

The Ragtop



March 2016

Note from the Editor

Our Tuesday evening meeting for February was held at Pinthouse Pizza on South Lamar. We had 8 members driving 7 cars. The food was good, the beer was good, but it was crowded and noisy, so maybe not a great place to continue to meet. There were 12 members at the Saturday breakfast meeting at the Frisco, including 2 couples, with a total of 6 cars. Alan Palmer came in all the way

from Fredericksburg. Warren and Lisa Kodosky drove a '49 Packard — not a Triumph, but definitely an interesting vehicle! After the meeting, several members went on a drive ending at Live Oak Brewery, owned by HCTC member Chip McElroy. Mike McPhail has details later in the newsletter. We decided on a drive to the Painted Churches in the Schulenburg area for our April event. See you all later this week!

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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.

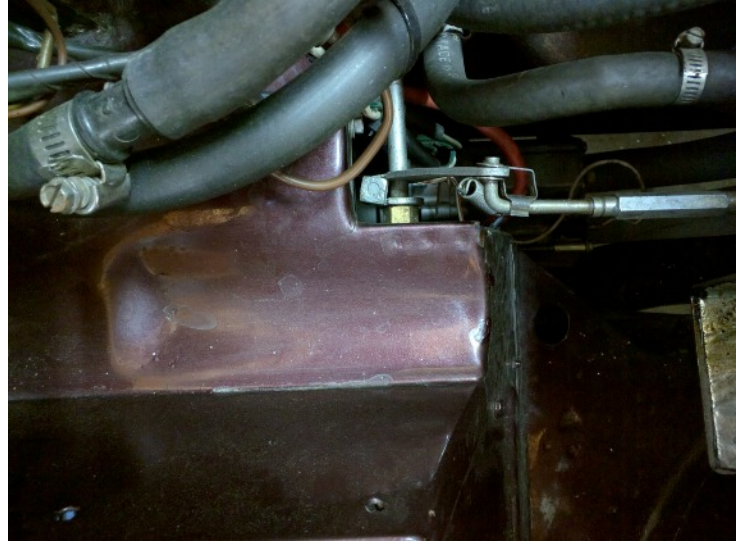
Brass Throttle Shaft Bushings

By Mike McPhail

Have you ever replaced the plastic throttle shaft bushings on your TR6? Damn near impossible, right? Okay, how about this! Run down to the Home Depot and buy two LFA155 compression fitting sets. Cut the larger part of the fittings in two. Ream out the inner lip to the same size (3/8") as the rest of the hole. Reinstall the shaft with only the brass items as shown in the photos. There won't be room for the washers anymore, but the right side fitting will take up all the lateral play.



THROTTLE SHAFT BUSHINGS (Continued)



February HCTC Brewery Tour

By Mike McPhail

After the meeting at Frisco's on Feb 13, Tina & Roger Bolick, Alan Palmer, Willis Thorstad and Mike McPhail drove their Triumphs to the gala Live Oak Brewing Company Grand opening. We followed Webberville Road all the way to the Southside Market BBQ in Bastrop, then hot-footed it back down Hwy 71 to Chip McElroy's new digs just North of the Austin Airport. Chip's colossal new brewery sits near the banks of the Colorado River on a fabulous park-like parcel complete with picnic tables under majestic live oak trees. The property was jammed with beer



Our WRLwind TR6 Adventure Came to an Abrupt End

By Bob Kramer

Elvis died young or at least that is what we have been told. Some believe otherwise. Maybe he is alive and well, ghost writing for today's talentless pop stars. James Dean and Paul Walker are definitely gone, in more spectacular fashion. Gone, but not forgotten. Not everyone lives as long as they'd like and not everything turns out as we'd expect. Such is life and it moves on, and our heroes live on in some form or another. So it will be with the WRL TR6. Oh, didn't you start by looking at the pictures first?

