

THE RAGTOP



HILL COUNTRY TRIUMPH CLUB

JULY 8, 2010

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WELCOME TO THE CLUB

by *STEVE JOHNSON*, PRESIDENT

PAST



June was an excellent month, but toward the end was getting a little hot in anticipation of July. It wasn't quite as hot on

June 8th for another excellent club meeting at

Rudy's on 620. Officers were elected for another year, and a brand new president was found and elected for the coming year. Your new president is Robert MacKenzie. Robert drives one spitfire, and races another (technically then he races both of them).

Most of us know Robert, and welcome him as he takes over as president. You'll hear a lot from Robert in the future, but it won't be in July. He's rather busy in July as he and his charming bride Pam get married. You may remember the two of them at our Progressive Dinner in July of 2009, as they welcomed us into their home in Cedar Park. Both are wonderful individuals, and will be a strong pair to help shepherd the club.

Now what will I do with all that time I've gained since I'm NOT president? Well, first I have to clear off a number of **Honey-Do** items that Candy has had on her list for quite a while. Then it's on to put together a 1957 TR3, which you see in the picture above.



That's the garage find I've talked about for a while, that will finally get a bit of attention. The engine is frozen right now, but I'll have it running Triumph HOT in no time at all. I may be asking for a few odd parts like seats, a proper transmission cover, and who knows what else. You see, the owner wanted to restore it around 12 years ago, so unbolted/unscrewed everything possible and threw the parts in a number of odd sized shipping boxes. His problem was putting it all back together. Oh well, donations to this cause are welcome, and I pay for the good stuff.

You all ought to consider the Club Picnic that is being planned by the Skewis' and Kramer's July 17th at the Kramer's on Lake Travis. Food, fun, and swimming in their Cove. I'm sure Bob will be talking about that club outing in this edition of the Ragtop. Candy and I are

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planning on attending, and would really like to see each of you.

Speaking of exciting events, our “24 Hours of Lemons” team is going flat out as they get ready for this Houston event the weekend of September 11th and 12th. They also have a new sponsor in the “Sherlock Holmes Society of Austin”. One of their members attended our last club meeting and signed up to help. I told them if they attended the event they had to dress the part just like our team is. We’ll see if that happens. You know it would be GREAT if we could have as many club members as possible at the event. I can drive one car. Who’s with me?

September is a BIG month for us. We have one of my favorites each year is the Texas All British Car Day scheduled for September 25th and 26th. I know all of us enjoy ABCD. If you have questions check out their outstanding website by Jim Icenhower for details at txabcd.org/. Don Couch is chairman of the

event this year, as well as being our Ragtop Editor.

I’ll say it again, serving as your club president for the past two years has been a labor of love. We have one of the best Triumph Clubs in the world, and I want to see it stay on top. Thanks to each of you for your contributions and your help. I’ve gotten to know each of you much better, and look forward to attending as many of the events with you this coming year as possible.

Triumphantly Yours,



Past President
Hill Country Triumph Club



BACK ISSUES OF THE **RAGTOP** ARE AVAILABLE
ONLINE

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

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:
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On the Cover

2010 ABFM

Cover photo by **SAM BASS**

RUBY REPORT



I've said once and I'm gonna say it again... Thank You Mike McPhail!!! This month marks Mike's 16th consecutive contribution to the RAGTOP.

I cannot express my appreciation for his efforts. Mike's articles are always full of great info as well as great humor.

Don

THANK YOU MIKE McPHAIL!!!



BOB'S YOUR UNCLE



We started off last month's meeting with a drawing of some embroidered samples with the HCTC logo that were sent to Barbara

Kramer . . . winners were:

Don Couch (golf towel), Nel McPhail (shirt), Duncan Charlton (bag with handles) and Bob Skewis (ball cap). Bill Waller passed on some TR6 wheels that came his way from Greg Blake . . . club members are always willing to help out a fellow member in need. Reports were given on previous events by attendees – Blanco Car Show, Turn it into a Triumph Rallye and BBQ, and the Father's Day car show. We have plenty of things happening in the club . . . come on out and enjoy it!

Speaking of club happenings . . . the July event is coming up on Saturday the 17th. Our renewed tradition of giving blood at the Central Texas Blood Bank and then reviving at the Kramer's lake house is back on the schedule. Blood donation is a vital link for those in need and if you qualify, you can save lives! As of this printing, we have three signed up to give blood and seven signed up for the lake house. Please contact Bob Skewis if you plan to attend either (you do not have to do both). An email blast went out earlier this month so we could start planning . . . don't wait too long, as the lake is full and you get a burger to boot!

