

# THE RAGTOP

 HILL COUNTRY TRIUMPH CLUB

JANUARY 9, 2011



## In this Issue

- ...a Sweet Reunion
- Another Year of Racing
- Mike's Vendor of the Month

# THE INSIDE LINE

by *ROBERT MacKENZIE, PRESIDENT*



As we slide into the New Year it's time to look at the calendar and see what events are coming up in the near and not-too-near future.

One of the first that comes to mind is the annual VTR regional, this year hosted by our friends at The South Texas Triumph Association. From April 28 - May 1, 2011 the streets of New Braunfels will be filled with Triumphs of all kinds from all over the state and beyond. The event schedule and registration information is at:

[www.sotxtriumphassn.org/2011vtr.html](http://www.sotxtriumphassn.org/2011vtr.html)

Closer to home the monthly Cars & Coffee event is growing larger each time. Held in Leander on the first Sunday of each month, it is a very laid back social event. Officially it starts at 11:00 but some cars seem to get there much earlier. They are planning a series of special events featuring various cars, including a British Car day in the spring. Get all the details at: <http://austin.carsandcoffee.info/>

Additionally, both the Austin based Spokes Sports Car Club and the San Antonio based SASCA autocross clubs have released their respective 2011 race schedules. Spokes is hosting 11 races including 2 that are co-hosted by SASCA. Notable on the SASCA schedule is a novice school on March 5<sup>th</sup> and a full race event on March 6<sup>th</sup> at Retama Park. See [spokes.org](http://spokes.org) or [sasca.org](http://sasca.org) for more information. I would love to see a contingent from the HCTC come out to at least one event this year the novice school would be a great chance to get into autocross.

Let me know if you have details on any other events and I will get the word out.

*Robert*

**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](http://www.vtr.org), [www.triumphregister.com](http://www.triumphregister.com), and [www.6-pack.org](http://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@dphotos.com](mailto:don@dphotos.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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**On the Cover**  
**SASCA AUTOX**



## Hill Country Triumph Club Meeting January 11th

Feeling adventuresome for the New Year? I thought so....

Let's all get together and try a new place to eat and meet for the club meeting January 11<sup>th</sup>. Several of us thought it would be nice to tryout the "Grove Wine Bar and Kitchen." It's a great restaurant that ladies and gentlemen as well will enjoy (we do drive British cars don't we).

The Grove Wine Bar and Kitchen is a full service wine bar and kitchen. Don't worry they have more than wine at the bar. I'm sure you'll find a favorite beer there too, or anything else you might fancy. Their food is thought by some as the best in Austin.

The owners keep it a casual atmosphere where folks like us can gather and have fun discussing the trials and tribulations of Triumphs (or whatever those other people will be talking about). It's a bit fancier than a typical British Pub, but designed to provide a similar atmosphere.

Their food ranges from gourmet with Salmon and Beef Tenderloin dishes to the usual such as soups, salads, pizza, pasta and an Italian sandwich called Panini. You can find out more at their website <http://www.grovwinebar.com> . I recommend you download their menu to read it. The file is small.

The Grove is just off Loop 360 on Bee Caves Road. If you are coming from 360, go 2/10's of a mile and you'll see the Grove in small strip mall on your left. The better parking is on the side of the restaurant or in back, as opposed the front. Their address is 6317 Bee Caves Road. Their phone number is 327-8822.

We'll have our own section of the restaurant, so tell them you're with the Hill Country Triumph Club when you come in. I look forward to seeing you at the Grove.