The powers that be chose the name "World Racing League" knowing that it sounded pretty special, sort of like the League of Extraordinary Gentleman, the Knights Templar or the Gang of Eight. Given the chance our bunch of Triumph gear heads signed up for a WRL race consisting of eighty five cars of all shapes, sizes and specifications, most with mul-

tiples of drivers on each team ready to compete on the silky smooth pavement of the Circuit of the Americas. That's right, COTA, the biggest name in big time race tracks; built to the highest design standards ever conceived this side of the pond. Add Fun to Mr. Walker's Fast and Furious and you get the "effing" idea. We showed up with the Beandito, our Rustoleum encased, pieced together, antique sports car whose heritage goes back to something as mundane as the "Standard" Triumph Company. Bringing a knife to a gunfight you might say, but we Beandudo's bleed both British and Texan blood and there was only going to be one "first" WRL at COTA, so we spruced up our rat rod TR6 and christened it the Beandito.

It was a major thrash for the former Lemon's/ChumpCar TR6 that was originally put together by members of our own Hill Country

Triumph Club. As chronicled last time around in the Ragtop the TR6 was reinvented as a WRL Endurance Race Car and we passed the WRL technical inspection with flying colors. Freshly stickered up with our sponsor logos; Beantito's, Infamous Brewing and Roadster Factory and labeled with the number 12 in honor of the Kastner Brophy TR6 from back in the day, the car never looked better. Its Lemon's heritage was well hidden under fiberglass panels and white paint. Rattle can paint aside the car was a looker.

As always the car wasn't finished until the deadline approached. When we fired her up at COTA the car surprised us with an alternator that was actually charging the battery. After 5 race events this was a first for this car. We looked forward to a full day of racing that didn't require the necessary stops for fuel and driver changes being





combined with an occasional battery swap. We had learned that a one-wire alternator needs to be “excited” on startup. In other words, we had to put the pedal to the metal when starting the car to wake up the alternator! It couldn’t all be easy. The temperature gauge turned in its notice and quit between Friday afternoon and Saturday morning. Maybe it doesn’t work weekends? We were confident that our Greg Blake installed circle track aluminum radiator and fancy blue silicone hoses would keep the TR6 cool so we barged ahead. As a backup plan we pulled out our infrared thermometer to check the temps during pits stops.

Friday night the WRL held a mandatory drivers meeting with WRL grand master Joey Todd holding court from the second level of the COTA paddock building as the drivers assembled on the F1 pit lane. It was dark and increasingly cold but the assembled masses were being fed free beer so the crowd was placated. Joey told the WRL story and laid out the event rules reminiscent of a banana republic’s dictator orating to his minions from the balcony of his palace. Don’t cry for me Circuit of the America’s, I’ll never leave you.

We were warned, don’t bend a guardrail, or damage fencing or plastic barriers as COTA will bill us, by the inch! As for the drivers meeting, being a veteran of multiple racing formats and clubs I was less than impressed with the actual discussion of flagging and passing protocols. The WRL drivers in the crowd came from many differing race organizations with drivers styles that vary from the out of control Trumpsters to the neurosurgeon, intellectual Carson types. A bell or in our case a racing flag doesn’t seem to mean much to some folks. What is happening under a white flag seems to vary depending on which track or organization you are racing with. I walked away knowing that many in the crowd were not paying attention. Even more worrisome for me was that I did not hear a phrase so often heard at race track drivers meetings, the one that simply reminds the drivers that the passing car is responsible for the safe completion of the pass on the race track, not the car being overtaken. Typically drivers being passed are reminded to hold their line and be predictable and let the fast guy figure out where to pass safely. With four racing classes graded on

speed potential and our car being in the slow group we had something to worry about. Most of the other cars would be faster on the straights and faster overall but with our light vehicle weight and terrific handling we would be faster in the turns.

Dave Forman had set up a driver’s task schedule designed to have four people over the wall for each pit stop. When I say wall, I mean yellow lines painted for the F1 teams to change tires in mere seconds. This was to be a true hot pit, cars coming and going on an ongoing basis. Pits stops were the driver coming out, the driver going in, a fuel man and a guy to hold the fire extinguisher. As the number four driver, I got to fuel the car on the first pit stop, hold the fire bottle on the second and I was going in on number three.

