

The Ragtop

February 2016



Note from the Editor

We had a pretty decent HCTC presence at the San Antonio Jaguar Club's Luckenbach Rallye last Saturday. Benson Tuttle, with Mike McPhail as navigator, Charles Wagner, with Marisa Wagner and navigator, and Art Graves, with me as navigator all participated in the Rallye. So 3 cars out of 17 were from the HCTC. We didn't take home any prizes, but we had a good time, and we found more HCTC folks wait-

ing for us at the finish in Luckenbach. Photos and results are later in the newsletter.

The small group that was at the Tuesday meeting in January decided to try a different location, and settled on the Pinthouse Pizza's south location in the Brodie Oaks Shopping Center. I know this is short notice, but we'll see how it works out.

Both our Saturday morning and Tuesday evening meetings will be held this month.

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Back issues of The Ragtop are available on our website:

<http://www.hillcountrytriumphclub.org/newsletters.php>

Pay Your Dues!!!!!!

Please check the latest spreadsheet sent out by Nel. If it says Jan-16 in the dues column your dues are overdue now. Any quite delinquent member who hasn't paid will be dropped from the roster.

Cost is \$15 per year per family. If you don't wish to renew, please notify Nel.

Mail your check made out to **HCTC** to:

Nel McPhail
1105 N Canyonwood Dr
Dripping Springs, Tx 78620
(512) 656-1456
nmcphail@austin.rr.com

HCTC Officers

President

[Open]

president@hillcountrytriumphclub.org

Vice-President

Bob Skewis

Reservations

Elizabeth Mericas

512-291-6775

emericas@austin.rr.com

Webmaster

Jim Icenhower

webmaster@hillcountrytriumphclub.org

Treasurer

Mike Schubert

512-740-9937

trebucs@sbcglobal.net

Secretary

[Open]

Membership

Nel Mcphail

512-656-1456

membership@hillcountrytriumphclub.org

rg

Ragtop Editor

Dan Julien

512-451-3102

editor@hillcountrytriumphclub.org

The Hill Country Triumph Club, the 50th Chapter of the Vintage Triumph Register (VTR), was founded in 1990 to bring together the owners of Triumph automobiles in the Central Texas area surrounding Austin. In 1991, the membership decided to include other British car fans as associates due to lack of other clubs in our area that represent some of the other marques. As owners and lovers of our unique types of cars, we have a special kinship, which draws us together. Membership is open to anyone who is a British car enthusiast, with or without a car.

Annual dues are just \$15.00 per family group or address per year. We have dinner meetings on the 2nd Tuesday of each month and at least one other event each month. We encourage you to join and support us, even if you don't drive your car regularly. We also offer technical assistance if needed. One goal of the club is to help its members keep their cars on the road. Please call one of the club officers listed in the newsletter for more information about club benefits and spread the word about our club to others.

The Hill Country Club is a local chapter of the Vintage Triumph Register (VTR)/Triumph Sports Owners Association, which is open to all drivers of Triumph motorcars; a chapter of the Triumph Register of America, exclusively for TR2 through TR4A sports cars; and a chapter of the 6-PACK, dedicated to the enjoyment, preservation, and restoration of the Triumph TR250 and TR6 sports cars. Membership in these national organizations is encouraged. Visit their websites at www.vtr.org, www.triumphregister.com, and www.6-pack.org.

The Ragtop is published monthly by the Hill Country Triumph Club. Material within may be freely reproduced providing Ragtop and the authors are credited. Any and all newsletter contributions are welcome. Deadline for submissions is the end of each month. Submissions may be emailed to editor@hillcountrytriumphclub.org. Car related classified ads are free to members and will run for three months unless otherwise instructed. Contact editor for other ads.

Turning Up the Heat

By Mike McPhail

We were out in the garage talking little British cars the other day and someone complained of the puny heater and low reading on their temperature gauge. Hard up for something to do, we decided to swap the supposed 160 degree thermostat for a 180. After removing the stat we were surprised to see 82 stamped on the side. What's up with this metric nonsense? The fifth-grader next door informed us that nine-fifths of 82 plus 32 would reveal the Fahrenheit equivalent. Well, according to the math, we were looking at a 180, not the 160 that was believed to be giving us cold feet.

The game was now afoot! The little woman was off shopping, so we snuck into the kitchen and borrowed a sauce pan and candy thermometer to test the functionality of the thermostat. A new 180 was added to the broth, and low and behold, the

old stat was nearly open at 165! The new one only started to open at 180. We hid all the evidence of our science project and hustled back to the garage to install the new thermostat.

