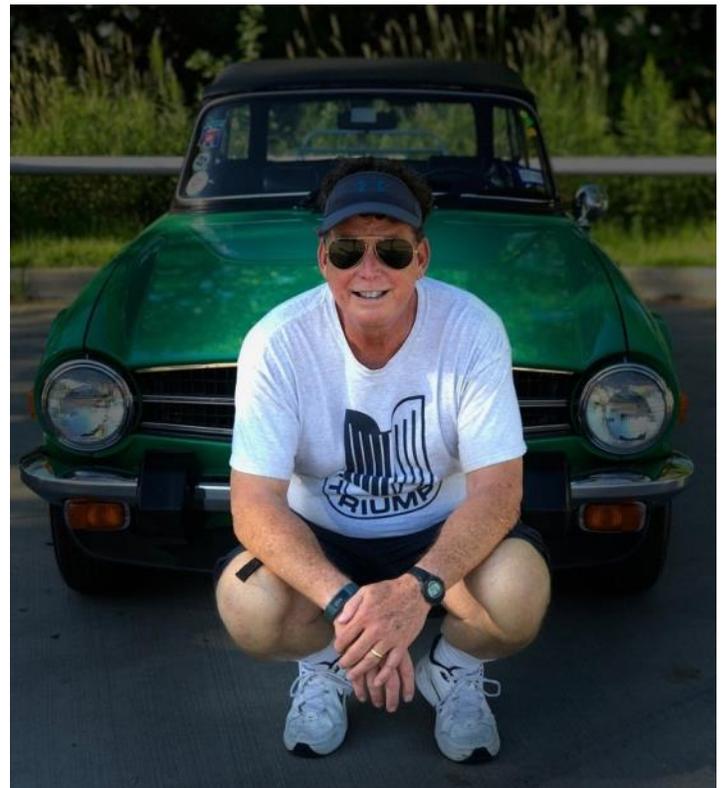
This will also be a good opportunity to bring back the

the TR stops here



It has been said that most Triumph owners are both responsible, and flexible.

From the Archives - June 2013



featured car series, and I have several candidates in mind that should provide for an interesting story.

I'm also planning to experiment with a new series of articles that will be a companion to the Auction Results that I now provide monthly. I'm thinking of doing articles called "At the Top" that will feature the highest-priced Triumph of each model to cross the auction block, with some details and photos. It could prove inspirational and aspirational for club members working on their restorations.

And June brings a note of sadness for me as TTR member Bob Pennington and wife Orit head overseas to take up residency in Israel. Bob has already sold his bright-red TR4 that spent many days in my workshop undergoing fluid changes, brake pads, and head-gasket replacement. Bob and his car will be missed.....best wishes for them both.

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.

TTR SURNAMES

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

KOZAK LEGER LEWIS LINDSAY LUBOJACKY LYDICK MABOUDIAN
MACY MALONE MANDELIK MARSH MASON MAXWELL MCANDREW
MCCOLLIN MCCOY MCKENZIE MCKINLEY MOORE MOREAU

Spoiler Alert - Solution on next page

TTR SURNAMES



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TTR Membership Form

June 2022

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!