The Sherlock Home Boyz are continuing their efforts to raise their TR6 from the dead . . . watch for announcements about work days and parts needed. Long time

member Sarah Robertson is a member of the Austin Sherlock Holmes Society and has volunteered help in costuming the crew with the help of her Baker Street Irregulars. Please see more information on their offer elsewhere in the Ragtop.

Don Couch reminded us once again of the All British Car Day coming on September 25 and 26. It looks like Phil McKenzie and Robert MacKenzie are going to team up on a breakfast as our club display. Now, if we can just get both of them in a kilt, like Robert did for his recent wedding . . . I think we will have a winner! Speaking of Robert, when elections were held last month he volunteered to be our President for the coming year. It is a great thing when members step forward to shoulder responsibility and do their share to make this club their own. We look forward to Robert's contribution to our 21st year.

Vincent Maggio and his son John attended their first meeting with the HCTC . . . and Vince pegged us right away as a club that enjoyed their cars and driving them, but did not stand too much on formality in their meetings. Vince is from Bridgewater, NJ and brought a beautiful TR3 with him . . . although he left a prize surrey-roofed TR6 back in Ocean City, MD. We welcome him and hope to see both of them participating in the club for many years. Other members driving their cars were Mike and Nel McPhail, Steve Johnson, Dan Julien, Mike Jankowski, and Philip McKenzie . . . thanks to everyone for flying the flag! I'll see you on the road.

Bob

Join us for the 20th Anniversary of the Texas All British Car Day

Sept. 25-26, 2010
Round Rock, TX



The Largest All British Car Show in Central Texas

- Hospitality Suite at Springhill Suites Hotel
- Gumball Rallye on Saturday
- Dinner Saturday Night
- All British Car Show on Sunday at Old Settlers Park
- Benefits a Local Charity
- \$20 per car early registration
- Sunday Show is Free to public – Bring the Family!
- Save the Date!

Host Hotel

Springhill Suites
2960 Hoppe Trail
Round Rock, TX
512-733-6700

*Springhill Suites offers a special rate for
Texas All British Car Day. Register early.*

Information and Registration

TXABCD Website: <http://www.txabcd.org>
TXABCD 2010 Chair - Don Couch
info@txabcd.org or 512-554-2712



Triumph Register of America (TRA) National Meet June 16-20, 2010

by Tom Harrison

Nancy and I made our third trip to National TRA---this year to Wooster and Holmes County, OH. For the second year, we took grandsons Clay and Thomas Smith as we're trying to keep Triumphs alive among the younger generation. The 2,705-mile round trip was pleasant---Nancy in our station wagon and me in Willie, our TR3A.

To beat the heat we departed Waco late afternoon on Sunday, June 13, and drove to Texarkana. Before the trip I added a top with a zip-out rear window from Little British Car Co. This was a life-saver for dissipating heat while driving. But I did have to stop at a Dollar General to buy some Velcro in order to keep the window from flopping around at speed. The next night we stayed in Memphis with daughter Emily Smith and her family and we departed for Ohio early the next morning. Upon learning they would accompany us, the boys had two requests: "Can we start off with breakfast at Burger King?" and "Can we get ice cream when we stop for gas?" Both answers: "Yes."

Clay and Thomas rode with Nancy, and I struggled to keep Willie, our TR3A, from going airborne. Willie loves the open road.

Tuesday night we stayed at the Golden Lamb Inn in Lebanon, the oldest hotel in Ohio



(1802), where a dozen or so U. S. presidents have stayed. Lebanon is a beautiful town of 20,000. Getting there we passed through Cincinnati at 5 PM (I had hoped to sneak through Cincinnati at 4 PM, but I had forgotten about the time-zone change). Even in the stop-and-go driving through Cincinnati, Willie's engine temp stayed at 180 degrees---thanks to the new aluminum Wizard radiator that Mike McPhail suggested.

Arriving at the TRA headquarters, the Hilton Garden Inn in Wooster, OH, we began our Triumph orgy. Approximately 75 TRs (2, 3, and 4) attended the meet hosted by Buckeye Triumphs of Central Ohio.

