



The Ragtop

The Hill Country Triumph Club

April 2011



Inside: Lemons Car Update, Vendor of the Month, Carb Woes, and some Pretty Big News!

The Ragtop



Hill Country Triumph Club

April, 2011

From your Editor,

Driving season is upon us. Well, it always is here in Texas, at least to a Northerner like myself. This year we have many events to choose from, and much of the fun is driving to them. However, are we ready?

We check our cars over almost to a maniacal level. We have a tool kit, a spares kit, a phone, a plan. Our cars won't let us down if we have anything to do with it. Yet what about us, the driver, passenger, the human element?

If it's hot, is there cold water in a cooler? Sunscreen? Maybe some hats, also? A jacket and wind-breaker if the temperature drops suddenly? Did you remember some snacks to keep your energy levels even?

Finally, what about safety? A flashlight or two will be invaluable on the side of a dark road. Even a safety vest may be warranted, along with safety triangles. Finally, a fire extinguisher is a must for all cars, in my opinion, not just our Triumphs.

The other side of safety is first aid.

Is there a properly stocked kit in the car? Bandages, aspirin, Tylenol, bee sting treatment, antibiotic ointment should all be along for the ride. Are you or anyone in the group certified in CPR?

I don't mean to be all doom and gloom, but accidents and medical emergencies happen. As a combat veteran I've seen the difference a few seconds or minutes can make in saving a life.

I hope we all have a fun and safe season in 2011., as well as many more to come. I'll close with a few of my favorite safety slogans:

Be alert, don't get hurt!

Safety is no accident!

Long chances shorten lives!

Mike

Apologies for not crediting Greg Blake for his CVAR article last month, and for me not getting this issue out sooner. A good friend was hit by a car on her bike last week. Thanks.

All photos this page by Mike Jankowski



Mike



Ellie



Rocketdog

The Inside Line

April - 2011

Robert MacKenzie, President

The conversation went like this:

*Hello this is Andy, thank you for calling **CENSORED!** How can I help you?*

Hello Andy. This is Robert. I 'm looking at your online parts catalogue for MGB carburetor parts and have a question about the configuration of the float valves you have listed for the SU HS4.

What car is this for Robert?

Does it matter?

Yes, I have to know the car make, model and year before I can place an order.

Er...ok, this is for a '78 Triumph Spitfire 1500.

[furious clicking.....then silence]

Robert, Are you still there?

Yes.

Your car does not have a SU HS4 carburetor.

Yes it does. In fact it has two.

No it does not; it has a single Zenith-Stromberg 150.

No, it has two SU HS4 carburetors.

Well it should not have those carbs. It should have the Zenith-Stromberg 150.

Well Andy it does have those carbs and I have a question about the different float valves you sell. Can you help me?

[sounding confused] *I don't know if I can help you. All the Spitfire 1500 information I have is for the ZS 150.*

Andy, let me assure you that the carbs on my car are very similar to those on the MGB. So why don't we pretend that I am buying MGB parts so we can get on with this?



Photo by Susan Beth

[sounding even more confused] *Ok.*

On your page for MGB parts you have three different part numbers for float valves; which ones are the new style with the hard rubber tip and the spring loaded pin that rides on the float?

[more furious clicking.....then more silence]

Andy, are you still there?

[sounding confused] *I don't know...*

You don't know if you are there?

No, I don't know the answer to your question. There is no additional information to what you see on your screen.

So you don't know?

No.

Thank you. [click as I hung up]

In the end I ordered two of each part number and hoped they would send the one I wanted. One PN was back-ordered and I received what I wanted plus another configuration that matched what is in my other car, so all is good.

However the experience was rather painful.

I work in sales. I take great pride in being able to answer any question with respect to any aspect of the products and services I sell. What makes this even more difficult for me is I once sold online parts cataloging software. It's not that hard to get the correct information, with photos and detailed descriptions, vendor information and use cross-references in front of your customers.

I hope this was the exception to the normal encounter. How was your last LBC parts buying experience?



Onward and Upward!

Robert D MacKenzie



Bob's Your Uncle

Bob Skewis

We opened our second meeting at the Grove at 7:50 – Hey, sometimes you just have to finish eating first! The Grove saved a good parking place in the back for all of our LBCs and this allowed for a nice after party. Bob Baker has stepped down as Vice President and Elizabeth Mericas has taken over organizing the monthly meeting place. Thanks for your service, Bob . . . and if you know of a good meeting place, let Elizabeth know. We are searching out new spots to add a little change. El Presidente introduced some new members . . . Winston DeFord drove in from Pflugerville and brought a '76 Spitfire to add to the growing squadron while Bill Endsley and his son joined us with a '61 TR3A that Bill has been moving around for the last 46 years! Welcome to the club, gentlemen . . . thanks for keeping them on the road.



