

THE RAGTOP

 HILL COUNTRY TRIUMPH CLUB

MARCH 1, 2010

In this issue

- Willow City Tour
- The Joys of Triumph Ownership
- Improved Stance on #4



- WELCOME TO THE CLUB
- RUBY REPORT
- PROJECT OF THE MONTH
- AUTOCROSS UPDATE
- BILL'S TR6

WELCOME TO THE CLUB

by STEVE JOHNSON, PRESIDENT



February was a great month for Triumphs. The weather was still messy at times, but the lakes are filling. My windshield sprang a leak, but the windshield wipers worked. There's always some good and bad.

Owning a Triumph is a labor of love, and we definitely showed some of that with the Willow City Tour on the 20th. The drizzly overcast day didn't deter us from our enjoyment of these cars and friends that we treasure so much.



Our group included Hill Country Triumphs, the Morgan's joined us, along with the Alfa Romeo Club.

We stated the tour at Elizabeth and Dean's Hudson Bend for coffee and a light breakfast at 8:30 AM. Arrivals were at a slow but steady pace as we formed in the large cul-de-sac conveniently located just outside the Mericas' home. The breakfast was charming, the coffee plentiful, and the roar of the discussions grew as each car arrived. It was hard to break up the crowd, get them into the cars, and on the road as we headed out on the Hill Country winding roads to start our adventure.

Dean had done another expert job on preparing turn by turn directions to our end goal, "The Trois Estate" just outside the Enchanted Rock State Park. It was 60 miles of scenic road to our first rest stop where we stretched our legs for a while before we were headed to Willow City.

The Willow City Loop was as exciting as ever. The low water crossings were well behaved,

continued on page 3



Lucas - Marelli Willow City Tour

Dean and Elizabeth Mericas did it again with another award winning tour for us. This with the second annual "Lucas Marelli - Willow City Tour", and was it excellent. This time we had 32 beautiful vintage sports cars and 60 enthusiasts from clubs all over Austin and the surrounding area. Tom and Nancy Harrison drove their TR4A down that morning from Waco to be with us which gave them the long distance award.

continued from page 2

along with the many cattle guards that contained the open grazing cattle that found our small cars very unusual. Many of the locals pulled over on the narrow roads and waved as our 32 passed. Right in the midst of it we were in a beautiful canyon which was scheduled as a photo opportunity. What a great place to line up the cars and take pictures. After a brief stop, we headed out for Enchanted Rock, and the Trois Estate for lunch.

The Trois Estate is an unusual Mexican Village replica with an excellent view of Enchanted Rock. It's privately owned, and contains a number of bed and breakfast facilities which were all full on the day we were there. Eating and visiting is by reservation only. Their website is <http://www.troisestate.net/>.

After our drive from the road to the village, we had lunch that was specially prepared for us by the owner Rebecca Trois. We had Salad with breads and dipping oil, Albacore Tuna bow tie pasta with fresh basil, desert, and beverages. The dining room, and the meal were very elegant, and greatly appreciated by the group. But our visit there wasn't over.

After eating it was time to experience the uniqueness of this Mexican Village. You'll see more information on their website, but to name a few: The Worlds Largest Cap Gun Museum (*took me back to my childhood*), The Bird Cage Theater which featured birds and animals of many different countries, the Safari Room complete with African stuffed animals, and an underground Grotto. It was great.

Then it was time for the drive home, as we all headed back. It was a wonderful time had by all. Here are Pictures of our tour. Jaime and Doris Molina - [PRESS HERE](#)
Candy Johnson - [PRESS HERE](#)



Vanishing River Cruise – March 20th

Terry and Jane Jones have invited us for a Vanishing Texas River Cruise on Saturday, March 20th. It includes a scenic road trip from Marble Falls to and from Marble Falls. Terry has added more details to follow in this Ragtop issue.

I've always wanted to go on this cruise. Don't worry if it's a bit cold or drizzly, the boat is covered down below for our comfort. Candy and I are looking forward to seeing each of you there. Thanks Terry and Jane.

Fix it Day March

Robert MacKenzie is putting together a club Fix It Day at his garage. The dates are **March 13th or March 27th**. If you will be attending, would you please send a note to Robert at robert@mackenzie.aero and let him know if you could attend either day, or have a preference for one or the other. That way Robert can do a bit of preplanning to get ready for us.

continued on page 4

continued from page 3

Burnett Bluebonnet Festival and Air Show – April 10th

Ralph and Jeffie Herter are putting together the run to Burnett as they do each year for the Bluebonnet Festival and Air Show. This year there is a car show downtown that may like to have us participate, so keep your calendar open for this one.



VTR South Central Regional – April 28th – May 2nd

Has it been a *year* since we hosted the Marble Falls event? Better start making plans already for the VTR South Central Regional in Oklahoma City. Candy and I have made our reservations, and sent in our registration. You can find more particulars about the event on the new website below.

Yes, another website to help us with our Regional Communications has been put in place by our new regional coordinator Clay Thompson (TTR Club Houston). It's a great place to put club VTR information, and upcoming events. Take a look at

<http://web.mac.com/jclaythompson/iWeb/VTRSCR/News/News.html>.

Hill Country Website

If you haven't seen our Hill Country Triumph Club website recently you had better take a look right now <http://www.hillcountrytriumphclub.org/>. It has a different look and feel to it. How did that happen? Well, Jim Icenhower had surgery recently which has kept him at home for several weeks. He was extremely bored with the whole process. I talked to Dan Julien because I know Jim would love to fiddle with the Website, and we decided to let him play.

