



The RAGTOP

Monthly Newsletter of the HILL COUNTRY TRIUMPH CLUB

Volume 17, Issue 6, June 2004

www.hillcountrytriumphclub.org

Triumph Family

by Bob Skewis, President



Graduation and moving on . . .

For many of us, this time of year brings a round of graduation notices from friends and family alike. With Rachel's graduation last year, Marilyn and I were too busy and caught up in the whirlwind to really appreciate what a magical time it is for the graduates and their families. My best friend's twin daughters graduated this year and it was a pleasure to see the excitement, relief, anticipation, pride and the full range of emotions that they went through on that week.

For the children, it is a weight off of their shoulders that has been looming for the last couple of years. It is no small accomplishment, and yet it is small compared to the goals they have set for the years to come. The independence of college life has to be tempered with the responsibility of serious studies. Some will choose work over further study and set themselves on a life-path that offers a completely different set of responsibilities. *They will all wonder how high school ever hoped to prepare them for the adjustments they will have to make.*

That is where the parent's time was well spent over the last 18 years. While school has prepared them academically, Mom and Dad were charged with the social and emotional growth of their children. At the point of graduation, whether they are going to further schooling or into the workforce, the parents have to take a deep breath and say they have done their best and it's time to step back and let the kids go. Sink or swim, they are now citizens of the world - and the scary part is that we have molded them in our own image (*this is a scary thought for the kids too, as they are just starting to realize that they are more like us than they care to admit*). Suddenly empty nests are cause for adjustments on the parent's side as well - activities that had been central to your life are gone. To me it has been a kind of retirement, with more time available for things that had taken a back seat for awhile, and I am enjoying it!

For one thing, I am spending more time with my Triumph Family and serving as your El Presidente. I received word through **Mike McPhail** that **Art Graves** will not be able to get together with us in June. His fondest hope was that we should all get together to eat barbeque and toast to his health and new life in the Sooner Nation. So, I am inviting all members to gather at my house on **Saturday, June 26th**. The time will be determined later and a sign up sheet will be passed around at the meeting on Tuesday for covered dishes, but the club will provide the burned meat. I have a large backyard and intend for all Little British Cars to be parked on the green. Feel free to bring the kids as we have a badminton set and we need to keep molding new interest in our hobby. So, mark your calendars now and join us for a fun afternoon / evening of fellowship - I'll see you there!



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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. See the membership form on the back page. 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 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 four days prior to the end of each month. Submissions may be sent to:

Carol Pennington
105 Etta Place
Austin, TX 78753

or E-mailed to cpenn33@yahoo.com. Photos or image files like .gif or .jpg are always welcome. Any disk sent will be forwarded to our cryptology department and interpreted to the best of our ability using the latest state-of-the-art Lucas computer system. Older technologies such as bar napkin, toilet paper, or shop towels are also accepted. Whatever the medium, we want to hear from you!

Classified ads are free to current members and will run for three months unless otherwise instructed. Other ad rates are as follows:

Non member classified	\$5.00 for 3 months
Business cards	\$50.00 per year
Half page	\$100.00 per year
Full Page	\$200.00 per year

Advertise your business here for great results while supporting your club and hobby at the same time. What a deal!

A message from the Editor

The Ragtop is now available in PDF format for your viewing pleasure. I will automatically send it to each club member who has an E-mail address in our database. It is also available on our website. Please contact me at cpenn33@yahoo.com (new address set up just for this) or 512-834-0579 if:

1. You do not wish to receive the newsletter via E-mail. OR
2. You do not want a paper copy of the newsletter sent to your home.



How do you spell relief? DAY LIGHT SAVINGS TIME! Wow, now we can motor on over to the monthly meetings in the bright sunshine.

That is exactly what happened May 11th. A whole gaggle of Triumphs converged upon the La Carrera Mexican Restaurant in the Balcones Woods Shopping Center, a favorite hangout of TR gourmet Roger Bolick. Early arrivals were Bob and Barbara Kramer in the Godiva Chocolate TR6, Richard Ceraldi in his fire engine red GT6, Dan Julien in the mellow yellow TR6, David and Anne Schlosser in the Black Widow TR3, Mike and mom Lucy McPhail in the Cotswold Clotted Cream TR3, and Bob and (daughter?) Courtney Baker in their (his?) signal red TR3. Warren and Yolanda were very tardy, almost as late as Andy Brunner. Super top down turn out!