As expected, the needle on the temp gauge was up a tad, and the heater was blowing warmer air...and better still, the engine seemed a noticeably more responsive!



Old stat on left partially open at 170°.



Stat on right starting to open at 180°.



Fully open at 195°.

Elvis and the Beanito Bandito

By Bob Kramer

How do you work Elvis into a story about a TR6?

Like all stars in the making, performers itch to get a chance to show their stuff on the big stages like The Grand Ole Opry, Broadway, Yankee Stadium, live debates on Fox News, and closer to our town, the Circuit of the Americas. So it is with the TR6 that Hill Country Triumph Club members, under the code name “the Sherlock HomeBoyz”, reclaimed from parts car status in the summer of 2010 as a Lemon’s crap can racer. Its best days are clearly behind it, yet it yearns for the glory days, a comeback, and the big show! It’s going to get its chance at the in the limelight on the weekend of February 13th tearing up the asphalt at COTA. Okay, not tearing up the asphalt as they charge dearly for that and we’ve spent all our free cash on Rustoleum, but a team of brave drivers will attempt to hold their own against big name racecars of all types ; modern fuel injected V8’s, Twin

Cams, Quad Cams, Positraction, FWD, RWD, AWS, ADHD, COPD, you name it. Powerful and fast and then there will be our TR6 on that big stage. You might just want to come out and see this one. We should be easy to spot because we will easily separate ourselves from the field early, if you know what I mean.....

Let’s review the life of this car. I don’t know all the details so let me fill in what I don’t know with some typical standard, boilerplate TR6 ownership type stuff. Some dreamy soul wearing bell bottoms and a terry cloth shirt with white piping bought a TR6 new. He or she drove it until the u-joints starting making noise and about that time the I.R.S. axles bound up sending said TR6 into an unexpected sideways spin. After gathering themselves up and refreshing undergarments and Izod shirt, they sold it to some soulless teenager who knew how to replace u-joints but with his part time job at the car wash needed his mother to co-sign the

loan to pay for it. The punk loved the wicked feel of the rotted rubber suspension bushings and he drove the snot out of it. He sure looked cool with his Herringbone driving cap and Isotoner driving gloves. Then the transmission countershaft bearings failed in one final crunch. He pulled the transmission out, took it apart and realized he was in over his head. Six months later, rather than admit defeat and knowing that he wasn’t all that he could be, he joined the army, mostly to get away from his mother’s nagging about the car in the yard. It sat there as he did his stint; 4 years in the army, a couple more for marijuana possession followed by a Budweiser fueled career in the oilfield. Mother Nature took over the TR6. Eventually mom died of exhaustion from complaining about the car in the yard and they had to sell the house. God bless her soul. Over his objections, his sister, also known as the executor of the estate, sold it off. He has disowned her and has sworn to





take her out of his will. No Grateful Dead album or bong collection for her! The new owner, some trusting soul in a Members Only jacket towed it away behind his Astro van knowing he had scored a fantastic restoration project. Like a lot of DIY restorer's, the new Mr. Fix-It got it all apart. Yup, he did! All apart, even cut out the rusty sections. He never did notice the missing transmission. So ends this fairly tale.

Well not the end. Under my fool hearted guidance, with a goal of getting Triumph club members hooked behind the wheel at a race track, it was rescued and repurposed as a junkyard dog racecar in my garage. Help and parts came from all around the club and after lots of sweat, some blood, a few welding scars and a tear or two it was raced by the Home-Boyz with mild success; meaning finishing without a serious wreck. The car ran in two of those 24 Hours de Lemon's events, even

winning the coveted Grassroots Motorsports "Most from the Least Award" in 2011. Later it was converted over to ChumpCar specs for a couple of more outings. Each time the car was raced it showed up with little more Green paint, clearly gaining look fast points. During one of the ChumpCar races the car was shunted in a t-bone incident severely damaging the lightweight racing door fabricated from high tech materials; duct tape and road sign.

HCTC's own Dave Foreman, aka David Don Carlos Beanito, campaigned the car through the Chump years and when the opportunity arose to move up to more serious endurance racing he tossed in all his chips. He's known to do that, you know. Don David enlisted Kastner Cup Champion Greg Von Blake, of wide body TR3 fame, to upgrade the car to WRL status. Cash from dubious sources was layered on the car prior to dispensing multiple cases of Rustoleum in greens and yellows. The paint cleverly disguised the fresh engine build, hotter camshaft, racing rear axles, close ratio gear box and a radiator made from a rare, lightweight precious metal.

