

THE RAGTOP



HILL COUNTRY TRIUMPH CLUB

APRIL 7, 2010

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WELCOME TO THE CLUB

by STEVE JOHNSON, PRESIDENT



April has started with the kind of TR weather we wait for all year. It is absolutely beautiful. Definitely time to exercise our cars and get the enjoyment we

love as we cruise the hill country. We had a number of notable events last month and I'm looking forward to what's on the calendar for April. Here's an overview:



just as well since Triumphs don't do well in the rain, especially severe thunder storms.

Terry and Jane Jones will reschedule another Marble Falls excursion later in the year. Thanks Terry and Jane for putting it together. Maybe we'll have better luck the next time.

Fix it Day March

Robert MacKenzie organized a club Fix It Day in his garage on Saturday March 27th. He'll have a write-up on this edition of the Ragtop for us all. Thanks to Robert and Pam for putting this one together. I'm sure it was a great success.

Burnet "Commemorative Air Force" Air Show – April 10th



Vanishing River Cruise – March 20th

Our "Vanishing River Cruise" vanished before our eyes as major weather moved into the area and the Cruise line shut down. It's

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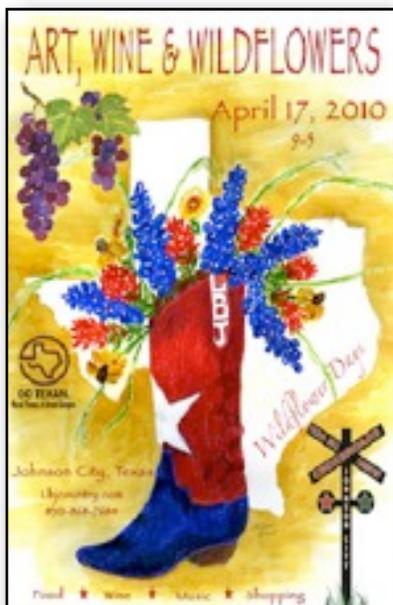
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Ralph and Jeffie Herter have invited us to go to the Burnet Air show again this year on April 10th. Here's their website <http://www.bluebonnetairshow.com/Airshow2010/Welcome.html> . I sent out a separate flyer with the details.

The day we'll start at the "Y" in Oak Hill (unless you're driving on your own). We'll arrive at the viewing location in Burnet at 10:30 AM to get set for the Air Show. Then we're off to the Herter's at around 1:00 PM for some of their famous Hot Dogs, Hamburgers, and lots of TR talk. Please bring your favorite side dish, and your own beverages. After a cordial good bye you're on your own to go home.

If you are going to attend let Ralph and Jeffie know ASAP
ralph@century21keiser.com .

Johnson City - Art, Wine and Wildflowers – April 17th



Johnson City is having an "Art, Wine, and Wildflower Festival" Saturday April 17th. They have asked that we come to display our Triumphs. They have set aside special parking for us, so is should make for a pleasant bluebonnet day for us.

I need to let them know how many cars will be coming. If we have enough for a run, we can start from the "Y" in Oak Hill and make a beautiful day of it.

Let me know ASAP if you would like to make the run. If we have enough going I'll put it together. Just send a note to stevenjohnson7@sbcglobal.net .

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

Let's all get our kicks this year in Oklahoma City on Route 66. The theme this year is "Triumphs on the Mother Road". We'll get a club caravan going for those who would like to participate. Let me know if you can organize the caravan for the club. Candy and I can drive the chase vehicle pulling our TR6. stevenjohnson7@sbcglobal.net

I'm looking forward to another wonderful year with this great club of Triumph enthusiasts. I'm proud to be a member and have each of you as a friend.