Triumphantly Yours,

Steve Johnson



# SAN ANTONIO JAGUAR CLUB'S 22ND ANNUAL RALLYE TO LUCKENBACH!!



Saturday, January 22, 2011 (Rain Date: February 5, 2011)

Start: EL CHAPARRAL MEXICAN RESTAURANT at 15103 Bandera Rd in Helotes, Ph.(210) 695-8302

Registration Opens: 10:00 AM – Drivers Meeting 11:30 AM

Registration Fee: \$20.00 per vehicle

First Car Out: 12:01 PM

START POINT: Parking Lot at north end

- This is a time, speed, distance event.....NOT A RACE!!!!!! That means you drive to a published schedule we provide you.
- There will be four or five standard checkpoints. Whether there will be a hidden checkpoint or not is still being determined. .
- Rally will total approximately 120 miles and 3.0 hours.
- Trophies for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place will be awarded AND our Famous "Stray Cat" prize.
- The Rally route is on paved roads, some very narrow with many cattle guards and loose live-stock. Please be careful and use caution in these areas. You will encounter livestock primarily in one of the stages.
- NO DRINKING AND DRIVING;
- There are breaks between stages, and fuel will be available at the third checkpoints.
- JCNA rules will be used for scoring and ties will be permitted for JCNA results.
- Bring a watch, digital watch or stop watch and pencil.
- Check [www.sajaguarclub.org](http://www.sajaguarclub.org) for rain date posting by 8AM on the day of the Rally. Follow the update posted by 8AM, or the rally is on.
- Call SAJC rallymaster Brian Blackwell at below numbers if you suspect bad weather on the morning of the rally and do not have internet access.

**Questions?** Brian Blackwell (210) 695-8504 Evenings; (210) 255-0361 Cell or [blackwbg@gmail.com](mailto:blackwbg@gmail.com)

**SEE Y'ALL AT EL CHAPARRAL, AND MAYBE IN LUCKENBACH!!!!!!**



## Vendor of the Month

by Mike McPhail

### ***MOTO-LITA, LTD***

Since the 1950's, Moto-lita has been the premier name in sports car steering wheels. Their beauty, quality and functionality are unsurpassed. This great company has supplied original equipment wheels to famous makes such as Jaguar and Aston-Martin. Not surprisingly, their products are in great demand and are one of the more expensive accessories available to the British car enthusiast.

The high prices that US distributors charge can be avoided by purchasing direct from the maker. Even

with the added cost of international shipping, the Moto-lita website offers a substantial savings. In addition, a far greater range of options is available. Overseas buyers are exempt from the 20% VAT charged to the residents of "Old Blighty".

Go to the somewhat confusing official website for more information: HYPERLINK "<http://www.moto-lita.co.uk>" <http://www.moto-lita.co.uk>

P.S. I am currently negotiating a club volume discount with Moto-lita, so let me know if you would like to participate!

*Mike*



# San Antonio Autocross, What a Sweet Reunion

by Mike Jankowski

"Mike, how would you feel about joining Steve and I in San Antonio for an autocross next weekend?"

"I'd love to. How do I sign up?"

With that brief exchange I was back in autocross after an 11 year layoff. I was excited, nervous, and nauseous. Excited to show that a Spitfire could still run (low expectations yield great results), nervous about if I was going to make a fool of myself, and nauseous with the realization I

needed to get my car to the venue and home again. Wait, I have AAA, I get a free tow for 100 miles! Problems solved!

Of course I overslept, and that induced more stress. Yet I made it in plenty of time to register, walk the course, and get tech inspection taken care of. Other than tightening my battery retaining bar down more, tech was easy. In fact, the inspector said that since I drove all the way down from Austin, that was a feat in itself. With some fancy magnetic numbers and letters and a tire switch, I had me a racecar!



After watching one run, and then working a cone station for the next, it was our turn. The pavement was cold and slick, but we knew we'd have the best conditions of the day. Steve and Robert shared Robert's car, I drove my own, sloppy u-joints and all. We all spun on our first or second runs, to get it out of the way. My first time was 64sec, ok but a bit slow. I should note that I was on tires I'd never driven before, so learning them was part of the process. I had a time, I had a goal. I was going to break a minute.