First up was Richard Ceraldi, who had plenty of COTA lap experience in his Mini, to handle the crowded race start for the Beandudos. He’d earned the right with all his hard work in getting the car WRL ready. If it seemed to him like and honor had been bestowed it probably faded as the first of two red flags extended his one hour stint to two hours. Clearly there was some aggres-

sive driving going on and the WRL drivers were keeping both the tow trucks and the COTA accountants busy. Our teams of drivers were all Triumph guys and the next two drivers were Spitfire racers from CVAR, Derek Vick and Dusty Nicholson, followed by three more CVAR guys, Bob Kramer, Bobby Whitehead and Dave Foreman. Derek got in for the second stint, endured another red flag and even got to test the TR6's dance moves while pirouetting the car in one of the grandstand turns. He'd driven COTA before in his Spitfire during the SVRA Vintage Festival this past year and found the car comparable to his full race Spitfire. Next up was Dusty Nicholson, another CVAR Spitfire racer, but also a veteran of Lemon's racing and one of the original Homeboyz. Dusty is quick on an autocross course and had driven the fastest lap in the TR6 at MSR on that inaugural event. As he completed his laps he was steadily progressing down toward the 3 minute lap time number we thought possible in this car. As his time wound down I prepared to get in the car. I was dressed and ready when news of another red flag came over the radio. Then we

saw a BMW with a dented front fender pull into the pits followed quickly by a reports of "the Triumph is in the wall". The red paint on that white car matched our front and rear end paint so we were concerned. During the red flag the driver told us that out of nowhere the TR6 had spun 180 degrees right in front of him and he couldn't avoid contact. He didn't know how badly off our car was and the fender damage on his car wasn't all that bad, but we knew it couldn't be good if we were coming in on a wrecker.

It took a while but the car showed up on a flat bed and a glance was all it took to know that we were done. The aluminum radiator was not so neatly pressed around the front of the engine and the body work was beyond hope. Dusty was despondent and wondered aloud if he was to blame, but thought not. He couldn't tell us exactly what had happened he felt he was just driving his line and boom, scratch a lotta boom. We have since viewed the video from the perspective of the BMW that hit us and we see that as Dusty reached the end of the back straight four other cars were entering the ninety degree left at

about the same time. A darker car was out front and pulling away, there was a white BMW taking the inside line away from a Miata and Dusty was far right as they entered the turn. The camera car BMW trailed the action. As Dusty moved through the hard left and toward the next turn, which is the big horseshoe right hand carousel, he was three wide with the BMW on the outside a little ahead of the Miata to his left. The TR6 was in its element, faster than the other guys for this short stretch because it was able to get into the gas a little earlier than they could. That light weight, great handling thing in action. Watching the video I doubt that Dusty could see the BMW off to his far left through the Miata but what unfolded went like this, the BMW turned in from the far left of the track, from two wheels off on the COTA paint across the front end of the Miata. It was an aggressive move but one that the Miata driver saw coming, probably expected and braked appropriately. As the BMW cleared the Miata he went for the same apex that Dusty was accelerating toward. Dusty was hard on the gas and coming back against the guys that just passed him looking





to take the forward position through the carousel. The BMW reports that he left room for Dusty to take an inside line in the turn and that looks to be true, but Dusty was already on another line, wider and in instant trouble. Since he was on a collision course for a point in the turn that was about to be occupied by a BMW he slammed on the brakes and slid into the right rear fender of the BMW, which appeared to shake it off. The hit occurred on the TR6 left front fiberglass fender and it was undamaged but the tap when combined with the hard braking caused the car to do a 180 right into the path of the following BMW. Our racing day came to an end.

I've heard that the BMW that Dusty hit had its own problems from the incident. Even though that part of the incident seemed minor, and the car continued racing away from the incident, the spot where the TR6 poked the BMW was where the stock battery is located. The battery cracked and shorted out and it caught fire resulting in sustaining significant damage. The car that hit us continued on with damaged sheet metal and did some cosmetic re-

pairs over night. Our car needs a new front clip and hood. The one fender that tapped the BMW is fine but the front valance and sight side fender and the inner fenders on both sides need to be replaced. The Beandito will be repaired and will race again, in some form or another!