Triumphantly yours,

Steve

Steve Johnson
President
Hill Country Triumph Club



**VTR South Central Regional 2010
Schedule
April 28-May 1, 2010
Oklahoma City, Oklahoma**

Schedule of Events

Wednesday – April 28

5:00 PM – 9:00 PM Registration and Hospitality

Thursday – April 29

8:00 AM- 10 AM Breakfast Run*
8:00 AM – 6:00 PM Car Wash
8:00 AM – 6:00 PM Silent Auction
9:00-10:30 AM - Gimmick Rallye Launch*
9:00 AM – 6 PM Self Guided Tour*
2:00 PM – Gimmick Rallye Completion Deadline
2:00 PM – 4 PM Tech Session I
6:00 PM- 8 PM Welcome Reception

Registration (8:00 AM – 6 PM) (8:00 PM – 9:00 PM)

Friday – April 30

8:00 AM- 10 AM Breakfast Run*
8:00 AM – 6:00 PM Car Wash
8:00 AM – 6:00 PM Silent Auction
8:00 AM – 9:00 AM Auto Cross Tech
9:00 AM – 6 PM Self Guided Tour*
9:00-10:30 AM - Gimmick Rallye Launch*
10:00 AM – 3:00 PM Auto Cross*
10:00 AM – 3:00 PM Funkhana*
2:00 PM – Gimmick Rallye Completion Deadline
3:00-4:00 – Tech Session II
6:00 PM – 9:00 PM Dinner Fun Run*

Registration (8:00 AM – 6 PM) (8:00 PM-9:00 PM)

Saturday May 1

8:00 AM – 10:00 PM Car Wash
8:00 AM – 10:00 AM Silent Auction
8:00 AM – 9:00 AM Judges' Breakfast
2:00 PM – 6 PM Self Guided Tour*
9:00 AM – Concours Staging
10:00 AM – 2:00 PM Concours d'Elegance
2:00 PM – 6 PM Self Guided Tour*
5:00 PM – 6:00 PM Presidents' Meeting
6:00 PM – 7:00 PM Social Hour
7:00 PM – 9:00 PM Awards Banquet

Registration (8:00 AM – 10 AM)

General Information

Note: Activities with an * are counted as driving events that qualify the participant to enter the Concours d'Elegance.

The Self-Guided Tours are titled "Route 66 – U Pick". Participants have a choice of several fun and interesting venues of interest in and around Oklahoma City and you may choose one of more of these tours.

The Silent Auction will be open in the registration room at the times that the registration booth is open. The winners will be posted after the banquet and the prizes are to be picked up at that time.

If you have any questions contact:
Jeannie Gauldin 405-209-4783
Mike Piggott 918-766-4488

Host Hotel Information

Holiday Inn Hotel & Suites
6200 N. Robinson Avenue
Oklahoma City, OK 73118
1-800-682-0049
No Online Registration

Room Rates:

Single ~~\$79.00~~ \$69.00
Double ~~\$79.00~~ \$69.00
Suite ~~\$99.00~~ \$89.00

\$25 additional for pet.