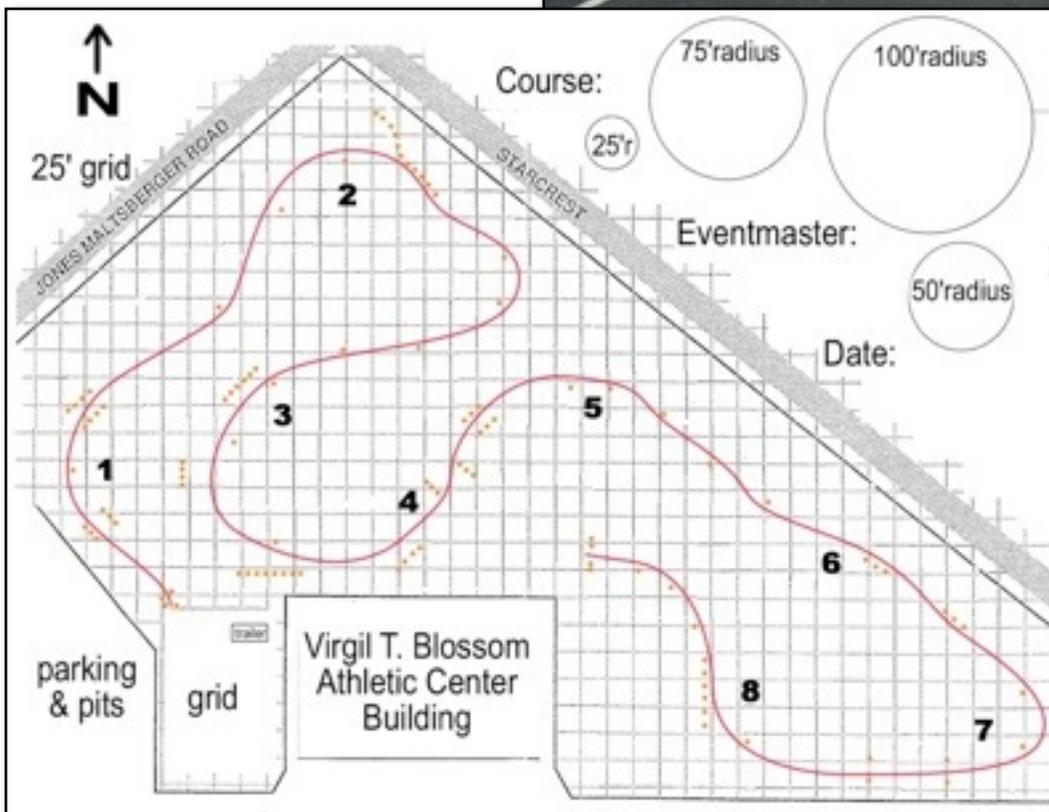
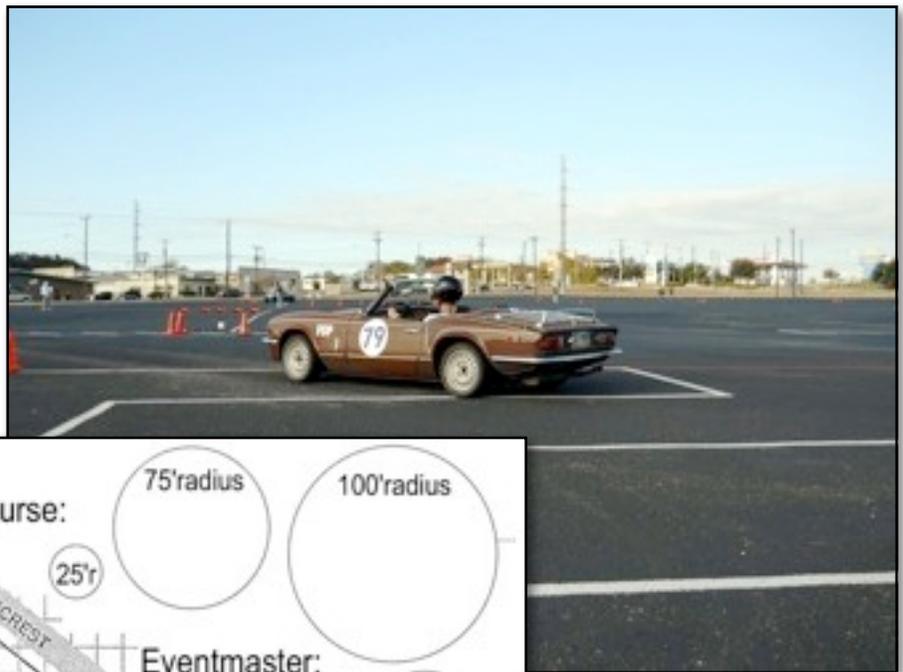
well, after my second run I wasn't so sure. I had a spectacular spin. Smoke, tire squeal,