Our first driving event was for breakfast at Mrs. Yoder's Kitchen in Holmes County, home of 20,000 Amish folks. From there we drove 50 miles west to Mid-Ohio Racecourse, where we got to drive several laps. The car show was on Friday, and

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happily, Willie got 1st among TR3As in Participants' Choice. Saturday included a trip to Lehman's Hardware Store, an amazing collection of shops. We also took in the Pro Football Hall of Fame in Canton, which was 30 miles east of Wooster.

Adding to our enjoyment were Bridget and Duncan, the children of Bruce and Alice Clough of Dayton, OH. Clay and Thomas became friends with Bridget and Duncan last year. Also, the hosts had gifts for the kids—toy Triumphs, airplanes, candy, etc. The Buckeye Triumphs really did it up right.

The drive home took us by Mammoth Cave in Kentucky, and the boys enjoyed that a lot. Last year en route home from TRA in Charlestown, WV, we took the boys for a sail on the Lost Sea (an underground lake) at Sweetwater, TN, so we've established a tradition of spelunking with the boys.

The drive was uneventful mechanically. Willie purred along at 75 mph (25.5 mpg) without so much as a burp. His engine used one quart of oil and the front carb needed a few drops of damper oil. As the hometown newspapers say, "A good time was had by all."



Tom

~~Tool~~ Project of the Month

by Mike McPhail

When remembering the outstanding scientists and inventors of yore, several great names immediately come to mind; Edison, Bell, Tesla.

But then, there is Lucas...the Prince of Darkness. This man is singularly famous for turning electrical science into a black art. When it comes to Lucas electrics, it's really all about preventing the smoke from escaping the wiring harness.

It may be helpful to compare electricity in your LBC to the water in your household plumbing. The water pressure is like the voltage in your battery, and the wires like pipes. In the case of Lucas electrics, the electricity is in the form of smoke, which must not be allowed to escape the system!

When examining the typical British car wiring diagram, one might be overwhelmed by the complexity. The trick is not to view things as a whole, but concentrate on the individual circuit. Learning the basic color code will make things easier:

Black wires are earth (aka ground) and connect one side of the battery and all electrical components to the car chassis.

Brown wires are direct from the other battery post and always hot.

Purple wires are the same as brown, only with a fuse.

White wires are hot only when the ignition switch is on.

Green wires are the same as white, only with a fuse. Note that on very early cars, there are just the two fuses!

There is more:

Blue wires feed the dimmer switch and are hot (typically not fused!) when the headlight switch is on.

Blue with white stripe, and blue with red stripe are the high and low beams from the dimmer switch to the headlights.

Red wires feed the runnings lights and are hot (typically not fused!) when the switch is on.

Red with white stripe wires are the same as red, only with a fuse and feed the dash lights.

Green with white stripe and green with red stripe are the turn signal wires.

It gets worse:

Pretty soon they ran out of combinations and began reversing the main color/stripe color combinations. For instance, white with a red stripe is the lead from the ignition switch to the starter solenoid, not to be confused with the dash lights.

The important thing to remember is that in most cases the main color of any striped wire indicates its origin. For instance, a purple wire with a stripe going to the horn lets you know that this circuit is fed by a fused wire that is always hot. Similarly, the green with stripe wires in the brake light, wiper, or gauge circuit is fed by the fused ignition switch. See, it is all very simple! On later cars, more colors were added. See the attached color code chart.

Next month: How to bleed excess smoke from the system.

Mike

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In the United Kingdom the British Standard BS-AU7 determines color coding of automobile wiring. Lucas use a 7 color set in which plain colors - purple, green, blue, red, white, brown and green are supplemented by a further group using a base color with a thin line trace of a different color, thus:

Black	earth (ground) connections
Green	feeds to auxiliary devices controlled by the ignition switch, eg wipers, flashers, etc
White	base color for ignition circuits
Red	sidelights (parking lights) and rear lights
Blue	with white trace main beam headlamp with red trace - dip (meeting) beam headlamp
Purple	auxiliary devices not fed via the ignitor switch, eg horn, interior light
Brown	main battery feed

Other colors are used, according to equipment specifications, eg light green, pink, slate. Handbooks are usually printed in black and white only, so the cable colors are identified by a lettering code, such as:

B	Black	P	Purple
U	Blue	G	Green
N	Brown	S	Slate
R	Red	W	White

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When a cable has a base color and a second color spiral trace the code is two letters, for example: WG = White with green trace