Breakfast Buffet will be available for \$4.99

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

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RUBY REPORT



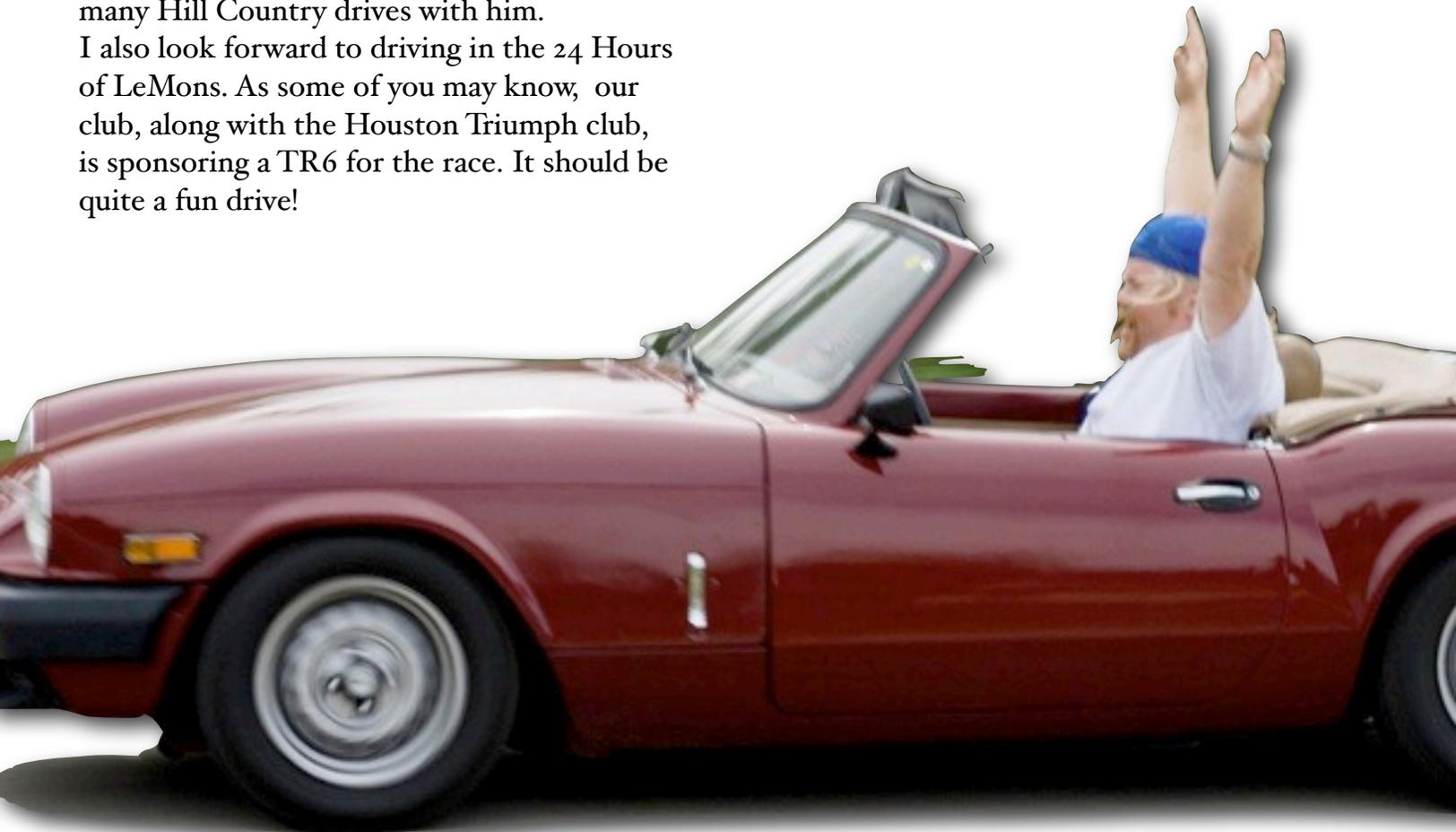
I got a project! I have taken on the restoration of club member Fernando Ortega's 1978 Spitfire.

Recently back from the paint shop, she's ready for parts and reassembly. I hope to have her back on the road for him in a couple month's time. Looking forward to many Hill Country drives with him. I also look forward to driving in the 24 Hours of LeMons. As some of you may know, our club, along with the Houston Triumph club, is sponsoring a TR6 for the race. It should be quite a fun drive!

Next on my plate, I am chairman of this year's Texas All British Car Day. This year marks the twenty year and plans are underway to make it the best ever. I hope to see "all Y'all" there. I'll keep you all informed as we progress in the planning.

And speaking of "All Y'all", I still need cover photos for the Ragtop. You know you got so send 'em in!

Don



BOB'S YOUR UNCLE



While Steve and Candy were with their grand children in Brownwood, I took over . . . err, helped out with running the meeting last

month. I stopped the commotion at 7:00 with an announcement that it was TRUCK MONTH at your Ford dealer. Once I had everyone's (except Bill Waller) undivided attention, we received a racing report from the previous weekend's CVAR activities. Everyone survived and Greg Blake received his Competition License.

It was noted that Land's End was having a sale on our club embroidered shirts . . . if you are interested, you should check their web site periodically since they seem to be running several specials – either free shipping or free embroidery is the usual deal. Time is getting short on getting your shirt order in for use at the Regional in OK City.

Jim Icenhower was commended on his work on the new club web page and we thanked Dan Julien for his efforts the past several years. If you have not visited the new site yet, you will find a lot of information including past issues of the Ragtop and a growing section of Tech Tips. Terry Jones talked to us about the upcoming Vanishing Texas River Cruise and Robert MacKenzie talked up the March 27th Fix-It day he was hosting.