Jim modified the layout and color scheme. Added the ability to search the whole site. Now is you say were looking for a Ragtop Article, you could do it from one place, not look through each issue. If you have pictures, they can easily be put up by sending their web address to webmaster@hillcountrytriumphclub.org and it will be added to our Photo page.

Nice work Jim. Thanks for taking the time. Thanks Dan for keeping us going with an excellent website all these years. Please send any comments, suggestions or ideas for new features that you may have on the new website to webmaster@hillcountrytriumphclub.org! Jim's the guy who can put them into use.

I truly believe that next year we'll get the VTR award for the best Website, as well as the best Newsletter! ***Don and Jim ROCK.***

Triumphantly yours,

Steve

Steve Johnson
President
Hill Country Triumph Club

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 don@dcphotos.com Car related classified ads are free to members and will run for three months unless otherwise instructed. Contact editor for other ads.

Membership Application



Name: _____

Address: _____

City / State: _____ Zip: _____

Home Phone: _____

Work Phone: _____

E-mail 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 application and check payable to HCTC to:
Nel McPhail, 1105 N. Canyonwood Dr., Dripping Springs, TX 78260

OFFICERS

President
Steve Johnson
258.5340
president@hillcountrytriumphclub.org

Vice-President
Bob Baker
448.0093
rabaker1946@att.net

Webmaster
Dan Julien
451.3102
dan.julien@alumni.utexas.net

Treasurer
Earl McGlothlin
292.3387
conniemcg@austin.rr.com

Secretary
Bob Skewis
892.4068
skewistx@att.net

Membership
Nel Mcphail
656.1456
membership@hillcountrytriumphclub.org

Ragtop Editor
Don Couch
680-3540
editor@hillcountrytriumphclub.org
www.dcphotos.com

RUBY REPORT



It's been another crazy month and other than driving to the club meeting, I haven't have Ruby out of the garage.

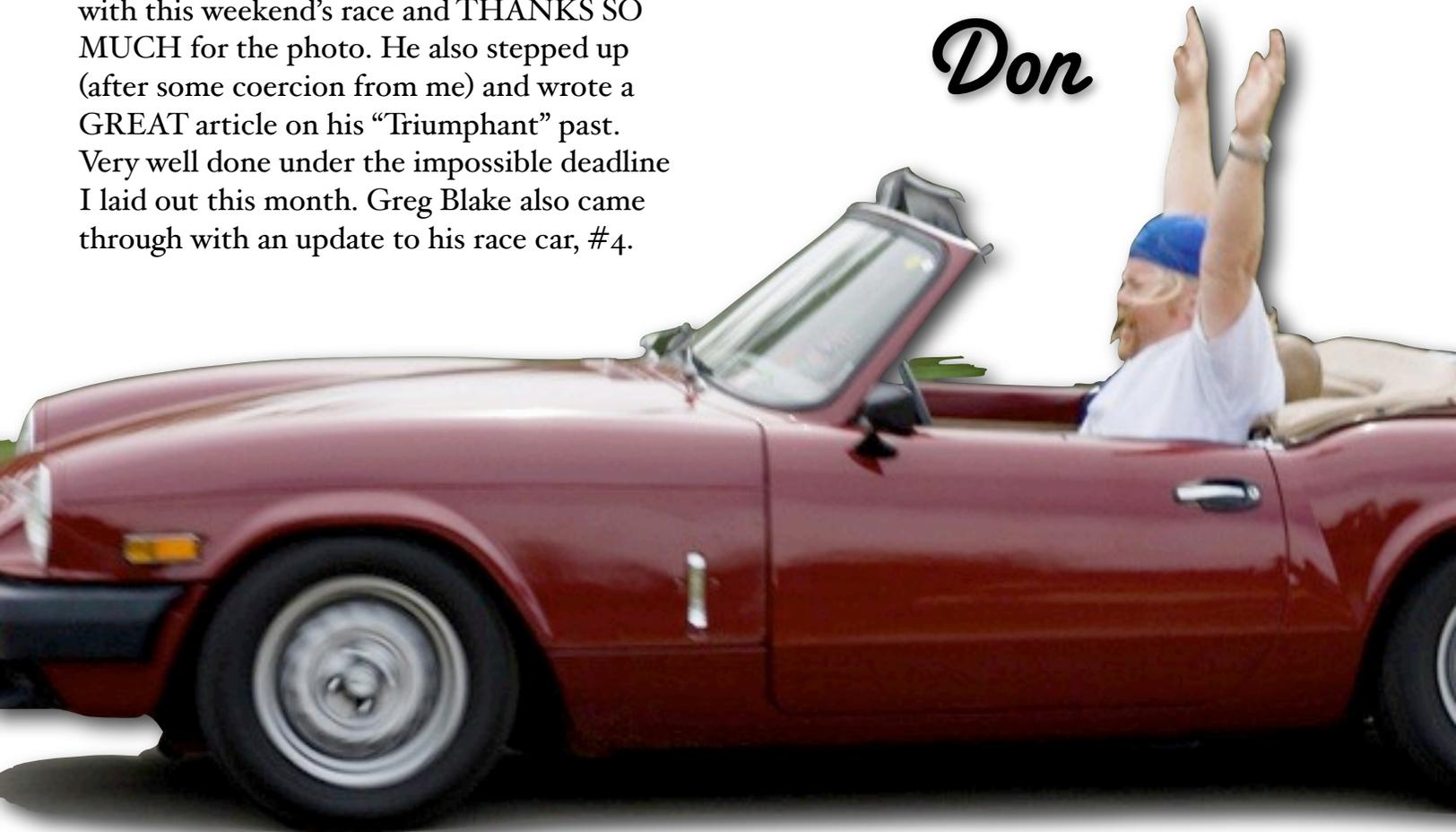
Little by little my call for cover photos is being answered. This months cover is by Robert Blake. As some of you know, Robert races that beautiful ride in CVAR. Good luck with this weekend's race and THANKS SO MUCH for the photo. He also stepped up (after some coercion from me) and wrote a GREAT article on his "Triumphant" past. Very well done under the impossible deadline I laid out this month. Greg Blake also came through with an update to his race car, #4.