Main	Tracer	Destination
Black		All earth connections
Black	Blue	Tachometer generator to tachometer
Black	Brown	Tachometer generator to tachometer
Black	Green	Screenwiper switch to screenwiper (single speed) relay to radiator fan motor
Black	L. Green	Vacuum brake switch to warning light and/or buzzer
Black	Orange	Radiator fan motor to thermal switch
Black	Pink	
Black	Purple	
Black	Red	Electric speedometer
Black	Slate	
Black	White	Brake fluid level warning light to switch and handbrake switch
Black	Yellow	Electric speedometer
Blue		Lighting switch (head) to dipper switch
Blue	Black	
Blue	Brown	
Blue	Green	
Blue	L. Green	Screenwiper motor to switch
Blue	Orange	

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Blue	Pink	Headlamp dip beam fuse to left hand headlamp (when independently fused)
Blue	Purple	
Blue	Red	Dipper switch to headlamp dip beam. Headlamp dip beam fuse to right-hand headlamp (when independently fused)
Blue	Slate	Headlamp main beam fuse to left hand headlamp or inboard headlamps (when independently fused)
Blue	White	Dipper switch to main beam (subsidiary circuit – headlamp flasher relay to headlamp). Headlamp main beam fuse to right-hand headlamp (when independently fused). Headlamp main beam fuse to outboard headlamps (when outboard headlamps independently fused). Dipper switch to main beam warning light
Blue	Yellow	Long range driving switch to lamp.
Brown		Main battery feed
Brown	Black	Alternator warning light, negative side
Brown	Blue	Control box (compensated voltage control only) to ignition and ignition switch, eg wipers, flashers, etc lighting switch (feed)
Brown	Green	Dynamo 'F' to control box 'F' Alternator field 'F' to control box 'F'
Brown	L. Green	Screenwiper motor to switch
Brown	Orange	
Brown	Pink	
Brown	Purple	Alternator regulator feed
Brown	Red	Compression ignition starting aid to switch. Main battery feed to double pole ignition switch (a.c. alt. system)
Brown	Slate	
Brown	White	Ammeter to control box. Ammeter to main alternator terminal

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Brown	Yellow	Dynamo 'D' to control box 'D' and ignition warning light. Alternator neutral point
Green		Accessories fused via ignition switch (subsidiary circuit fuse A4 to hazard switch (terminal 6))
Green	Black	Fuel gauge to fuel tank unit or changeover switch
Green	Blue	Water temperature gauge to temperature unit
Green	Brown	Reverse lamp to switch
Green	L. Green	Hazard flasher unit to hazard pilot lamp
Green	Orange	Low fuel level warning light
Green	Pink	Choke solenoid to choke switch (when fused)
Green	Purple	Stop lamps to stop lamp switch
Green	Red	Left-hand flasher lamps
Green	Slate	Heater motor to switch (or to fast)(on 2-speed motor)
Green	White	Right-hand flasher lamps
Green	Yellow	Heater motor to switch, single speed (or to 'slow' on two-speed motor)
L. Green		Instrument voltage stabilizer to instruments
L. Green	Black	Screen jet switch to screen jet motor
L. Green	Blue	Flasher switch to left-hand flasher warning light
L. Green	Brown	Flasher switch to flasher unit 'L'
L. Green	Green	
L. Green	Orange	
L. Green	Pink	Flasher unit 'L' to emergency switch (simultaneous flashing)
L. Green	Purple	Flasher unit 'F' to flasher warning light

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L. Green	Red	Fuel tank changeover switch to right-hand tank unit
L. Green	Slate	Fuel tank changeover switch to left-hand tank unit
L. Green	White	
L. Green	Yellow	Flasher switch to right-hand flasher warning light
Purple		Accessories fused direct from battery
Purple	Black	Horn or horn relay to horn push
Purple	Blue	
Purple	Brown	Horn fuse to horn relay (when horn is fused separately)
Purple	Green	
Purple	L. Green	
Purple	Orange	Aerial lift motor switch DOWN
Purple	Pink	
Purple	Red	Boot light switch to boot light
Purple	Slate	Aerial lift motor to switch UP
Purple	White	Interior light to switch (subsidiary circuit—door safety lights to switch)
Purple	Yellow	Horn to horn relay
Red		Side and tail lamp feed
Red	Black	Parking switch to left-hand side lamp
Red	Blue	
Red	Brown	Variable intensity panel lights (when used in addition to normal panel lights)
Red	Green	Lighting switch to side and tail lamp fuse (when fused)