That is our tale of woe. There is an age old phrase often heard at race tracks, usually alongside tow trucks and other emergency vehicles; a simple shrug and a "that's racin'" epitaph. Every one of us

knew the risks when we signed up for this, except apparently the fiery BMW we tagged. Frankly those risks are not tolerated in my usual vintage racing and are one of the reasons that vintage is so popular. Our car, the Lemons/Chump/WRL TR6 exists because we wouldn't do this with our "nice" race cars. We built it from a pile of rusty parts and a shell of a car that was too far gone to be restored. Now it's too good to let it die. There is a Chump race at COTA this August. The TR6 will rise again.



South Central VTR Regional



Land Run Monument by Paul Moore. Used with permission.

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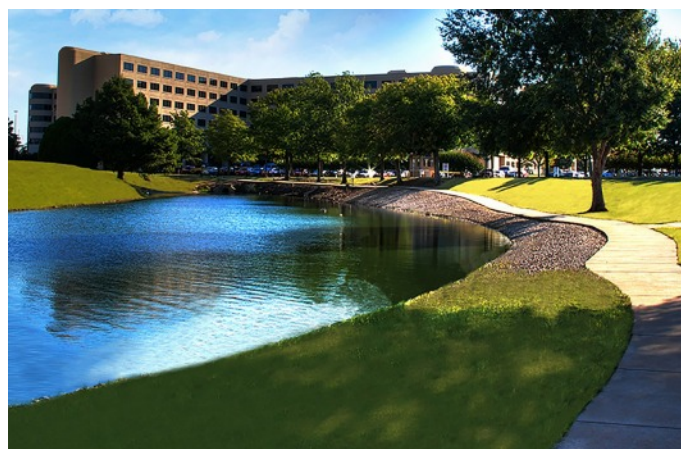
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64th Annual Rallye Glenwood Springs, June 3-5, 2016

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.



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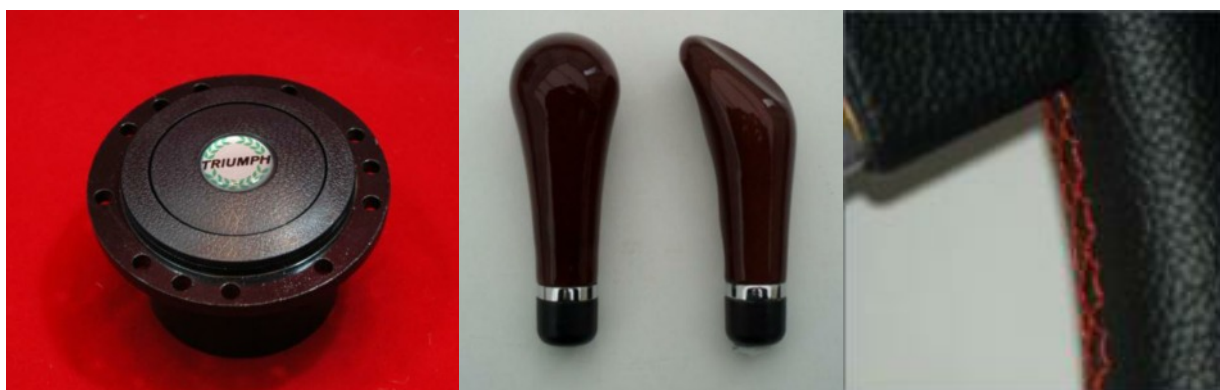
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Listing change as I get shipments from the UK so check back often or contact me for any special requests.

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

March 8 — HCTC Tuesday Evening Monthly Meeting.

March 12 — HCTC Saturday Morning Monthly Meeting.

April 16 — HCTC Painted Church Tour. Schulenburg, TX.

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

October 3-7 — VTR National Convention, Pottsboro, TX. Information at vtr2016.org.

Next breakfast meeting:

Saturday, March 12, 2015, 9:00 AM

The Frisco

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thefriscoaustin.com — Phone: 512-459-6279

Next evening meeting:

Tuesday, March 8, 2015, 7:00 PM

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