I usually write my report here as I assemble the RAGTOP. I must say I am both amazed and humbled by the quality and quantity of the articles I have received for this month's issue. Like I say, I'm just putting together the puzzle pieces you guys send in. Robert Mackenzie wrote a great update to the local AutoX scene and Bill Waller is keeping us updated on his latest folly! And Mike McPhail is at it again with another great column.

My apologies to Ralph Herter, who answered my call for photos but I already had that story's layout finished.

Keep 'em coming!!!

Don



BOB'S YOUR UNCLE



Your intrepid reporter missed the last meeting at Rudy's on 620, but Bill Waller took notes for me . . . sort of. President Steve Johnson started the meeting on

time as usual and began with a report on last month's drive to the car museum in Rosanky. In the middle of his report, Don Couch arrived and this prompted a request by Steve for Don's tardy slip. Needless to say, Don merely smiled and quietly sat down. Steve went on to report that Dean and Elizabeth Mericas would be hosting the February drive to the Willow City loop and the Trois Estate.

Another call was made for all to attend the South Central VTR meeting in Oklahoma City the last weekend in April. Get your cars ready for a good, long drive and another meeting with friends you only see once a year. I don't know about you, but I have never been to OKCity before and my only trip to Norman was five years ago when this same club put on a great show for us. Everyone needs to make the effort to go! Steve also mentioned that the National VTR meet is on Georgia's Jeckyl Island and would be an

enjoyable experience for anyone that can go. See the calendar on the last page of the newsletter for the dates.

March 20th will be the date of our next club drive, sponsored by members Terry and Jane Jones in Marble Falls. We will be driving north of Burnet to take a trip on the Vanishing Texas River Cruise in the upper reaches of Lake Buchanan. Scenic wonders, wildlife and possible bald eagle sightings promise to hold our attention as we ply the waters on the Texas Eagle, a 70-foot double deck excursion boat. Tickets will be \$20.00 each . . . watch your email for more information as this event gets closer.

Although the attendance was down for this cold weather meeting (three couples were skiing), congratulations are in order for the five members that drove their Triumphs . . . Don Couch, Willis Thorstad, Bill Waller, Roger Bolick and Dan Julien. Thanks again to Bill Waller for gathering the information. I'll see you on the road.

Bob

Please welcome these new members:
Betina and Dave Foreman

Don,
Here are some pictures of the Wine and Chocolate tour that we went on over Presidents Weekend. All the cars are member of Tyece Triumph of Seattle.
The last picture is our 1966 Herald Sports 1300 (unrestored original).
The tour was 300 miles long over two days. The heater and wipers WORK!!!

A Texas Triumph in the Northwest, Sam Bass



AutoCross Update

by Robert MacKenzie

“Watching somebody else drive your race car is much like watching an old boyfriend dance with your wife.”

Those words came to mind as I watched my 2010 season co-driver, Nick Grundler, take a run in FC921 during the first Spokes Autocross at San Antonio Raceway on Feb 7th. Although I have let others drive the car before, it was still strange to see it from a perspective other than the drivers.

Nick and I fought with a intermittent misfire that we traced back to a bad engine ground as well as dealing with a new tyre I had never tried before.

In the end, after trading faster runs all afternoon, Nick managed to beat me by a scant twelve one-thousands of a second. I always look at the timing sheets in great detail, comparing them to my memories of each run but normally don't have a real reference to evaluate myself against. Having a co-driver this season will really change that.

As always, there is some video of the event on my youtube channel. (<http://www.youtube.com/dodospitfire>)

The weather is getting warmer, spring will soon be here so let's all get out and race.