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Red	L. Green	Screenwiper motor to switch
Red	Orange	Parking light switch to right-hand sidelamp
Red	Pink	
Red	Purple	Map light switch to map light
Red	Slate	
Red	White	Panel light switch to panel lights
Red	Yellow	Fog lamp switch to fog lamp
Slate		Window lift
Slate	Black	Window lift
Slate	Blue	Window lift
Slate	Brown	Window lift
Slate	Green	Window lift
Slate	L. Green	Window lift
Slate	Orange	Window lift
Slate	Pink	Window lift
Slate	Purple	Window lift
Slate	Red	Window lift
Slate	White	Window lift
Slate	Yellow	Window lift
White		Ignition control circuit (unfused) (ignition switch to ballast resistor)
White	Black	Ignition coil CB to distributor contact breaker. Rear heated window to switch or fuse TAC ignition
White	Blue	Choke switch to choke solenoid (unfused). Rear heater fuse unit to switch. Electronic ignition TAC ignition unit to resistance.

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White	Brown	Oil pressure switch to warning light or gauge
White	Green	Fuel pump No. 2 or left-hand to change-over switch
White	L. Green	Screenwiper motor to switch
White	Orange	Hazard warning feed (to switch)
White	Pink	Radio from ignition switch
White	Purple	Fuel pump No. 1 or right-hand to change-over switch
White	Red	Solenoid starter switch to starter push or inhibitor switch
White	Slate	Tachometer to ignition coil
White	Yellow	Starter inhibitor switch to starter push. Ballast resistor to coil. Starter solenoid to coil
Yellow		Overdrive
Yellow	Black	
Yellow	Blue	Overdrive
Yellow	Brown	Overdrive
Yellow	Green	Overdrive
Yellow	L. Green	Screenwiper motor to switch
Yellow	Orange	
Yellow	Pink	
Yellow	Purple	Overdrive
Yellow	Red	Overdrive
Yellow	Slate	
Yellow	White	

Bob and Barbara Kramer are proud to announce the birth of their first grand child at 6:56 pm on July 4th, 2010. Born to the Kramer's elder daughter Jennifer and her husband Casey, Kylie Nicole Davis weighed 8 lbs. 5 oz.s and was 20.5" tall at birth. Mother and daughter are both doing extremely well, and the grandparents couldn't be prouder.



SNAPPY SHOTS

by Don Couch

As a Pro Photographer I make thousand of “snapshots” a year and as the Editor of the RAGTOP, I am always begging for articles and photos for content. One thing I really need every month is a dynamite image for the cover. I do get great photos submitted but many of them simply won’t work for the cover for one reason or another. So I thought I would do an article(s) with some simple photo tips.

Let’s start with what makes for a great cover image since it’s at the beginning. The best thing you can do is make that photo a vertical or “portrait” as opposed to horizontal or “landscape” . Sometimes and I do mean SOMETIMES... I can pull off a horizontal image (fig. 1) for the cover such as the May issue. And other times a horizontal image (fig. 2) can be made to work by rotating it to fit such as last month’s cover.

Looking at the two examples you can see how horizontal images can be made to fit. Other images that have been submitted for the cover simply couldn’t be made to work even though they were great images.

The next thing that makes for a GREAT cover image is not having too many distracting elements. The photo is not too busy, no telephone poles or trees in the way. One rule for making those great snapshots is “Get in CLOSE”, as close as you can.

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figure 1

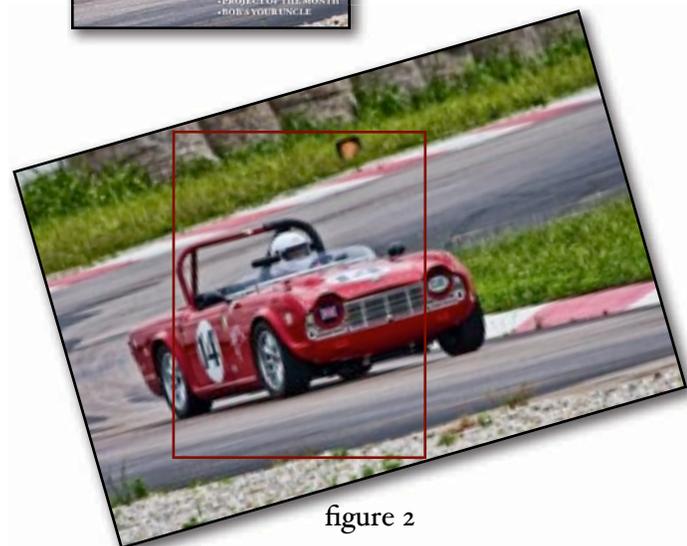
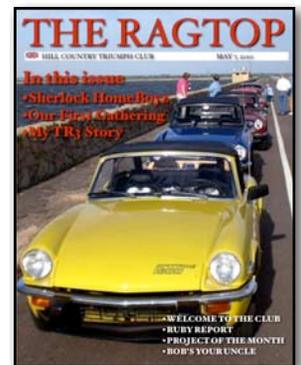