If you haven't heard already, the South Central Regional VTR will be in Oklahoma City April 28 to May 1 . . . so, if you haven't made reservations at the host hotel or registered with the host club COVTR, please do so ASAP. It really helps the host club to plan correctly by knowing how many people to expect. I know last

year at this time we were a little worried that we would have many people attend.

Bob Kramer brought up a very interesting topic . . . the 24 hours of Lemons. Seems there is an opportunity for us to participate as a club in a race of wrecks. You are limited to a car worth \$500.00 and are challenged to get it moving enough to run it around the clock on the track. First car across (or last car running) wins. A car has been researched and it looks like this will happen. We have yet to decide how much money the club will be able to pony-up, but several parts have been donated and many members are volunteering their time in this effort. If you want to get involved, contact Bob.

As a shout-out to Mike Schubert . . . the Molinas' would like to have name tags done. There might be other new members that want this done also. We might just have time before the Regional meet . . . ? And speaking of our growing family . . . Mr. Schubert apparently has acquired a TR3 and will no longer be driving a Mazda to club events. Phil Taylor has once again purchased a Triumph and brought his TR7 Special to the meeting. Congratulations to both these new fathers.

Thanks to everyone that drove their Triumphs, we had a good showing of 10 cars . . . Ian and Elaine Phillips, Dan Julien, Harry Taggart, Mike and Nel McPhail, Bob and Barbara Kramer, Bob Baker, Bill Waller, Don and Laura Burkley, Phil Taylor and John Carl. I'll see you on the road!

Bob

The New TR3 on The Block

by Mike Schubert

As many of you know, I have been looking for a TR3 since I moved to Austin three years ago. I have been regularly checking e-Bay, Hemming's and all the other sales sites for a reasonably priced car that I could drive from the get-go. I wanted a car that was done, not one I would have to haul back and rebuild. . . . Well, I finally found a TR3A on e-Bay that looked and sounded pretty good.

Only two problems. . . . First, I lost the bidding to an Italian living in France with an Australian e-mail site (Sound Fishy) and secondly, the car was in beautiful Saratoga Springs, NY.

Problem one was solved when the seller decided that the buyer may be a scam artist and declined the bid, so off to New York I went via Southwest Airlines. Got a great view of Philadelphia and flew directly over the eastern edge of Manhattan Island on the way to Albany. The owner picked me up at the airport and we went to his 110 year old restored house to look at the TR. Since it was dark, we decided to wait until the next day to drive it.

The first item on our agenda was getting the registration (NY is a non-title state for older vehicles) fixed. Both the year (1959) and the serial number suffix were wrong. We both thought a root canal would be easier than getting these fixed. Boy, could most states learn from their DMV! With a photo of the number plate showing the correct serial number and the Moss catalog year and serial



number list we were done in less than 10 minutes.

From there we went to the Saratoga Auto Museum. The museum is in an old bottling plant. They have a small collection of cars. The main exhibit was a private Corvette collection. There were 17 Corvettes, from a 1953 to a 1991 ZR-1. From May to November they will have a Woodie collection there.

Anyway, we made a deal and I bought a 1960 TR3A.

I was able to arrange for shipping it back to Pflugerville and it arrived at 10:30PM on Thursday, March 25th. Just in time to take it to fix-it day at Robert McKenzie's and to Cars and Coffee in Leander.

I look forward to many enjoyable trips in it with the club.

Mike

Power Outlet for a TR6

by Wiley Christal

I like to use a GPS for driving – especially in the TR6 when on county or farm-to-market roads – because it helps me to find my way home. My portable Garmin took a beating when I wrecked my motorcycle last September. The power off/on switch was broken off; however, the unit still worked when plugged into a +12V power outlet (old timers know these as cigarette lighters).

Of course Triumphs didn't come with power outlets but it wasn't difficult to install one. I didn't want to drill a big hole in the dash area so I built an aluminum "L" bracket of the appropriate size for mounting the cigarette lighter under the dash as shown in Figure 1.