Robert



Photo by Carey Kriger

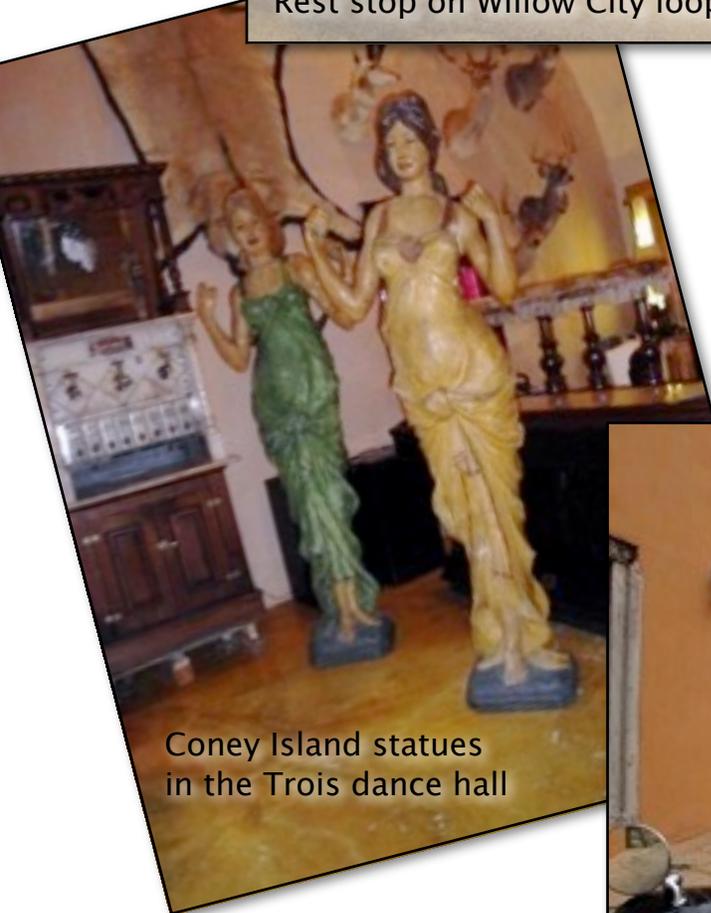
Lucas Marelli Tour



Rest stop on Willow City loop

Hi Don,
Here are some photos from the Lucas Marelli tour.
The creepy statues (the ladies were about 8 feet tall) came from the entrance to the Coney Island amusement park.

Duncan



Coney Island statues
in the Trois dance hall



Arriving Trois Estate

Photos by Duncan Charlton

Willow City Tour

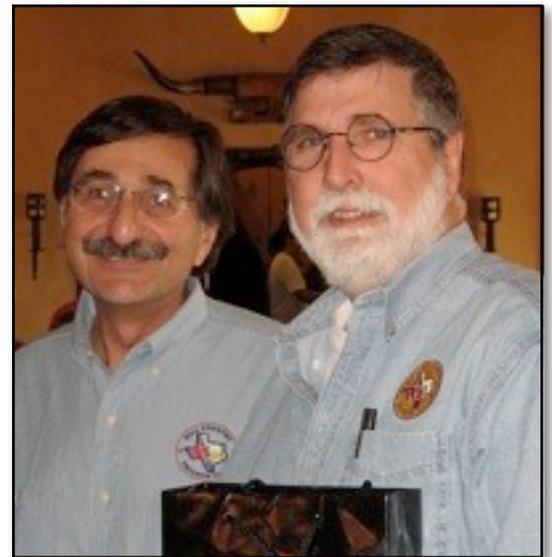
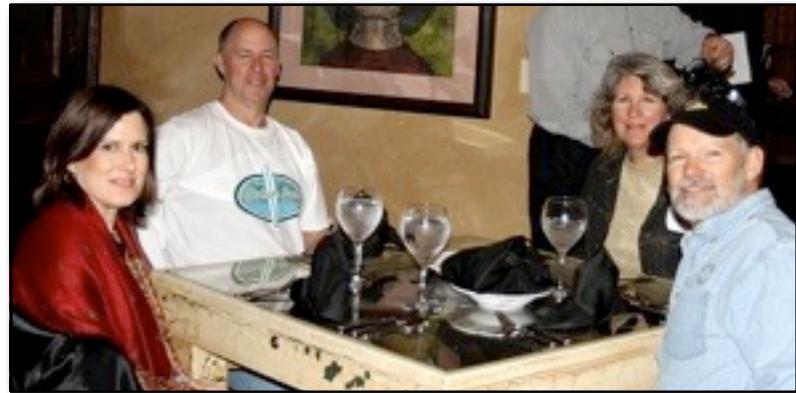
The Tour started at the beautiful Mericas' home near Lake Travis, after a delightful breakfast, Over 50 fascinating people participated driving their roaring Triumphs, Alfas, Morgans, BMW's, one Austin Healey and several non-sports cars. The weather did not seem auspicious at the start. Nevertheless, the fog and drizzle did not spoil the fantastic well planned tour through scenic roads. The drive ended at the Trois Estates, outside spectacular Enchanted Rock. Where we had lunch. Trois Estate (<http://www.troisestate.net/>) was another highlight. You gotta go and admire it yourself. You may even get to meet Rebecca, the owner, an unforgettable gracious hostess.