continued from page 7

more smoke, and going backwards through a gate of cones after a full 360. Yet I wasn't dq'd as I stayed on course. Each run thereafter got progressively faster until my 5th of 6 runs yielded my fastest lap. I knew I was on, proven by my fastest splits for the first and second half of the day coming on run 5. I broke a minute and was thrilled.

I was scored as 12th of 20 novices, 4th in class out of 4, and was ecstatic. Robert won his class, so it was a strong showing by the Spitfires. we retired to a pub across the street, discussed the day, and vowed to return. I hope many of you can join us next time.

*Mike*



# DUES ARE DUE!!!

**Please** check the dues column in my latest email spreadsheet to see if your dues are past due. For instance, if it says "July 08" you now owe for three years. If it says "July 10" your dues were due this past July for one year. **Any members that haven't paid their quite delinquent dues by March 1, 2011, will be dropped.**

Dues are \$15 per year. **Many of you are due this month.** Make the check payable to HCTC and mail it to me. **Please** let me know if you don't wish to renew your membership. If you are unable to open the attachment, let me know.

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# DUES ARE DUE!!!

# With Another Year of Racing Behind Me

## by Bob Kramer

The only thing faster than my lap times at Texas World Speedway, is how fast the years keep going by. Well, that and most of the Lotus 7's and 911's I race against. No matter what had happened in 2010 it would have been a good racing year. This was the first year that we had two father and son Triumph racing teams participating in CVAR. You know us as the Kramer's and the Blake's, but we are just a part of a group of Triumph racers going under the team name of TxFOT, the Texas Friends of Triumph. As I sit here thinking about what we accomplished this year I'm trying to be sympathetic to those folks who struggle to keep their Triumphs roadworthy but I'm afraid it's a losing battle. This has been a busy year for me and my cars and I got a lot of work done.

I managed to get both cars ready for the February CVAR races. I rebuilt two TR4 race engines after last November when both cars came home disabled. Andrew's car, the blue No. 67 TR4 we had purchased last summer, had a transmission case explosion which took out the clutch and flywheel, and damaged the attachment threads in the crankshaft hub. The engine in my car, the No. 27 TR4A, was due for a complete rebuild and as it turned out it was suffering from a cracked crankshaft. I built a "new" close ratio transmission for the TR4 to replace the overdrive box. I scraped together a case, a mainshaft and enough loose gears and parts to make it work.

We hit the track last February with the two car team and I'm pleased to say that both cars stayed together for all three full race weekends we ran in 2010. I always breathe a sigh of relief on Sundays if I can drive the car onto the trailer and this year we drove two up one after the other into my new enclosed race hauler. We even "stuck the landing" getting them in the right tie down location on the first try.

In addition I finally put Barbara's TR6 "Godiva" back to together. I started to re-ring the engine pistons quite a while ago and Godiva waited patiently for me to finish the work. She didn't even create new problems for me as she sat idly in the garage. With her new rings, valve job, and engine compression she runs better than ever. That work was good practice for the Lemon's TR6 which also needed to be re-ringed. I did a lot of work as part of the team that built and raced the Lemon's TR6. I also built a transmission for that car from a bucket of parts, and a whole lot more.