Sadly, missing from our Tuesday night get together was long time member Art Graves. He has been transferred to Tulsa and will have the family moved into their new home by the time you read this. Art is one of the HCTC founders and former President and Ragtop Editor. He has been perhaps the club's most active member, logging over 200,000 miles in his 1976 one owner TR6.

Back from South America and nearly cured of malaria was Don Couch, who gets an honorable mention for driving a Land Rover (you, too, Phil). Don surprised us with the delightful news that he and Brenda are formally engaged (marriage, we suppose).

World travelers Bob and Courtney arrived stateside just 24 hours before the meeting, incredibly showing no signs of jet-lag whatsoever. They have just completed a whirlwind tour of London and the West Country. This junket was worked in between Bob's trip to Panama with VP John Carl and their upcoming Mexican Riviera excursion with Mike and Nel. Just goes to show you...people in Triumphs really get around!

Web wizard Dan Julien announced that the Ragtop will soon be available online, complete with color photos. Some snapshots were passed around of the HCTC delegation at VTR Regionals in Norman. Predictably, they were OK. These were graciously provided by Susan Cook of the Houston Triumph Register.

On May 15 three car shows are being held in our area. From Blanco to Sun City to Waco, the summer driving season is definitely upon us!



The Union Flag, or Union Jack, is the national flag of the United Kingdom and it is so called because it embodies the emblems of the three countries united under one Sovereign - the kingdoms of England and Wales, of Scotland and of Ireland (although since 1921 only Northern Ireland has been part of the United Kingdom).

The term Union Jack possibly dates from Queen Anne's time (reigned 1702-14), but its origin is uncertain. It may come from the 'jack-et' of the English or Scottish soldiers; or from the name of James I who originated the first union in 1603, in either its Latin or French form Jacobus or Jacques; or, as 'jack' once meant small, the name may be derived from a royal proclamation issued by Charles II that the Union Flag should be flown only by ships of the Royal Navy as a jack, (a small flag at the bowsprit).



The flag consists of three heraldic crosses. The cross of St George, patron saint of England since the 1270's, is a red cross on a white ground. It was the national flag of England until James

I succeeded to the throne in 1603, after which it was combined in 1606 with the crosses of St. Andrew and St. Patrick;

The cross saltire of St Andrew, patron saint of Scotland, is a diagonal white cross on a blue ground.



The cross saltire of St Patrick, patron saint of Ireland, is a diagonal red cross on a white ground. This was combined with the previous Union Flag of St George and St Andrew, after the Act of Union of

Ireland with England (and Wales) and Scotland on 1 January 1801, to create the Union Flag that has been flown ever since.

The Welsh dragon does not appear on the Union Flag. This is because when the first Union Flag was created in 1606, the Principality of Wales by that time was already united with England and was no longer a separate principality.

continued on page 5

The REAL reason man invented duct tape...

Compliments of Mike McPhail.

A police officer pulls over a speeding car. The officer says, "I clocked you at 80 miles per hour, sir."

The driver says, "Gee, officer, I had it on cruise control at 60, perhaps your radar needs calibrating."

Not looking up from her knitting the wife says sweetly from the passenger seat, "Now don't be silly, dear, you know that this car doesn't have cruise control."

As the officer writes out the ticket, the driver looks over at his wife and growls, "Can't you keep your mouth shut for once?"

The wife smiles demurely and says, "You should be thankful your radar detector went off when it did."

As the officer makes out the second ticket for the illegal radar detector unit, the man yells at his wife and says through clenched teeth, "Damn it, woman, can't you keep your mouth shut?"

The officer frowns and says, "And I notice that you're not wearing your seat belt, sir. That's an automatic \$75 fine."

The driver says, "Yeah, well, you see officer, I had it on, but took it off when you pulled me over so that I could get my license out of my back pocket."