Photos and story by Dr. Jaime Molina

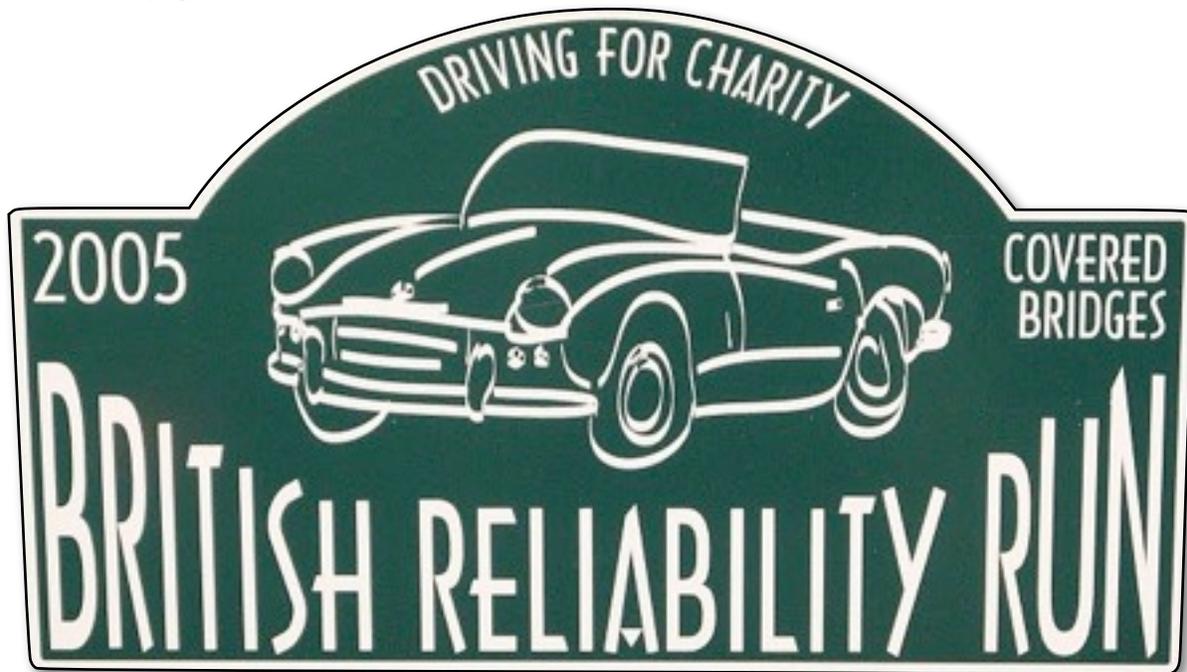
continued on page 12

continued from page 11



continued on page 13

continued from page 12



BACK ISSUES OF THE **RAGTOP** ARE AVAILABLE ONLINE
<http://www.hillcountrytriumphclub.org/newsletters.php>

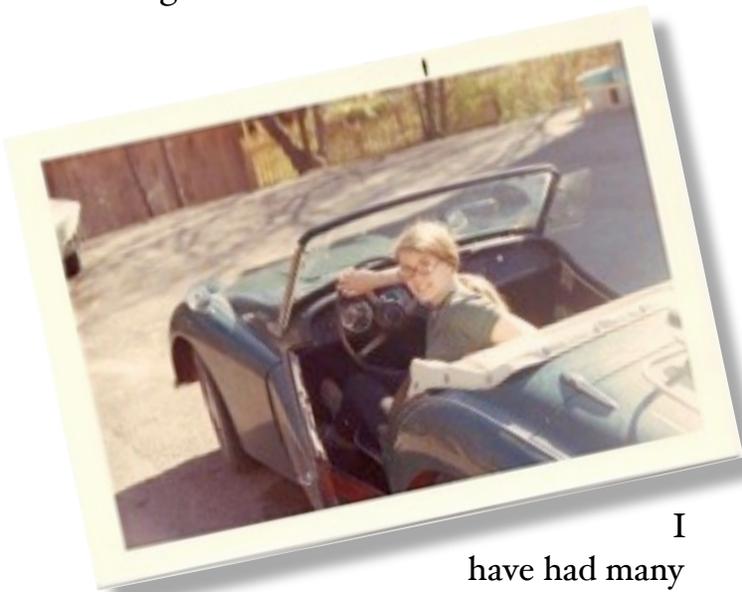
THE JOYS OF TRIUMPH OWNERSHIP

by Robert Blake

Having been British born I guess it was inevitable that I would end up with some manner of olde British sports car. What is remarkable is that my Dad never counted a four wheeled Triumph automobile amongst his many forms of transportation, opting instead for half a Triumph rather than the more stable but less reliable four wheeled versions. What is unfortunate is that he failed to pass along his wisdom in avoiding Triumphs to his son, who subsequently crossed the River Styx into the English version of Dante's Inferno. Once there and needing company, the son sucked in the grandson.



some of the pain and agony I went through when a Triumph related incident darkened my sky and a degree of humor has been added to the telling of some of my tales.



I have had many experiences during my travails through life that involved Triumphs of various shapes, sizes and conditions, most of which, upon reflection, were not of the type from which fond memories are created. But age has a habit of softening

The first mistake was not even a Triumph. A Sunbeam Alpine struck my fancy when I was newly licensed. I lived in New York City at the time and used the car to travel back and forth to work in New Jersey. I had taken the mufflers off the car and it sounded really good, almost like the Sunbeam Tigers of the era running the Ford 260. I had a buddy at work that had a Dodge with some monster engine in it and he wanted to drag. He beat me badly. He said I didn't drive the car properly and said if we switched cars he would show me how to drag properly. Right! I got in the Dodge, he in the Alpine and he blew my doors off. I have no idea what the tach

continued on page 15

continued from page 14

was reading when he let out the clutch. Two weeks later I was driving up to Vermont to go skiing and heard a nasty sounding ticking noise, which rapidly became a clunking noise, a thud and silence. I left the car at a gas station in New Paltz, New York and took a bus home. Joined the Army two weeks later and never went back. If anybody needs an Alpine parts car I know where to find one.

My second mistake was not heeding the sins of my buddy. This is a Triumph tale. We liked to drive to Brooklyn on Friday nights over the newly completed Verrazano Narrows Bridge, connecting Staten Island and Brooklyn. Much more action in Brooklyn than Staten Island. What we didn't know was that the only action we would see would be on the exit ramp from the bridge on the Staten Island side. Friday evening was uneventful till the return trip home when the drive shaft separated on the TR. Coasted to the side of the road and cogitated. My buddy jumped into the Alpine and we went home, leaving the TR. We didn't think about it then, but there were no worries about the car disappearing overnight; who would steal a dead Triumph. Next morning got up early, stopped by the local TR dealer and got the requisite parts and drove to the scene of the crime. We both worked at the local food market and we had white butchers coats. Put them on and went to work.