Figure 1. Power Outlet in TR6

A convenient place to mount the power outlet was below the padded dash under the glove box. In that area I mounted the homemade "L" bracket with an existing screw that, on a TR6, attaches a support bracket under the dash (Figure 2). On the other end of this support bracket, I found an existing ground connection that I could use for the power outlet ground. This photo also shows the pull ring for an emergency hood release that I had installed some time ago.

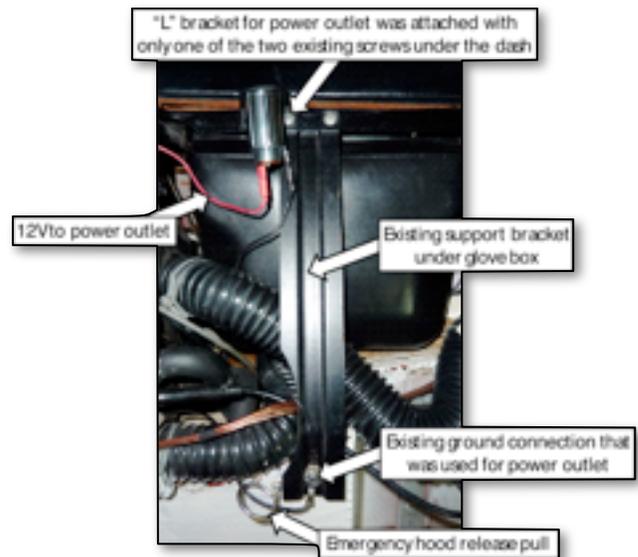


Figure 2. Under Dash Mounting

The most difficult part was fabricating the "L" bracket (Figure 3). I started with a 2.75 X 1.75 inch aluminum sheet that was about 3/32 inch thick. The 7/8 inch hole for the cigarette lighter housing was drilled, next the bend was made to create the "L", and then two holes for mounting with #10 screws was drilled. I was told to pay attention to the grain in the aluminum and to make the bend across the grain – and not

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such that the bend aligns parallel to the grain. At first I installed the rectangular-shaped “L” bracket but didn’t like the exposed sharp corners. So I removed the 90 degree corners by rounding the shape around the hole for the cigarette lighter housing with a grinder and file as shown in the figure. It will be easy to remove the power outlet if I decide to do so and the car will be back in its original condition because no additional holes were drilled.

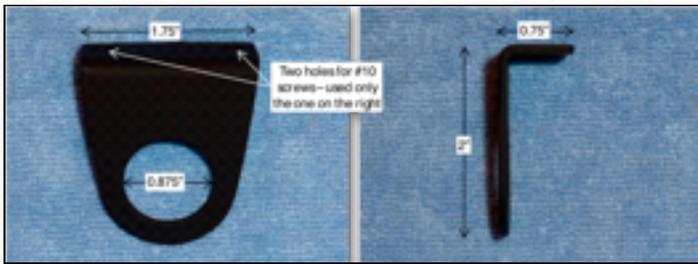


Figure 3. Homemade “L” Bracket Painted Flat Black



Figure 4. Basic Cigarette Lighter

I purchased the cigarette lighter (Figure 4) at Auto Zone. For the +12V, I found a connection from the accessory position on the ignition. Using a wire from the ignition accessory causes the power outlet to be off when the ignition is turn off – that’s what I wanted. To be on the safe side I used a 10A fuse in an in-line fuse holder (Figure 5) that is installed in the 12V wire from the ignition to the power outlet.

Wiley

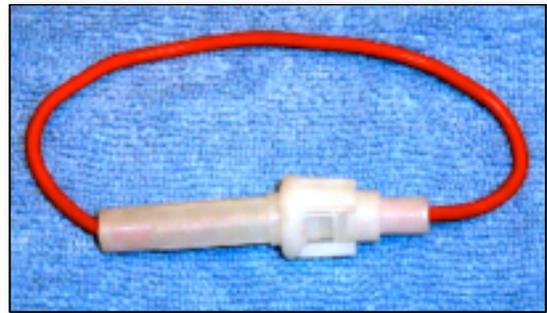


Figure 5. Inline Fuse Holder

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

~~Tool~~ Project of the Month

by Mike McPhail

It took three months, but now all four wheels have as-new brakes! Not so fast. What about the other stuff? Brake boosters may need some attention, and a brand new one will almost certainly improve braking. Some styles of booster can be rebuilt at home, but a new unit, or at least one that has been professionally overhauled is probably best. Brake rotors often need changing due to wear or warping, and replacements are fairly cheap.