The wife says, "Now, dear, you know very well that you didn't have your seat belt on. You never wear your seat belt when you're driving."

And as the police officer is writing out the third ticket, the driver turns to his wife and barks, "WHY DON'T YOU SHUT THE HELL UP?"

The officer looks over at the woman and asks, "Does your husband always talk to you this way, Ma'am?"

"Oh heavens no, officer, only when he's been drinking."

Editor's note: Sam Clark, of the Green Country Triumph Club in OK, received a warning for going 83 in a 70 zone in his '6. The officer made the comment that this was the first (and hopefully last) Triumph that he had ever pulled over. Ironically, Sam was on his way to Hallet Raceway to watch Larry Young race his '3.

continued from page 4

The Union Flag was originally a royal flag (when the present design was made official in 1801, it was ordered to be flown on all the King's forts and castles, but not elsewhere); it is today flown above Buckingham Palace, Windsor Castle and Sandringham when The Queen is not in residence. The Royal Arms of Scotland (Lion Rampant) is flown at the Palace of Holyroodhouse and Balmoral when The Queen is not in residence. On news of a Royal death, the Union Flag (or the Royal Arms of Scotland (Lion Rampant) where appropriate) will be flown at half-mast. The Royal Standard is never flown at half mast, as the Sovereign never dies (the new Monarch immediately succeeds his or her predecessor).

The flying of the Union Flag on public buildings is decided by the Department for Culture, Media and Sport at The Queen's command. The Union Flag is flown on government buildings on days marking the birthdays of members of the Royal family, Commonwealth Day, Coronation Day, The Queen's official birthday, Remembrance Day and on the days of the State Opening and prorogation of Parliament; it is also flown on St David's Day (Wales), St George's Day (England), St Andrew's Day (Scotland), and St Patrick's Day (Northern Ireland).

Although the Union Flag originated as a royal flag, it is now also flown by many people and organisations elsewhere in the United Kingdom by long established custom. Its use as an emblem has extended beyond the form of a flag and the Union Jack is frequently depicted on other objects.

The Union Flag has particular significance to the Armed Forces. Flags of contrasting colours have been used to show the position of commanders in the field and their armies from early times. The heavy defensive armour of medieval times made recognition symbols essential, and flags or colours were necessary as rallying points for the horse and foot soldiers. One example of the historic importance of colours as the focus of loyalty to the Crown (and to the regiment) is the annual Trooping the Colour ceremony at Horse Guards Parade on the Sovereign's official birthday, when The Queen as Colonel-in-Chief of each of the five regiments of Foot Guards takes the salute.

As an emblem of 'Her Majesty's Service', the Union Flag is the flag of the Army, which unlike the Royal Navy and the Royal Air Force, does not have its own ensign. The Union Flag as the King's/Queen's Colour was therefore carried into battle, along with

their own Regimental Colours, by a number of Army regiments (artillery did not need them, as their rallying point was the right-hand gun; rifle regiments do not carry colours as their original role was as scouts, which required stealth and concealment). British Regimental Colours were carried into battle for the last time in January 1881, when the 58th Foot (now part of the Royal Anglia Regiment) took their Colours into action against the Boers in the Transvaal, South Africa.

Today, Infantry battalions have two colours or flags: the Queen's Colour (a Union Flag with the title and number of the battalion at the centre surmounted by St Edward's Crown, with First and Second World War battle honours on both sides), and the Regimental Colour (featuring the regimental badge and battle honours awarded for campaigns other than the two World Wars). Nowadays, the Union Flag is also carried in smaller form on the sides of Army vehicles and worn on uniforms as a distinguishing national emblem.



In the Royal Navy, flags and ensigns assumed the same importance as standards and colours in the Army. Until 1864, fleets were organised into White, Red and Blue squadrons, but in that year Queen Victoria ordered that the White Ensign - the red cross of St George with the Union Flag in the top left-hand corner - should be carried by all ships of the Royal Navy. The Naval Reserves and the Mercantile Marine were to fly the Blue and Red Ensigns respectively. There are also Queen's Colours for the Royal Navy in each of the present-day naval commands, based on the White Ensign, which are carried on suitable ceremonial occasions by naval colour parties.