Traffic wasn't too bad on an early Saturday morning but it did get interesting while under the car when a semi blew by. We were there about two hours replacing a universal joint and never saw a cop. New York hasn't changed much.

I actually managed to dodge the bullet on my first attempt at Triumph ownership. I was back from Vietnam and needed a car to drive from New York to my base assignment at Ft Wolters, Texas. I wanted to buy a new TR6 and had the cash in

continued on page 16

continued from page 15

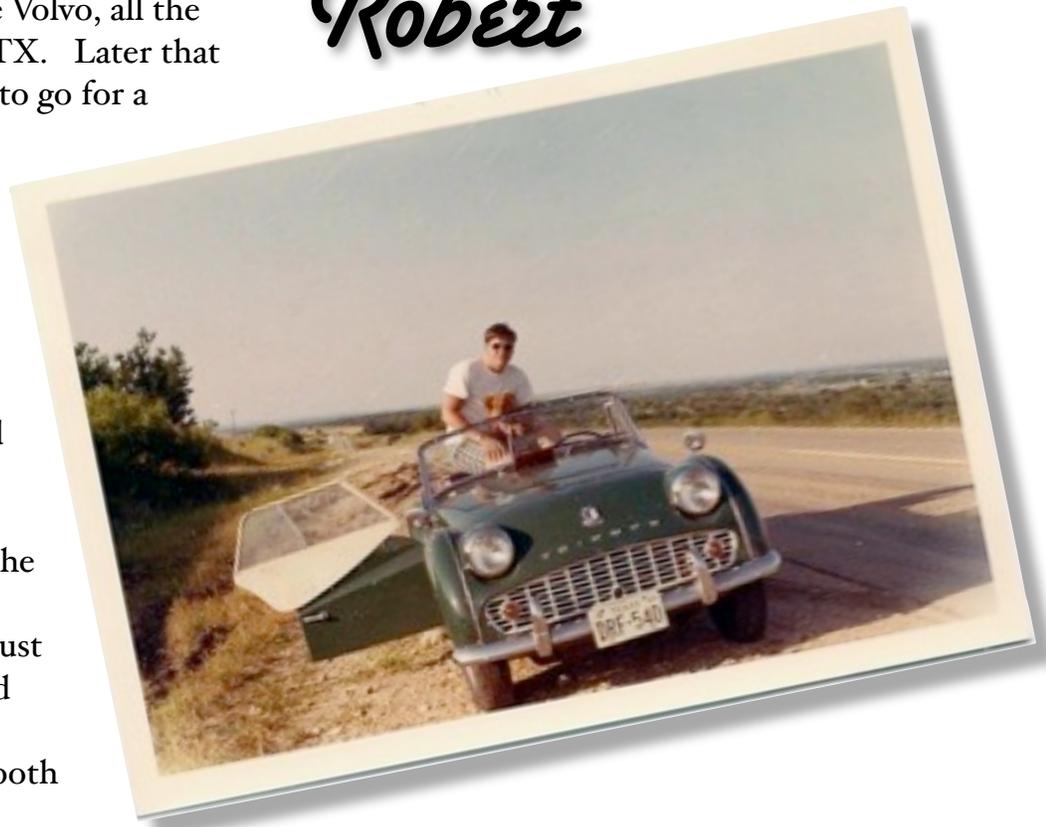
hand. My sainted Mother, ever the clear thinking practical type, said that there was no way I could put all my gear, plus my treasured guitar in the back of a TR6. Ended up with a Volvo 144.

Fast forward one year to December 1968. Went home to New York to get married. Lost my wedding shoes, locked the keys in the Volvo on our wedding day and had our first argument at the alter, but that's a story for another time. We ended up with a few hundred dollars in wedding gifts. To initiate my child bride to my particular brand of madness we bought a three year old TR3 that didn't start. Picked it up in Dallas with the help of a buddy. We pushed it and popped the clutch to get it going, then my buddy drove it home while Linda and I followed in the Volvo, all the way back to Weatherford, TX. Later that day we decided we wanted to go for a drive but there were no available friends to help push. Linda, a non-driver, was coerced into the drivers seat, whilst I was the pusher, having forgotten that I had just had the hood open and had put it back down without latching it. Pushed out the drive way and turned into the street, upwind. I started pushing and got a sudden gust of wind. Up came the hood smashing the windshield, shattering it and breaking both

the hood hinges. The hood was now resting loosely against the windshield and the drivers seat contained a hysterical woman covered by shards of broken glass. I calmly accessed the situation then proceeded to grab the hood and throw it about thirty feet across the street. Words that I didn't even know I knew came from my mouth at which time my spousal unit left the car, called her mother and informed her that her younger brother had to vacate her bedroom because she was moving back home.

I'm just getting warmed up but I'm sure there are others out there that have had similar experiences. We should share. It is cathartic!

Robert



Improved Stance on #4

by Greg Blake

When I lowered the front of the car by another inch, the car took on the stance of a 70s Camaro (not that I'd know but I have been told). This has made the rear end a little happy in the corners. There are a couple options to lower the beam axle TRs. One is to de-arch the leaf springs and the other is to space the axle further from the spring. I went the route of spacers.