We had a discussion of the VTR Regional meet coming up in April 28-31 in New Braunfels and the Nationals in Breckenridge, Colorado in August. There was some discussion of the effects of altitude on car performance which led to Torf Torfason adding his two cents on the use of ethanol – apparently corn should be used for liquor and not gasoline. Ethanol is now at 10% of each gallon and soon to move to 15%, so we should make notice of the effects on our cars. Mike Jankowski continues to improve his digital skills as he put another issue of the Ragtop to bed. He was there with his parents and a friend – he apparently holds us in high enough regard to risk this. He noted that he was looking forward to a South by Southwest Film Festival entry that is a documentary of F1 racing. Maybe he will write an article on his take on the film.

Dave and Bettina Foreman announced again that John Eagle European sponsors a Cars and Coffee meet the first Sunday of every month which is attended by around 200 cars. The Foreman's would like to not have the only Triumph there. Maybe we should make this an event for May? Someone also mentioned again that every Saturday night there is a gathering in the Cabela's parking lot in Buda of some really cool cars – although these are mostly American iron and hot rods, it is still a nice evening to wander and talk cars with people.

El Presidente is trying to organize workdays for preparing the club Lemons car for two events – one in June and the other in October. Talk to Robert if you would like to participate. The meeting was adjourned at 8:10 and we appreciate those that drove the 8 Triumphs that were in the parking lot. I'll see you on the road!

Pay Your Dues!!!!!!!

Photo Contest!!!!!!

Categories:

Black and White

Animals and our cars

Action Shot

Night and Light

Submission Deadline:

6 July 2011

Please check the latest spreadsheet sent out by Nel. It says the month and year your dues are due.

Hint:

If the year listed next to your name isn't 2011, you owe right now. Any quite delinquent members who haven't paid will be dropped from the roster.

Cost is \$15 per year per family. If you don't wish to renew, please notify Nel.

Mail your check made out to HCTC to
Nel McPhail

1105 N Canyonwood Dr

Dripping springs, Tx 78620

512-656-1456

nmcphail@austinrr.com



Next month:

VTR Regional Special Issue!

Plus much, much more!

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

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Membership



Application

Name: _____

Address: _____

City/State: _____ Zip: _____

Home Phone: _____

Work Phone: _____

Email 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 your application and check payable to HCTC to this address:

Nel McPhail, 1105 North Canyonwood Dr

Dripping Springs, TX 78260

VENDOR OF THE MONTH

by

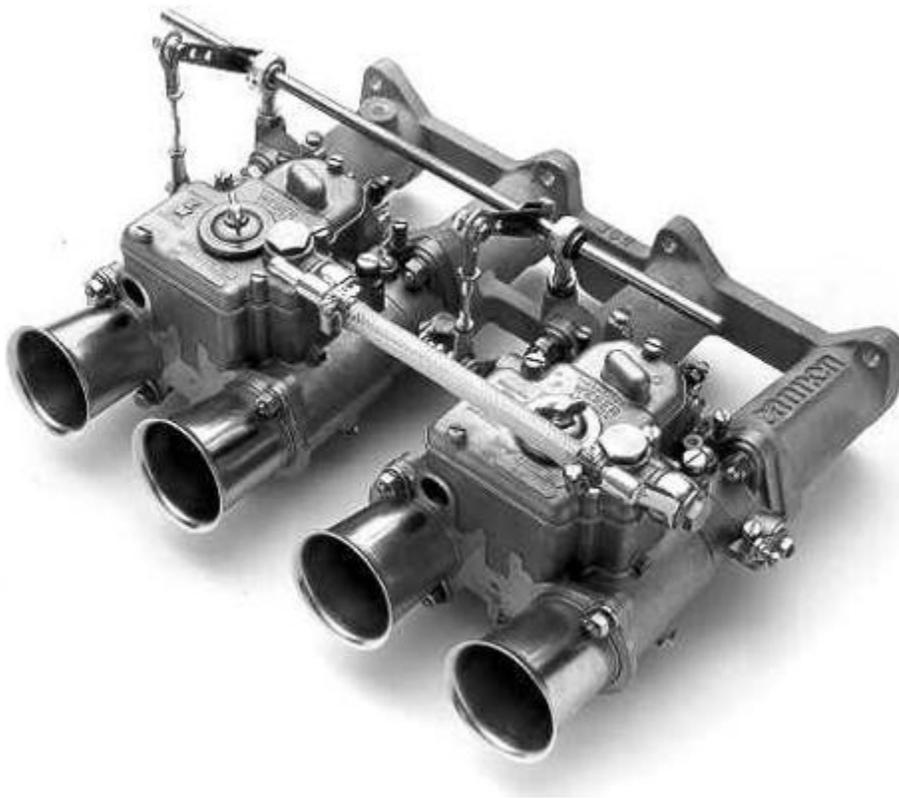
Mike McPhail

Little British cars just wouldn't be the same without those SU or Stromberg carburetors. Let's face it, the smell of gasoline vaporizing as it drips on a hot manifold really adds to the excitement of driving your English sports car. Having to use vise grips and two hands to pull the choke, while you operate the starter button with your elbow, just shows off your motor-ing skill. Of course, the rough idle and dieseling can be used to convince your buddies that you have a really hot cam.