Of course, no brake job is complete until the master cylinder has been taken care of. Unless you are a glutton for punishment, a brand spanking new one is the way to go. If you chose to recycle, repair kits are available for next to nothing. Just be sure that the cylinder bore is smooth and rust free. Pay careful attention to the surface at the end of the bore that seals off the reservoir. A leak here will cause some of the fluid to escape when the brakes are applied. Press on the pedal and watch the level in the reservoir to identify this potential problem.

A car that has been sitting for a long time will probably have serious pitting in the cylinder bore, while the cylinder from a runner will be the best candidate for rebuilding. Follow the same procedure as with wheel cylinders, although you will find

that master cylinders are more complicated. You might want to look in the repair manual before getting too carried away! After reassembling the master cylinder, blow into the reservoir or reservoir line to be sure that the passage to the master cylinder bore is open when the piston is “at rest”. Press the piston into the bore slightly, and the passage should be sealed off. You may be able to plug the brake line orifice with a spare bleed screw and test the cylinder’s ability to hold pressure. This is pretty easy if the reservoir is attached and you are able to get brake fluid into the bore.

Speaking of brake fluid, let’s talk about Castrol LMA verses Silicone. These are the only fluids that this writer recommends, so don’t you dare use anything else! Most conventional brake fluids are nearly clear, while Silicone fluids are often purple or some other queer color. If you are not sure of what is in your system, add a few drops of the fluid to an ounce of water. For you metric system guys, that is about a shot glass full. The conventional fluid will disappear, while the Silicone will not mix. As you know, conventional DOT4 brake fluid is cheap and is also an excellent paint remover.

If you are using Silicone, watch the knucklehead at the state inspection station, because he will surely top you up with some

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brand-X fluid. Rumor has it that mixing the two will cause instant brake failure and necessitate a complete rebuild! This may be hard to believe, but I certainly would not chance it. For this reason, don't switch from one to the other except when completely overhauling the entire system.

If you are not worried about getting brake fluid onto the car's painted surfaces then there is no reason to use anything but the Castrol product. The price of a container of Silicone brake fluid is several times that of regular fluid, but there is the advantage of saving your fancy new paint job. The major disadvantage of Silicone is that air dissolves quite easily into it, giving it a spongy feel. This can be avoided by not using the traditional "pump the brake pedal to bleed the brakes" procedure. I found however, that a trip to Leadville, Colorado (elevation 10,152) will remove excess air from a system using Silicone fluid. If this is not convenient, use an alternative method to bleed the brakes.

The tried and true method of bleeding the brakes requires an assistant that can distinguish the brake pedal from the clutch pedal and follow simple instructions without argument. This eliminates the possibility of help from the wife, so buy some more beer and give your best buddy a call.

Start with a full reservoir, and then gently tap the brake pedal to coax as much air out of the master cylinder and into the reservoir as possible. Next, go to the furthest wheel and loosen the bleeder screw after placing a clear length of vinyl tubing over the end. Put the other end of the tube

into a suitable container. Wrapping the threads of the screw with Teflon tape will keep the air from passing into the cylinder around the bleeder. Have your buddy press the brake pedal to the floor when you open the screw half a turn. Close the screw while the pedal is down, and then have him let the pedal up. Do this until no bubbles appear in the fluid, or until at least two ounces of fluid come out. Check the fluid level often. Follow this procedure on the other wheels. When all four wheels are bled, check the pedal for firmness. If the brakes are mushy, repeat the bleeding process. Since you have the rear brakes adjusted up tight, the pedal should have very little play. If satisfied, adjust the rear brake drums so that they just barely drag.