Of course, our beloved little TRs use a 2" wide spring for which no one makes a lowering block. TRs also have 2.25" axle tubes and you guessed it, no one has 2.25" ID U-bolts. So I got to make some



spacers out of the 1" bar that are 2" x 3.25" and 2 spacers out of the 3/8" plate. I had also noticed that my car was not setting perfectly level so I knew I would need various pieces to level it out.



more things.

I found a local spring shop, Atlas Spring, who bent the U-bolts for me. I had 3 sets made since there were some other TRs folks who needed them. 2 of the sets turned out perfect while one set is a few tenths off on the ID. Next I had to make some spacers. This was pretty easy. I went to a local metal supplier and dug around in their drop bin. I found a 2"x 14" piece of 1" aluminum bar and a piece of 3/8" aluminum plate 2"x 12". I made 2

Once the plates were cut, I need a way to secure them to the spring. The spring perch on the bottom of the axle has a hole about 1/2" in diameter which sits on top of the pin that bolts the spring's leaves together. This pin acts as a shear pin to locate the axle in conjunction with the U-bolts. Since I added up to 1-3/4" of space between the bottom of the axle and the top of the spring, I need a longer pin. I ended up using an internal socket head 3/8" bolt of the appropriate length that is partially counter sunk into the top lowering block. The picture below is of the passenger side which required an extra 3/4" of lowering blocks as compared to the driver's side. I believe the frame has a bit of a tweak in it.

Hopefully this will settle the rear end a bit. I might experiment with a rear sway bar and a watts link in the future...

Greg

Vanishing Texas River Cruise

On Saturday, March 20, we have arranged for a day in the Hill Country with a cruise on the Vanishing Texas River Cruise on Lake Buchanan, a 40 mile scenic road trip back to Marble Falls, and lunch at The Real New Orleans Style Restaurant.

Plan to leave the Y in Oak Hill at promptly at 8:30 am proceeding to Burnet. The marina is reached by going 3 miles west of Burnet on Hwy 29 and then 12 miles north on FM 2341. Check in is at 10:30 am and the cruise leaves at 11:00 am. The cruise lasts for 2 hours, returning at 1:00 p.m.. Because we will be having a late lunch, you are welcome to bring any beverages of choice, snacks, etc on the cruise. Be advised, the New Orleans restaurant does not serve or allow alcohol. The cost for the cruise is about \$20.00 with a senior discount for those 60+. The Texas Eagle is a 70-foot, 150 passenger, 2-deck excursion vessel. They have a great website at www.vtrc.com.

After leaving the marina, we will proceed on our scenic road trip returning to Marble Falls via Kingland. The restaurant is on Hwy 1431 in Marble Falls.

It is essential that those planning to take the cruise call or email Terry Jones as soon as possible so that reservations can be made. Call Terry at 830-693-1803 or email at tjones@zeecon.com. The folks at Vanishing Texas River Cruise said that this is a busy time because of spring break, so we need to let them know as soon as possible for the reservations.

~~Tool~~ Project of the Month

by Mike McPhail

Maybe this month we can get that little car down off the jack stands...maybe. I think last time we gave up on the back brakes and decided to move forward.

Remove the front wheels to gain access to the disk brake calipers. Afflicted with CRS? Do one side at a time so you will have the other to show how it goes back together. Disconnect the flexible line at the flare nut end. Watch the brake fluid drip all over your newly painted frame. Fetch some water and paper towels to clean up the mess...quick, before the paint peels off! Remove the two large bolts securing the caliper to the front axle assembly. Pull the caliper off the car and watch for some bow-tie looking shims that may be between the caliper and the axle. Fish them out of the puddle of brake fluid on the floor. If you don't find any, now you know why there is a groove worn into your brake rotor.

Place the caliper in a large vise for disassembly. Remove the clips, pins, pads, and anti-squeal shims. If you don't find any

shims, then now you know why your brakes squeal. Use compressed air to pop the pistons out. Apply increasingly higher pressure to the line, until the pistons move. Place a piece of wood between them so that they won't come flying out like little mortar shells. Above all, keep your fingers out of harms way. If one piston moves, but not the other, wire the free one in place, so that the other will move instead. If neither one moves, use a C-clamp to push them in a little, thus breaking them loose. Once the two are nearly out, remove the brake line and bleeder screw, taking care not to break anything off. A little heat will help some...a lot of heat will help more!

Now it is time to do the unthinkable. Yes, we are going to split the caliper! There is an urban legend stating that any mortal attempting to do this dastardly deed will be cursed to eternal damnation. Actually, the reason for not doing this was the unavailability of the little seal that goes between the caliper halves. Moss has them... part number 583-820.

With the caliper split, blow the pistons the rest of the way out, taking care not to shower yourself and nearby objects with fluid, or knock yourself in the head with a flying piston. For safety's sake, you had better wrap a rag around things. Remove all vestiges of the rubber seals and crud from the pistons and caliper bore. A Dremel tool does a nice job on the grooves, and a Scotch-Brite or Brillo pad will do for the rest. If the piston is not perfect, replace it. The bore



continued on page 20

continued from page 19

only has to be clean, with grooves capable of holding the new seals. Once everything is cleaned, sneak in the house and wash the caliper halves in hot soapy water while the wife is not looking. Blow the clean halves dry, then lube the bores with brake lube (red rubber grease) from Moss, part number 220-442.