So if you wonder why I didn't make it to a fix it day, wonder no more. If you need motivation to get that Triumph on the road, it can be done! Not that I am done. I have pretty much worn out my blue TR6 over the years since I pulled it out of a junkyard in Victoria and completed the frame on

continued on page 11

continued from page 10

restoration. It needs suspension bushings all around and the body needs some work. The top is showing its age and those poor sun visors look like a bloodhound's eyelids. The only attention that car has seen in years is the occasional tuning, air pressure adjustments and lots of spark plugs. Make a note, poly bushings are great for couple of years but when they wear out, they wear out badly. Old rubber bushings are better than old poly.

I have a TR6 frame-off restoration car in my garage that I started way back in the infancy of the club. The frame was 100% done, the engine and transmission were the first that I ever rebuilt and even the body tub was painted. All the exterior panels short of the doors were stripped and epoxy primed. All I needed to do was mount the body and send it back for paint. It has sat calmly in its spot ever since I started racing, waiting for its day to come. I expect that much of that work will have to be redone whenever I get back to that car. Then there is the Devin body I have in the attic. I have a TR3 frame set aside for it, and a donor TR3 tub. The plan for this car was for it to be built into racecar. It would weight nearly 500 lbs less than a steel bodied TR with the same power. I'm afflicted with a certain ailment, one that causes me to try to do everything myself. When you know how to do it yourself it seems like a waste to pay someone else to do it. Not only that, you have to have the money to pay other people to work on your cars and racing pretty much takes away that option. Sometimes I have the time, and sometimes I have the money, but never both at the right time. Racing pretty much finishes

that off. And this is a racing report so let's get on with it.

As previously mentioned we, meaning my son Andrew and I, raced three times this year. We raced at the February and November CVAR events at Texas World Speedway and The Kastner Cup race held by a start-up racing organization HVR at Heartland Park in Topeka KS. In addition I participated in the September Lemon's TR6 effort at the Motorsport Ranch in sweltering Angleton. I bought a 28' enclosed trailer so that I could haul two cars to the track when needed and it helped to make life easier for the most recent race held at TWS November 6<sup>th</sup> and 7<sup>th</sup>. Once I bought the trailer the plan was for me to save hotel expenses by camping at the track. At MSR the heat, humidity and mosquitoes made for a terrible experience. I wanted to have an A/C unit installed in the trailer prior to the race but the Lemon's TR6 sucked a lot of cash and I couldn't swing it. At TWS in November the opposite was true. Wal-Mart provided an electric heater for the second night. If I do four race weekends a year and camp every time I figure it will take me 14 years of skipping hotels to pay for the trailer. I may need to justify the purchase in some other way.

After Topeka I had a little work to do to make sure the cars were ready. I was running pretty well in my TR4A up there except for a developing engine miss that cost me some positions late in the Cup race. I finished pretty high up in the race so overall I was happy. In addition my electronic tachometer had taken to jumping all about so I had disconnected the

continued on page 12

sensor wire. I know the sound of a 6,000 rpm shift point anyway! Once home I found that the center graphite post was missing inside the distributor cap. It's a wonder it ran at all. With a used cap in place I started it up and the miss was gone. I parked that car and reminded myself to order a new tach.

Next I pulled the TR4 in the garage. Andrew had been complaining about weak brakes and even used it as an excuse for a couple of spins. Kids these days, I tell 'ya! The turn that was giving him trouble was a tough one and it required strong brakes so I adjusted the front wheel bearings at Topeka and bled the brakes but he reported only a small improvement. At home and on the lift the problem was little more obvious. The right rear wheel cylinder was seeping, enough to wet the surface of the brake shoe and thus limiting the rear braking. Bad brakes in one corner might even explain a tendency to spin, but don't tell Andrew. He knows that he needs to drive to whatever the car can give and adjust, and I think he did a pretty good job of it. Looking under the car reminded me that I had some work to do to bring this car up to a better standard. It was built with aluminum sway bar mounts that were custom made to fit the sway bars and the mounts have wallowed out over years of driving. The front bar seems woefully small compared to what most people run on TR4's. I'll want to put new suspension bushings in all around while I'm at it and upgrade the front hubs. It also needs a Southwick rear axle conversion to avoid the possibility of a wheel coming off due to a

broken axle. I should be working on that now, rather than writing this!