figure 2

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Like in the MAY issue's cover (fig.3) you can see that by simply rotating the camera to a vertical orientation and moving in would have made the same image as the cropped version.

Now, I can hear some of you saying "as it was shot, you have the best of both worlds". The trouble you run into by not moving in close is wasted resolution resulting in poor image quality and detail. You can only crop in so far before you surpass the resolving power of your camera. In other words, you end up with a grainy, blurry image like in figure 5. Let use the same photo that was used for the June issue (figure 6) and crop into just the driver's face. Let's say we want to SEE the intense concentration on the face of a race car driver, in this case that look of total concentration Bob Blake has on his face as he hurls that British Iron around the track.

This image was made with a pro camera and has more resolution than the average consumer point and shoot camera so was can crop into the image more and still have a useful image. I do understand not all images submitted were meant for the cover, such as the image in figure 5. But I hope this helps you in the future when you are making photographs whether they be for the RAGTOP, your scrapbook or otherwise.

That's enough for this month. Keep those photos coming and we'll make 'em work!

Don



figure 5

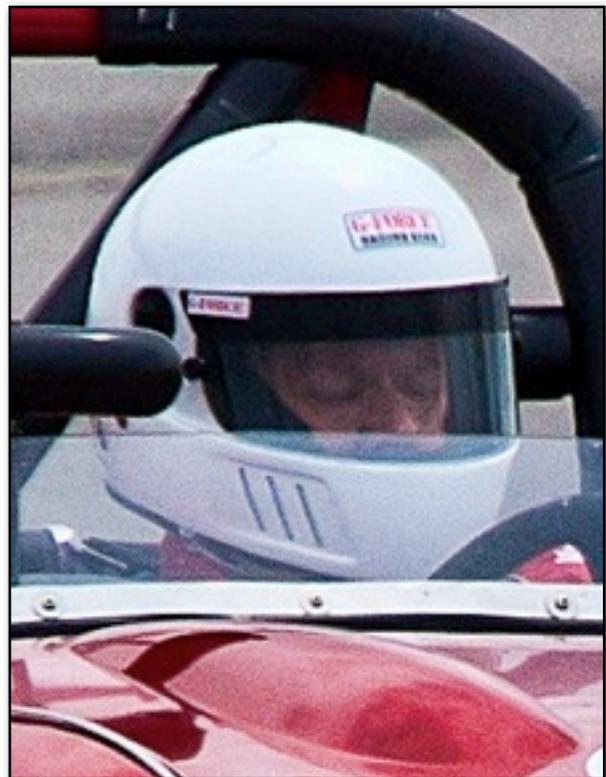


figure 6

Our trip to Vancouver Canada for the 2010 ABFM at Vandusen Garden

Sam Bass (A Texas Triumph in the Northwest)

This show has been on my bucket list for several years but every year something has come up. This year was the 25th anniversary of the show and it was held on May 21st and 22nd. All the stars were in alignment and we were able to attend the ABFM. We had seven cars from Tyee Triumph (four TR6s, one TR3, one TR4, and one Stag) drive north to Vancouver, British Columbia in western Canada on Friday May 21st over scenic back roads.

The day started with breakfast just north of Everett, Washington. That's when the LBC gremlins started working on the cars. First problem, the ignition switch broke in one of the TR6s. It stuck in the start mode and we had to disconnect the battery cable to keep the starter from burning up. AAA was called and a lock smith showed up while we were having breakfast. He was able to repair the switch and we started the trip only 30 minutes behind schedule.