Put a little lube on the piston seals before installing. You may have a little or a lot of trouble getting the pistons and dust seals into the bore depending on whether or not your calipers are early or late. Early TR6 16P calipers require the dust cover to be in the upper groove of the bore before the piston can be inserted. Better have an extra rebuild kit on hand, since you will probably screw the first one up. The 16PB dust seal is held on the outside with a spring clip...piece of cake! Take care pressing the pistons into the bore, as the piston seal can be damaged if the piston does not go in perfectly straight. An arbor press gives just the right feel for this operation. Don't have one, do you? You should be able to set the caliper half on the workbench and press the piston in with a small block of wood, using just your body weight. For those <98 lbs...squeeze it together with a C-clamp and hope for the best.

Bolt the mess back together. Unbolt it and place the little seal that you forgot between the halves. Bolt it back together again and torque all bolts to 2½ grunts. Might as well paint it before reassembling on the car, which is more or less the reverse of what you did previously.



Whew! That was quite a job. Crap! You still have the other side to do. Better stop and drink a beer.

The next things needing attention are the flexible brake hoses, front and rear. These items are often overlooked, but can cause insidious problems. The insides of the hoses (hence insidious) tend to swell shut over time, causing hard pedal, weak braking, and brakes that drag. You can cut the hoses off, then use a socket over the crimped end and a wrench on the nut to disassemble frozen connections from their brackets. Always unscrew the threaded connections by holding each item securely, be it a tee, solid line or what ever. Otherwise, you may twist something off! Firmly screw the flex line into the non-movable item (tee, caliper, etc.) first, then place the other end through the hole in the bracket and start the nut and star washer. Pay close attention to the routing of the line. The last thing to be connected is the line with the flare nut, which should actually be started before securing the hose to the bracket. The sloppy fit will make it easier to line things up.

In order to drink all the beer before it gets warm, the rest of this job will have to wait until next month!

Mike

Bill's TR6 - Part Two

Hello Triumph friends, here is promised update to my TR6 engine rebuild. I wish I had more progress to report. I have had an abundance of solicited advice. Now I must sift through all the advice and proceed. Dennis at Precision found a crack in the head and I am locating one to refurbish. He also instructed me to get a new cam shaft. Some of you saw the damaged cam shaft at the February meeting. The crank is being turned, the damper replaced on the pulley and I am buying new pistons, valves, valve guides, tappets, seats, bearings (rod and main), oil pump, oil pressure relief spring and valve, timing chain and

tensioner, clutch cross shaft bushings, pilot bushing, core plug set, and various seals and gaskets. I have wire brushed, primed, and painted with engine high-temp paint all parts going back into the engine bay. I am also painting the engine bay, but must wait for a warm day. My garage has not been above 60 in two months. Hopefully I will have finished photos to show by next newsletter.

Bill Waller



CLASSIFIED

For Sale: 1980 Triumph TR7 DHC daily driver.

The car is in good original condition including the paint and is an excellent candidate for a ground up restoration or just drive it as is. Registration and inspection are current. Asking price is \$2500. Please call 512-844-3660 if interested or by email jjhuser@sbcglobal.net.

FOR SALE:

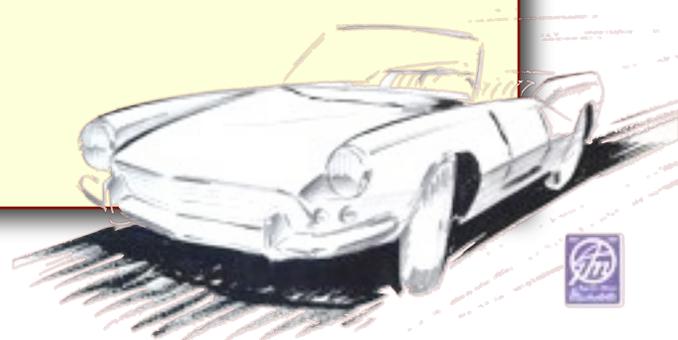
- 1969 GT6 needs restoration, paint, interior \$1000.00 obo
 - 1963 TR-4 Restoration in progress, Rebuilt Engine, lots of new parts \$3800.00 obo
- Contact Don Couch for more info (512)-680-3540

FOR SALE: MG Midget 1500 Exhaust Header

- Moss Motors part #452-070. Purchased new, never installed. Asking \$150.
- Fits Midget 1500 with stock Stromberg intake; may fit Spitfire 1500
- Please call 512-569-2494 or e-mail rasmith505@gmail.com if interested.

SPITFIRE PARTS FOR SALE:

- Have misc. SPITFIRE 1500 parts for sale
 - Motors, four speed gearbox, diffs,
 - Wiring harness
 - Bulbs, bolts and more
- Contact Don Couch for more info (512)-680-3540



THE RAGTOP - MARCH 2010



Calendar

March 9th - HCTC meeting - POK-E-JO'S BBQ

March 20th - VANISHING TEXAS RIVER CRUISE

March Something - FIT IT DAY

APRIL 10th - Burnett Air-show

APRIL 28th -MAY 22nd VTR South Central Regionals



1105 N. Canyonwood Dr.
Dripping Springs, TX 78620
address change requested



The next HCTC meeting will be held Tuesday, March 9, 7 PM,
Pok-e-jo's BBQ in the Brodie Oaks shopping center, northwest
corner of South Lamar and Ben White/Capitol of Texas
Highway/Loop 360, Phone 512-440-0447.