There was one point during a practice session at Topeka when Andrew's car suddenly died and he had to pull off and watch the racing while waiting for a tow. It turned out that the sturdy, old, metal "kill switch" was a little balky and he had lost voltage going over a bump. We had noticed the problem occurring for the first time earlier that morning and we hoped it was just a one time thing. The switch could be flipped off and on and it would work, but its location on the rear deck left it completely out of reach from the driver. He tried in vain to get a corner worker to flip it for him. After the race we found a cheap plastic Harbor Freight kill switch in my parts box. I have a name brand one that appears identical in my car and we used another in the Lemon's TR6. Even though they are cheap they seem to last. Due to mounting difference between the tractor style switch we had to tape the cheapo special switch in place to finish the weekend. Back at home it was time for a permanent solution. That meant moving the switch to the dashboard where both the driver and safety workers could reach it in an emergency. The car had an inoperable gauge filling an OEM hole in the dash so this was a natural location for a switch, and the installation went smoothly.

I had to rewire the fuel pump because it drew power directly from the old kill switch on the rear deck. A switch was mounted in the dash to turn the pump on and off by

continued on page 13

controlling the ground wire. When I moved the kill switch I had to remove everything that was in the way, and this meant rerouting the wire harness. I disconnected the brake light wires in order to clear the harness for this move and therefore I needed to recheck the brake lights. I have a nice little 2X4 that keeps the brake pedal down to the floor and I put that in place to verify that the lights still worked. I then went about finding a power source for the fuel pump and I found a spare wire coming out of the harness that tested hot. I traced it back and it didn't appear that it went to the brake circuit. I started the car and checked it all out. The pump worked and the switch on the dash killed the power. With all judged fine I proceeded with taping connections and wire tying everything in place. Later, when I was cleaning up my workspace and picking up loose tools I remembered to pull the 2X4. Do I need to say more? When I went to start the car to load it for the race weekend I found that I had no fuel because there was no power to the pump. I ran a dedicated power wire back to fuel pump from the fuse box, feeling quite silly.

The TxFOT made a good showing at TWS in November with two TR4's, a TR4A, a TR3, two Spitfires and a GT6. On Saturday morning, with temperatures in the low 30's we headed out for a warm up session. I let Andrew know that our only purpose was to heat up the tires so that we could more accurately set our tire pressures for the races. If I had looked at the schedule I would have known that it was actually a timed qualifying

session, but the way it worked out it wouldn't have mattered for me. The car ran well driving up to the grid and made it about 2/3's of a lap before the car started misfiring badly. I hoped it was because the radiator was cooling the engine down too much at speed. I waved Andrew around and both he and Bob Blake drove past me. Hoping the engine would warm up and the misfire would go away I took another lap but didn't help at all. I like it when Andrew passes me on the track, but not when it is because something is wrong with my car! I pulled in before the next lap.

I run a Mallory distributor on my cars and they have an external condenser, which makes it easier to service and replace the unit. It is a known issue with these parts that they can lose ground and cause just the type of problem I was experiencing, but I had long ago solved that problem by running a special ground wire from the condenser bracket to the engine block. With that bit of info in mind I set out to replace the condenser first before looking deeper. I found that the screw that hold the bracket and ground wire was a little loose when I swapped parts. The new condenser fixed the problem and when I reattached the tachometer it worked fine too. I doubt I had a ground problem but I suppose a dying condenser could cause the tach to jump even before the misfires begin.