If you are like me and don't have any friends, there are a couple of other ways to bleed the brakes that don't require anyone to pump the pedal. Kits are available with special caps to pressurize the master cylinder, forcing fluid out at the wheels as you open the screws. This works pretty good, but my favorite method is using the Mighty-Vac to suck the fluid out at the wheel cylinders. This is the recommended way to bleed the system when using Silicone fluid. When you are satisfied that all the air is out of the system, wipe off excess fluid, replace the caps on the bleeder screws and go for a test drive! When you get back, stick your head under the car and check for leaks. If all is well, sit down and finish that six-pack. Otherwise, same thing!

Mike

Bill's TR6 - Part Three

Hello friends, spring has sprung and here it is Wednesday seven and I just picked up my newly machined block and crank. I am very anxious to get started on the assembly. I still have an out side chance of having it ready for OK in 3 weeks. I got it out of my truck and on the stand and I soaped it, rinsed it, sprayed it with brake cleaner, blew it dry, and coated it with WD. New main bearings are in place but my standard size thrust washers are not a good fit. Looks like another order from BPNW. While waiting for the machine shop I rebuilt my dash and finished the prep on my engine bay. Lots of work left to do in a short time. Here are latest pics. See you on the road.

Bill



Please welcome our newest member:
David Swanson



Burnet "Commemorative Air Force" Air Show – April 10th



I can't believe how nice the weather in April is looking. Nor can I wait to get out there and enjoy driving. One great opportunity to drive is the Burnet Air Show.

Ralph and Jeffie Herter have invited us to go to the Burnet "Commemorative Air Force" Air Show again this year on April 10th.

Here's the schedule of events (maps attached to note):

- 9:00 AM Leave from Jims Restraint at the "Y" in Oak Hill
- 10:30 AM Arrive at the Burnet Airport to view the Air Show
- 1:00 PM Off to Ralph and Jeffie Herter's house for Lunch
- Afternoon Head home on your own

Ralph and Jeffie will need a good count so they can prepare for all the Triumphs and enthusiasts like you. **If you are going to attend let Ralph and Jeffie know ASAP** ralph@century21keiser.com .

I look forward to seeing each of you. It should be a great drive, and a great gathering.

Triumphantly,

Steve



Steve Johnson
President,
Hill Country Triumph Club (Austin)

Here's their website:
<http://www.bluebonnetairshow.com/>



CLASSIFIED

WANTED: TR3 parts and accessories. . . . Jack, tools, tool roll. . .

Also looking for 1960 Texas License plate(s) What have you got???

Mike Schubert

trebucs@sbcglobal.net

512-252-3767

For Sale: \$45.00 Contact Harry Taggart 346-8642



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

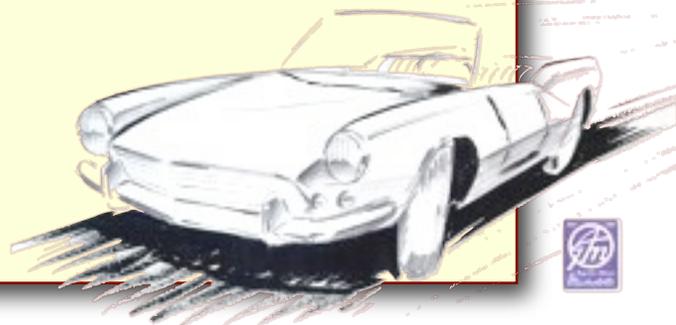
FOR SALE: TR6 Air Conditioner \$325.00

- Bracket to mount compressor to the engine
 - Compressor - This is an old style York. No idea if it is good
 - Condenser - Fits in front of radiator
 - Fan - cools the condenser
 - Controls
 - Cooling units - under dash driver's side and passenger's side
- Contact Harry Taggart 346-8642

taggart162@sbcglobal.net

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 - APRIL 2010



Calendar

April 14th - HCTC meeting - RUDY'S BBQ

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 Hill Country Triumph Club meeting will be held Tuesday, April 13, 7 PM, Rudy's Bar-B-Q, 7709 North FM 620, just north of RR 2222. Call 250-8002 for more info.