The WRL TR6 made its debut in the sweltering heat of a June race at TWS the and surprised many a



Miata, a few BMW's and at least one Ford ZX2 with its precise handling. If the opposing drivers had bothered to look up from their race telemetry they would have witnessed a custom feature, one not seen on any other competition car and that is the bushing-less steering column shaft. This special mod allows a driver to get just a little more steering rotation than would be available otherwise and provided an excellent excuse for the driver's soggy bottoms. While a very successful outing, all things considered, a few things needed to be addressed if the TR6 wanted to get invited to COTA. You just can't pull off a comeback without giving the people something to talk about, stir the pot and get some publicity. Think of Elvis in his bedazzled Las Vegas jump suit. Of course, Elvis was putting on weight during that period of his life and we are going the other way with fiberglass panels but nevertheless let me introduce you to the Beanito Bandito, the WRL TR6.





San Antonio Jaguar Club

27th Annual

Rallye to Luckenbach

Results

Event Finish Order	Car No.	Car Desc.	Driver Name	Navigator Name	Total Delta from Ideal
1	13	2012 Corvette Blue	John Dewey	Shannon Dewey	12:02:07 AM
2	9	1975 XJ6C White	Roger Wilkie	Ken Havranek	12:02:58 AM
3	15	2009 Lotus Elise Yellow	Shawn Dewey	Mey Dewey	12:04:29 AM
4	14	1976 Triumph TR6	Art Graves	Dan Julien	12:04:47 AM
5	12	1976 Triumph TR6 Blue	Benson Tuttle	Mike McPhail	12:05:26 AM
6	16	2004 XJ8 Silver	Anthony Harris	Nokomie Harris	12:08:40 AM
7	6	2014 Mustand Red	Jim Richmond	Ron Borden	12:08:42 AM
8	3	2012 BMW Z4 White	Jeffery McKinnie	Lynn McKinnie	12:09:32 AM
9	1	2000 XK8 Pearl White	Judy Mitchell	Pat Mitchell	12:09:57 AM
10	4	1969 MGB-GT Red	Larry Rogers	Pam Rogers	12:12:56 AM
11	11	2009 Mercedes SLK Blue	James Mancillas	Denean Summers	12:13:31 AM
12	5	1963 Ausitn Healey 3000 Red	Barry O'Connell	Sharon O'Connell	12:13:52 AM
13	10	2015 Corvette White	Cindy Clements	Debbie Leimbach	12:13:58 AM
14	8	1994 Land Rover Defender Yellow	Luke Noltry	Jon Noltry	12:14:17 AM
15	17	2012 XJL Re-gency Red	Susan McCool	Tom Gilleylen	12:14:20 AM
16	7	1972 Triumph Spitfire Red	Charles Wagner	Marisa Wagner	12:15:21 AM
17	2	2005 S Type BRG	John Sullivan	Caroline Sullivan	12:15:50 AM

Luckenbach Rallye Photos





64th Annual Rallye Glenwood Springs, June 3-5, 2016

The MG Car Club - Rocky Mountain Centre invites you to join us for the *64th Annual Rallye Glenwood Springs*, the oldest continually-held time-speed-distance rally in the United States, on Friday, Saturday, and Sunday, June 3, 4, & 5, 2016. This year's event is a week earlier to allow participants to also attend the MG2016 event in Louisville, KY June 13-17, 2016.

The Rallye Glenwood Springs weekend is a marvelous opportunity, not just for MG owners, but for sports car enthusiasts of every mark (British, American, German, Italian, Japanese) to come together for sunny days, cool nights, and unique events. The fun begins on Friday with the scenic road tour from the Denver suburb of Lakewood, touring through canyons and over mountain passes in the heart of the Rocky Mountains to the scenic resort town of Glenwood Springs. Again this year is a youth tour so that your kids will have their own tie-breaker questions to answer. Saturday's main event is a time-speed-distance rally to challenge both novice and experienced rallyists. Spend the day winding through the beautiful mountain valleys around Glenwood Springs. The weekend culminates with a social gathering Saturday night and the Car Show, Funkana, and Awards Presentation on Sunday.