Without a qualifying time for the first race Saturday I got to start from the back of the pack. Being the last car out in a pack of

continued on page 14

thirty cars meant that I was way behind the pack and desperately trying to catch up for the two by two race start. I knew that if I timed it right I could be coming onto the front straight under full acceleration just when they dropped the green flag for the guys that had slowed down and lined up two by two at the front. And so it was, I dipped over the little gully that marks the bottom of the banked oval and nailed it, making certain that I stayed "in line" with the car in front of me. I waited for the green flag, but it never came. I had to slam on the brakes and drop out of line to pass a few cars rather than rear-end them. We did another pace lap, and this time we came onto the front straight at a pretty good clip. I was able to get a good run as the green waved and I dropped to the bottom and started passing cars. Up ahead was a blue TR4 that I wanted behind me. I could tell that Andrew thought about dropping down and taking my lane because the car moved a little to the left before he saw me and let me pass. I think I passed a good ten cars on the start and I ended up the race right in the middle of the pack, right where I belonged. It was a lot of fun and by the time it was done I had a pack of four Porsche 911's behind me. That always makes me smile.

The finishing order determines the starting order for the next race and I was please to be starting next to a Ford Escort that I was dicing with as the first race ended. The British Escorts were equipped with Lotus Twin Cam engines and were raced in Tran's Am as well a B Sedan in SCCA. I had passed

him on the last lap in the morning but he powered by me at the checker to get back in front. My pleasure was short lived. When the call came to start the engines mine didn't respond. I had to wait until everyone went out and get a push start. So I was starting from the back again. At least I'd practiced the moves. This time I was on the high side and I wasn't alone. One of the faster 911's had missed the grid call and he was still working to catch the pack at the start and he blew by. I pulled the same maneuver I had completed in the first race, only up against the topside wall. This worked to my benefit because I like to carry speed by going deeper into turn one than most everyone else. The net effect was that I was passing cars on the outside of turn one, and by turn three that little Escort was in my mirror. I moved in and out of cars passing fairly easily and it must have been a sight to behold. I need to get a video camera. I spent the rest of the race dicing with another 911 and a Lotus Cortina. The Cortina and I were after each other and passing back and forth and we got skunked by the 911. Both of us thought we had finished him off but he flew by us on the front straight, a result of the two of us slowing each other down on the turns leading up to the straight.

Oddly, the race finish showed me a lap down. The CVAR folks told me to check my transponder and sure enough it was partially blocked by the front valance. In Topeka I had to drive over a curb to avoid a spinning TR4 and I hadn't noticed that the valance was kicked in a little. It was an easy fix with

continued on page 15

a little persuasion from a borrowed two by four, but it meant that I would start the next race a few positions behind from my real finish. This meant that the pack of four 911's were right in front of me. With a new battery installed the car started right up and I had a great time passing them. For the final race everything was in order for the first time all weekend. I finally got to start where I belonged and I had a great final race of the season. There was no better way to end the year then when I saw that Andrew had pulled into the paddock and up onto the trailer right ahead of me, both cars running hard until the end.

The next race is at the end of February and I hope to have completed a lot more optional, rather than required work on the cars. This year we are going to Mazda Raceway Laguna Seca in June for the Kastner Cup and the word is that we'll have at least 60 Triumphs to race with. The Laguna Seca event is one of those that is attended by the Ferrari and Maserati crowd rather than just the more mundane MG's and Sprites. We should fit right in!

*Bob*



# CLASSIFIED

**FOR SALE:**

I would like to sell a -74 TR6 long block, partially disassembled \$175.00  
I am also looking for a 4 prong square Hazard switch, for a 71/72 TR6  
Ben Skoldeberg  
e-mail or cell 512 750 4230  
[ben@txsunandshade.com](mailto:ben@txsunandshade.com)

**FOR SALE:**

Spif up that Spitfire with a pair of 1972 GT6 High Back Seats. \$150  
Contact Richard @ (512) 413-1172

**FOR SALE: 74' TR6** basically a stock looking TR6-very clean

5,500 miles Mimoso w/ Chestnut interior (paint job approx. 3 years old) rust free  
Strong engine (Ron Harrison just replaced the clutch & a few other items listed below)