We continued north along the shore of Bellingham Bay. That's when my TR6 started to act up. The car would run fine on the highway but when I slowed down the idle was so bad I had a hard time keeping the car running. Then the idle would smooth out and the car would run fine. My wife Pat had been complaining for three



weeks that every time she drove it she had trouble with it. She has driven the car many times before and I couldn't understand why she was having trouble. I had just installed a new electronic distributor and this was the first long road trip for the new distributor (remember this).

The day turned sunny and all the Triumphs were now running smoothly down the road. After we crossed into Canada and turned onto Highway 1, I got lost. I took a wrong turn and one other TR6 stayed with me. I bought a GPS just before this trip and it got us back on track to the hotel and we were only 30 minutes behind the rest of our group. We are now all checked in and having a cold beer in the bar.

That evening we attended the kick off banquet for the ABFM. On the way to the restaurant my TR6 died again and wouldn't start. I was able to pull into a driveway and my buddy Rod Nichols (also driving a TR6) pulled in behind me. I was sure the problem had something to do with the ignition so I pulled the distributor cap

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and Rod pulled the rotor out. That is when I saw the ignition module move. The two screws that secured it were loose. I tightened both down and my TR6 roared back to life!!

We made it to the banquet and had a great time. Good food and cold beer. Rod and I were able to leave our cars in the parking lot at Vandusen Gardens overnight (security was provided) for the ABFM the next day. A bus was provided to take us back to our hotel and return us the next morning for the show. The next morning the bus arrived at 8:30 to take us to Vandusen Gardens. The ride was only 15 minutes and most of the cars we passed were British! The line stretched for blocks in three directions to get into the gate and the gardens were getting full. The event was closed after 700 cars were parked. Unfortunately many British cars were turned away. Rod and I were guided to the TR6 parking and parked along with 30 to 40 other TR6s.

After we cleaned the cars and set up the chairs, it was time to go and look at all the cars. I saw cars that I had only read about. I think every British marque was represented at this show. With our coffee in hand, Rod and I set off to drool over all the LBCs. Along with Triumphs, MGs, Jaguars, Rolls Royce, and Austin Healy's there were other not so common marques such as Hillmans, Woolsey's and Vauxhall's. As we

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walked around the cars talking to all the owners, Rod and I saw a 1960 AC 'Ace'. This is one car that I have only seen in pictures. It was gorgeous! The best thing is the owner drove it to the meet. You have to love someone who will drive a \$200,000 car to a car show. The rest of the day was spent looking at the 700 plus British cars. After the awards were handed out we returned to our hotel for dinner and drinks. The drinking lasted into the wee hours and my bed was calling me.

We all met for breakfast and planned the return trip home. It was a simple drive down I-5. We stopped at the border duty free to do a little shopping before continuing south out of Canada. All the way home my TR6 ran like a top. It is amazing how good they run when you tighten all the screws!! All the LBC made it home, five under there own power and two on flat bed tow trucks. The TR6 that had the ignition failure at the beginning of the trip had another failure on the way home and the Stag's rear end gave out on I-5 in south Seattle. This was a great trip and a great car show.

My next big adventure will be attending the Texas All British Meet in September. I will be driving my TR6 from north of Seattle, Washington to Austin, Texas. I will see all of Hill Country Triumph members at Old Settler Park in Round Rock.



HCTC/TTR Lemon's Team update

by **Bob Kramer**

Good news--I think. Our team has officially been **ACCEPTED** for Yee-Haw It's LeMons Texas, at MSR Houston, on 11-12 September 2010. We are now able to start our preparation in earnest. Here's is the Event Schedule:

Friday, 10 September 2010

7:30am: Gates open

9am-5pm: Pre-race track testing. Details below

Noon-5pm: **Mandatory Friday Tech Inspection.** Every car and at least one driver per team must be present for Tech Inspection on Friday. No Saturday Tech will be offered!

Saturday, 11 September 2010

7:30am: Gates open

9:30am: Mandatory drivers' meeting

10:30am-7pm: Race session I

Sunday, 12 September 2010

8:30am: Mandatory drivers' meeting

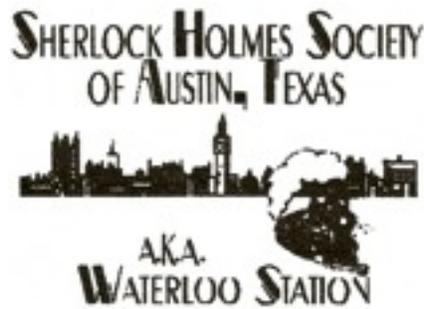
9am-3pm: Race session II

noon: People's Curse

3pm: Checkered flag

3:30pm: Awards

7pm: Gates close



www.SherlockHolmesSocietyAustin.org SherlockHolmesSocietyAustin@yahoo.com

Post Office Box 170014 Austin, Texas 78717

28 June 2010

Robert MacKenzie, President

Hill Country Triumphs

president@hillcountrytriumphclub.org

Dear Robert,

The Sherlock Holmes Society of Austin aka Waterloo Station is pleased to offer official sponsorship to “Sherlock HomeBoyz”, for the September 2010 “24 Hours of Lemons Race” in Houston.