King's or Queen's Colours have also been presented to the other Services. Colours were presented to the Royal Marines (formed as the Admiral's Regiment in 1664) by the Duke of Clarence (the future William IV) in 1827; today there are Queen's and regimental colours for each Royal Marine Commando. In 1947, George VI approved the award of King's Colours to the Royal Air Force for carrying on ceremonial occasions; King's or Queen's Colours have subsequently been presented, amongst others, to the Royal Air Force in the United Kingdom in 1951 and the Royal Auxiliary Air Force in 1989. <http://www.royal.gov.uk/output/page398.asp>

Hill Country Triumph Club

2004 Events



Close to the event, call the Hotline for additional information 512.703.6553

JUNE 2004

- 4 **Putt-Putt, Burnet Road** 6PM-close
- 8 **Hill Country Triumph Club Meeting.** 7PM. Pok-E-Jo's, 1603 5th Street, just east of MoPac.
- 26 **BBQ at Bob Skewis' house, time TBD** See *Triumph Family* on page 1.

JULY 2004

- 2 **Putt-Putt, Burnet Road** 6PM-close
- 13 **Hill Country Triumph Club Meeting.** 7PM.
- 14-17 **VTR 2004 National Convention,** Richmond Virginia, Sponsored by the Richmond Triumph Register <http://www.richmondtriumphregister.com/>

AUGUST 2004

- 6 **Putt-Putt, Burnet Road** 6PM-close
- 6-7 **TRF Summer Party, Indiana County, PA CANCELLED**
- 10 **Hill Country Triumph Club Meeting.** 7PM.

SEPTEMBER 2004

- 14 **Hill Country Triumph Club Meeting.** 7PM.
- 25-26 **All British Car Day, SpringHill Suites, Old Settlers Park, Round Rock**
- 30-Oct. 4 **Triumphfest, Lake Tahoe, CA** Sponsored by Triumph Travelers. Visit <http://www.triumphtravelers.org> for additional information.

OCTOBER 2004

- 2 **The State Fair of Texas All British Parade to the Fairgrounds !!!**
The theme this year is The British Invasion. A celebration and salutation to all things British featuring the Jaguar Marque. More info to come.
- 12 **Hill Country Triumph Club Meeting.** 7PM.

Hill Country Triumph Club Shirts, Sweatshirts, and Hats are always available!

Shirts are 100% combed cotton pique tri-color pullover "JERZEE" golf shirts. Sweatshirts are 95% "Lee" hooded sweatshirts with a muff pocket. Shirts and sweatshirts have the HCTC logo embroidered on the front. Shirts and sweatshirts are \$25.00 and hats are \$15.00. Buy yours at the next meeting or event!



For Sale: 1975 TR6 - Metallic Maroon-Purple with black interior and top. Mechanically restored, magnificent body – the automobile is actually beautiful to behold. Excellent car with gorgeous rims, tires and additional details which indicate a reverence for the automobile's heritage. The car has been meticulously garage kept and preserved in excellent condition. Drive daily or show: \$9,000. Jeff La Force cell (512) 659-5512, toll free (866) "laforce" or e-mail laforce@grandecom.net or laforce@trinityinitiative.com.

For Sale, 1974 TR-6. Immaculately restored. Great driver. Needs absolutely nothing. \$15,000.00. Contact Griff at (210)651-4293 or at E-mail griff@txdirect.net. 5/04

FOR SALE: complete rebuilt J-Type gearbox for rubber bumpered TR6s. Installation available. \$1300 plus core. Mike McPhail 512-695-8637 mmcphail@austin.rr.com 11/03

Graham Davies



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



See page 2 in the newsletter for membership details.

Hill Country Triumph Club
1105 N. Canyonwood Dr.
Dripping Springs, TX 78620
Address Correction Requested

**The next meeting will be June 8th, 7PM, at Pok-E-Jo's,
1603 5th Street. See page 6 for directions.**