- new red (Hella style) horns
- fairly new top (~2 yrs old)
- brake master cylinder (2 yrs old)
- windshield (2 yrs old)
- new clutch slave cylinder
- approx. 30K miles of tread left of Michelin Redlines

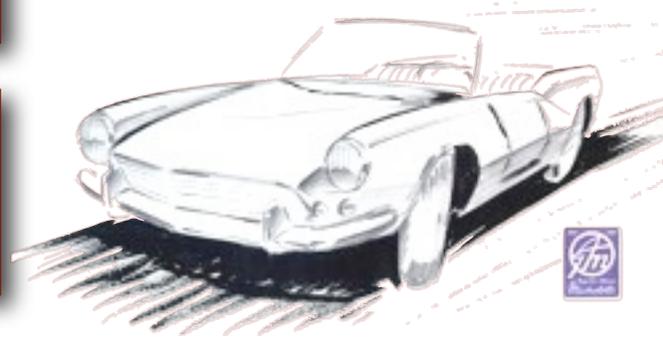
asking \$13,200 (\$12,500 w/out the new leather Miata seats)  
Questions, call Jim Wells @ 254-780-1464  
email: [jimanddiana@clearwire.net](mailto:jimanddiana@clearwire.net)

**1971 GT6 FOR SALE:**

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

**FOR SALE:**

•1963 TR-4 Restoration in progress, Rebuilt Engine, lots of new parts \$3800.00 obo  
Contact Don Couch for more info (512)-680-3540



**1978 SPITFIRE CONVERTIBLE FOR SALE - \$4750. (San Antonio)**

\*\*\*Price Reduced(Was \$5750.)\*\*\*New upholstery and c/v top.  
4spd.,no rust,orig. brown paint .Rebuilt weber carb.,headers.  
New plugs,cap,rotor,back brakes,belt,hose and u-joint.  
Licensed and inspected.94000 miles.Excellent investment,  
Call Mike @210-744-6453 for more details and pictures.

**FOR SALE: TR3** With reluctance, Anndel is putting her TR3 on the market. This was a complete ground up restoration, overdrive transmission.

Andy Home 713-975-0098 Cell 832-372-9804

**1980 Triumph TR7:** 61,000 miles, new top, new tonneau, Crane electronic ignition, Crane coil, manual choke, electric fuel pump, electric fan with adjustable thermostat, all gauges work (even the clock), halogen headlights, workshop manual, car cover, licensed and insured, good tires. Super reliable! \$5500.

If you desire more pictures, or have other questions, please contact me.

Rick Jankowski  
(843) 705-7243

**FOR SALE: 74 TR6** seats, decent condition black vinyl. \$250

TR6 wheels with worn redlines, good hubcaps and trim rings. Small dents in a couple of the wheels. \$250  
Will sell both for \$450 OBO. Andy Reed 303.478.5658

**FOR SALE 1976 TRIUMPH SPITFIRE \$5000 OBO**

Remember the rolling chassis that has been at Mike McPhail's workshop for several years? It is now for sale! Everything has been done to this Spitfire and to a very high standard. The frame has been powder-coated, and over \$3000 in new parts have been installed. In addition, the engine and overdrive gearbox have been rebuilt. In all, \$10,000 has been spent on this now abandoned project. It is wanting only for a body and interior.

For more information, call Mike at 512-695-8637.

Car related classified ads are free to Members and will run for three months unless otherwise instructed. Non-Members ads are \$5.00  
Contact editor for other ads.

# THE RAGTOP - January 2011



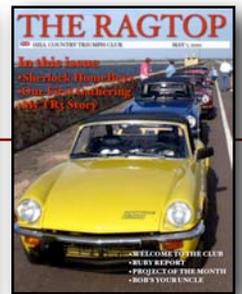
## Calendar

**Jan 11th** - HCTC Meeting - Grove Wine Bar and Kitchen

**Jan 22nd** - Luckenbach Rallye



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



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