We understand that the car will be called TRuth—“...when you have eliminated the impossible, whatever remains, however improbable, must be the truth...”. The number will be 221B, and the pit crew will be the “Hounds of the Baskervilles”.

Our sponsorship will include providing deerstalkers and pipes for the “Sherlock HomeBoys”, and publicity through our e-mail list and on our website. In return we ask that you put “The Sherlock Holmes Society of Austin” on the car.

We suggest that you be aware that both “Sherlock HomeBoys” and “221B” are likely to experience alternating periods of black depression, stagnation, “...the insufferable fatigues of idleness...”; and excessive energy of a working fit, minds like a racing engines, and the fierce energy of their own keen natures. They may very well have any number of three-pipe problems. Luckily, you will have nine.

We look forward to the successful run of TRuth, 221B, in the “24 Hours of Lemons” race—though we are not precisely sure what is success in a Lemons race...

With best wishes and Sherlockian regards,

Sarah Ann Robertson

Keeper of the Smaller Matters (including a BRG 1964 TR4)

Sherlock Holmes Society of Austin aka Waterloo Station

CLASSIFIED

1971 GT6 FOR SALE:

90% restored, needs to find a loving home, \$4000, 512-786-9570

Allen Monroe

WANTED:

Looking for a hardtop for a Spitfire 1500 – any condition - cheap is good – free is better.

Robert MacKenzie (president@hillcountrytriumphclub.org)

TR7 FOR SALE:

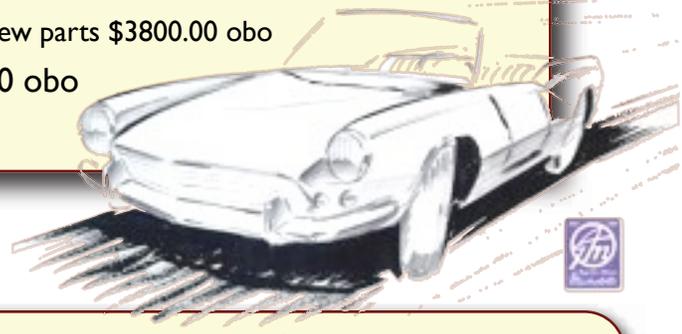
Late TR7 coupe. 5 spd, factory AC. Safety Orange. Needs clutch master cylinder, tires, fuel system cleaned. Solid and rust free. Will sell to anyone in club as is for \$1400. For details contact Mike Jankowski 512-923-7988

FOR SALE:

- 1963 TR-4 Restoration in progress, Rebuilt Engine, lots of new parts \$3800.00 obo

- 1969 GT6 needs restoration, paint, interior \$1000.00 obo

Contact Don Couch for more info (512)-680-3540



PARTY!!!

Greg and Alison are planning Will's 5th birthday party for August the 28th. He has requested a "Race Car" party. For this to make any sense you have to understand that any cool sports car is a "Race Car" to Will. Nothing would make him happier than to see a bunch of Triumphs at his party. Tentatively, the party is planned to be held at the senior Blake's house in Dripping as a backup, it will be held at our house near Lakeway.

Anyone that would like to make a 5 year old (actually a couple of them) really smile is welcome to come join us for burgers, beers, and good times. If your nice, we might let you jump in the bounce house

Contact me or Alison at Ablake3@austin.rr.com or call Alison for details at 832-524-5244. We will get the party started around 2pm. Stay as long as you dare.

THE RAGTOP - JULY 2010



Calendar

July 13th - HCTC meeting - Pok-E-Jo's BBQ

AUG 28th - Will Blake's Birthday PARTY!!!

SEPT 25th -26th TXABCD - Round Rock, TX

OCT 24th - Rolling Sculpture Show - Hill Country Galleria



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



The next HCTC meeting will be held Tuesday, July 13, 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.