Since its inception, the MGCC-RMC has sponsored the Rallye, which began when a hardy group of sports car owners discovered the joys of motoring in Colorado in MGs that still had drop-down tops and running boards. The Rocky Mountains of central Colorado, with some of the most breathtaking scenery in America, formed the backdrop for the Rallye Glenwood Springs through 63 previous years. Vintage and classic cars from as far away as California and Illinois have shared the twisting mountain roads with their newer counterparts for octane-related festivities. And enthusiasts have come from as far away as England to drive their sports cars through such fabled Colorado mining towns as Leadville and Aspen on their way to Glenwood Springs.

Registration is only \$50 for all the driving events and the car show, or \$20 if you choose to enter only the car show (before May 15; social event and regalia are extra). Additional information and registration forms are available on the MG Car Club, Rocky Mountain Centre website at <http://mgcc.org/>. You can contact the Registrar Pam Frakes at 303-748-9773 or the Publicity Chairman Joe Gunderson at 303-791-4902 or email at glenwoodrallye2016@gmail.com.

FOR SALE**'67 TRIUMPH SPITFIRE MK 3, RIGHT HAND DRIVE**

I am Dave Griffith and I am considering selling my Spitfire. Some history:

She has been in my hands, in various locations, since 1979, when she was acquired in Singapore (hence the right hand drive). She was a daily driver in Singapore, Oklahoma and Louisiana. She still is.

The engine was rebuilt in 1984 with a rebuilt short block installed.

In the fall of 1989, she was garaged in Salado, where she remained until the spring of 2013.

Work began late 2013 to get her road worthy and she was on the road again in the summer of 2014.

You in the club may have seen her at the 2014 All British Car Days and the 2015 Regional in Kerrville.

Work done during 2014 and 2015 include complete brake system, clutch hydraulics, many engine accessories, full restoration of the SU H2 carburetors and a new fuel tank. She is not restored; she is still a daily driver.

She has been valued by Steve Johnson, Ron Harrison and Art Petri, independently, at \$7,000. Since we are moving and it will be a long time before I can begin working with her again, I am asking \$4500.00 for her.

If interested, I can be contacted at (512) 618-9203. My email is davegrif@consolidated.net.





1972 Triumph TR6 Sports Car

(CC75356L)

113K Miles

Asking \$15,000

Complete Engine Rebuild at 86K.

With:

&

- Surrey Roof
- Over Drive
- Webber Carbs
- ASA Mufflers
- Rear Tub Shock Conversion
- Front Spoiler
- Oil Cooler
- Premium Fuel Pump
- Leather Seats w/ Seat Belts
- AM/FM Radio w/ CD Player
- Auxiliary Power Source
- Leather Rimmed Steering Wheel w/Triumph Logo
- Wood Crested Shift Knob
- Alloy Valve Cover
- New Tires (5)
- New Battery
- New Gearbox Cover (Polyethylene)
- New Carpet w/Heat Shield
- New Window Washer
- Rebuilt Radiator
- Rebuilt Heater
- Pertronix Electronic Ignition w/Coil
- Wood Created Shift Knob
- Electric Fan Kit (Not Installed)
- Sun Visors (Not Installed)

Vince Maggio

512-514-0138 H

908-240-2514 C

vincemaggio@msn.com

For Sale: 1969 Triumph Spitfire Race Car Project

\$5500 firm!



- Solid Spitfire Round-tail tub with updated SCCA/SRVA/CVRA compliant roll cage.
- SCCA Logbook — will race in CVAR Group 2 or SVRA Group 1
- 1147 engine with dual SUs & 4 speed transmission
- Competition rear axles
- GT6 front suspension, uprights & brakes — all new bushings & tie rods
- Vintage Silverstone 13X6 race wheels with CVAR/SVRA legal Hoosier Street TD tyres.
- New slotted rotors
- New fuel cell
- New Kirkry seat/seat cover with FIA certified 5 point harness
- Sale includes new racing alternator & Firecharger CO2 fire system and more.

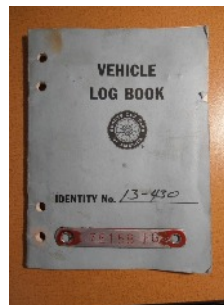
Will need some finishing, such as the seat mounts completed and fire system installed.

This is a great project for anybody who wants to get into vintage racing.

Contact **Robert MacKenzie** for more details

robert@mackenzie.aero

(210) 415-5107

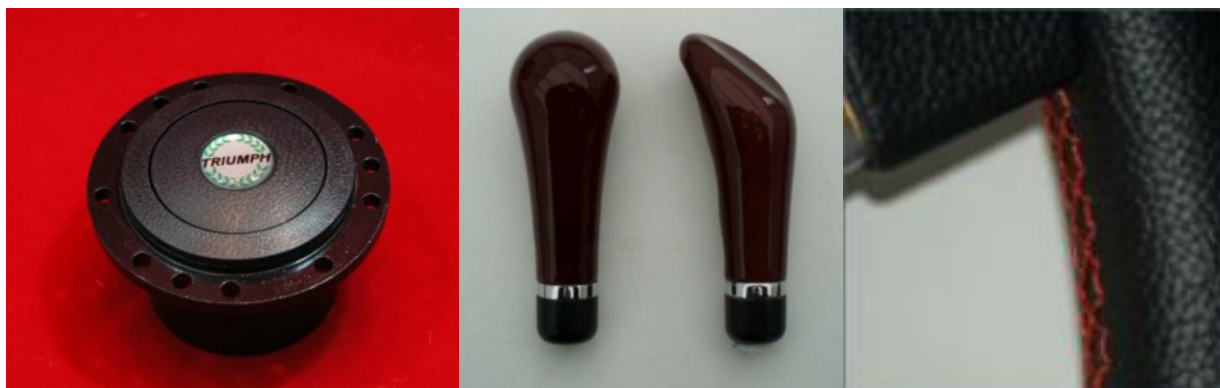


Jim Icenhower's



Wood, Leather and Vinyl Steering Wheels for Classic Cars At Exceptional Prices

Wood Wheels with Hub	\$219.95
Leather Wheels with Hub	\$119.95
Vinyl Wheels with Hub	\$109.95



I have steering wheels and hubs for almost all British classics as well as accessories like shift knobs, mirrors, light/badge bars and more. Check out my current listings on eBay at <http://stores.ebay.com/specialtypartshop> or email me at jicenhower@yahoo.com for more information.

Listing change as I get shipments from the UK so check back often or contact me for any special requests.

HCTC Classifieds



I know I have been out of the loop for a while with the club members but still enjoy the Triumph hobby. In an effort to add a unique look to my shop, I sourced a maker of metal signs. This is the sign i have asked him to make.

I thought some other members might be interested as well. Here is the pricing and the different finishes he can offer.

4'x6' sign as per pic/3 colors printed on .040 aluminum sheet -does not include wood borders/aging or crating /shipping, \$325.00

printed on painted 24-26 ga steel sheet no aging wood borders crating or shipping \$425.00

on steel as per pic w/wood borders, aged and distressed \$565.00

If people have questions, they can reach me at 512-517-5325

Thank you,

Fil Valderrama

HCTC Classifieds

I have a intake and exhaust manifold for a TR4-TR3 and a intake for GT6-TR6 that I would like to sell.

My phone # 512-909-6849

Mark and Marcela Jenks

I recently bought a project 1965 TR4a.... Any advice, help, parts,would be greatly appreciated

Alan Palmer ampalmer4@gmail.com

RH and LH Trunk Side Panel TR3, TR3A, TR3B. These are new steel panels, made in the U.K. They have never been fitted or installed. \$70.00 each. Carol 512-971-6778.



I am looking for a TR250 or TR4a Bonnet for a vehicle I am restoring. If you have one for sale please call me at 512-517-5325 or email me at filv@fnbbastrop.com. Thank you, Fil Valderrama

Membership Application

Name: _____

Address: _____

City/State: _____ Zip: _____

Home Phone: _____

Work Phone: _____

Email address: _____

Car Make: _____ Model: _____ Year: _____ Color: _____

Car Make: _____ Model: _____ Year: _____ Color: _____

How on earth did you hear about the Hill Country Triumph Club?



Please mail your application and \$15 check payable to HCTC to:
Nel McPhail, 1105 North Canyonwood Dr, Dripping Springs, TX 78620

Upcoming Events

February 9 — HCTC Tuesday Evening Monthly Meeting.

February 13 — HCTC Saturday Morning Monthly Meeting.

April 20-24 — South Central VTR Regionals in Norman, OK. Click [here](#) for more information.

Next breakfast meeting:

Saturday, February 13, 2015, 9:00 AM

The Frisco

6801 Burnet Rd

Austin, TX 78757

thefriscoaustin.com — Phone: 512-459-6279

Next evening meeting:

Tuesday, February 9, 2015, 7:00 PM

Pinthouse Pizza South Lamar

Brodie Oaks Shopping Center

4236 S Lamar Blvd

Austin, TX 78704

pinthousepizza.com/lamar — Phone: 512-502-5808