Truth is, all these maladies can be remedied, and I wouldn't encourage anyone to get rid of those wonderful stock carbs. However, I will have to admit that there is something to be said for converting to a Weber. There isn't much that a Weber doesn't do better than the stock set up. There aren't any rubber parts to rot away and they are not prone to leaking. The manual choke is easy to operate and the throttle is unlikely to stick. The idle is always steady and they don't promote run-

on. Expect improved fuel economy and acceleration from a modest investment in time and money. You can even get an automatic choke!

Is there a down side? Well, the two barrel down draft models (DGV, DFEV, etc.) are kind of tacky looking, with their cheap air cleaners and utilitarian shape. If you get too exuberant with the gas pedal when starting, you can flood the engine. Most models have nowhere to connect your vacuum advance. Worst of all, that wonderful sucking noise from a wide open SU would surely be missed.



For real improvement in performance, the side draft Weber (DCOE) might be the ticket. Now these babies do look the business, with their dual choke bodies and polished velocity stacks. Conversion kits are available with ridiculously large carbs that really sound off when you punch the gas pedal.

Cool!

So where do you get these things? Forget the usual parts suppliers, as they have a poor selection and marked up prices. As usual, internet shopping is the way to go. Google "Weber carbs" and a long list will pop up... Carb Parts Direct, Weber Carbs Direct, Red Line Weber, and more. "Vendor of the Month" goes to Pierce Manifolds, as they have a wide variety of conversion kits and competitive prices. Recently, they have begun

to carry alloy cylinder heads, clutches, and master cylinders, too.

Downdraft two-barrel 32/36 DVG kits can be had new for as little as \$285 on eBay, while a triple side draft set up might go for nearly \$1900. For TR6, there is a bargain twin 45 MCHH kit from Weber Carbs Direct for only \$349.95. Sprites and Spitfire owners can select from single 32/36 DGV, single DCOE, or dual DCOE in 40 or 45mm. Even AH3000, TR3, TR4, TR250, TR6, TR7, TR8 and Stag kits are available.

Weber carb conversion kits bolt right on, and have only idle speed and mixture adjustment screws, which makes set-up pretty simple. In the unlikely event that the performance is unsatisfactory, the jets (of which there are several) can be mixed and matched to change the mixture. This requires a thorough knowledge of carburetor theory, which can be had by studying one of the many readily available Weber service manuals.

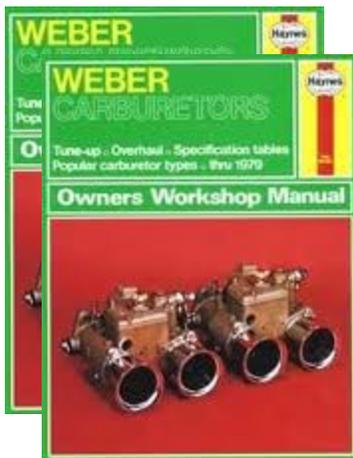
Unconvinced? Next month I will tell you where to have your SUs rebuilt!



Dual side draft Webers on a Spitfire.

For more info, go to the Pierce Manifolds site:

[http://
www.piercemanifolds.com/](http://www.piercemanifolds.com/)





VTR South Central Regional 2011
 Event Registration Form
 April 28-May 1, 2011
 T Bar M Ranch, New Braunfels, Texas

Car No. _____

First Name _____ Last Name _____
 DriverA _____
 DriverB _____
 GuestA _____
 GuestB _____
 Address _____
 City/St/Zip _____
 Phone _____ Cell _____
 Email _____
 Club _____
 Dinner Entree _____
 (Choices) Pecan Crusted Chicken; Sliced Roast Beef; Vegetarian
 Car #1 Make _____ Model _____
 Year _____ Color _____
 Car #2 Make _____ Model _____
 Year _____ Color _____

Extended _____
 Car # 1 - 1 or 2 Drivers \$70 _____
 Additional Cars \$15 x _____
 Awards Banquet \$30 x _____
 Tee Shirts (# Each)
 S _____ M _____ L _____ XL _____ \$10 X _____
 Tee Shirt XXL _____ \$12 X _____

 Total _____
 AmtRec _____
 BalDue _____

 PaidBy _____
 Ck No. _____

(Make Checks Payable To STTA)

Please send payment with completed form to:

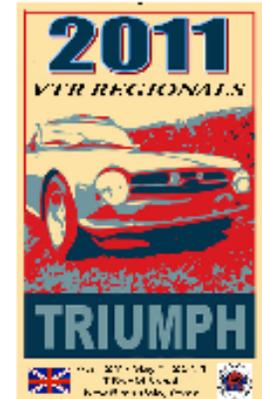
Michael Connally
 2011 VTR South Central Regionals
 2800 NE Loop 410 Suite 307
 San Antonio, TX 78218
 mcfoto@att.net
 210-262-0275

Events:

Please indicate the events in which you plan to participate.

- Thursday Welcome Reception
- Friday Dinner Drive
- Funkhana **
- Autocross **
- Gimmick Rallye **
- Participants Choice **
- Concours**
- Concours Preservation **
- Concours Modified **
- Concours Senior **
- Concours Stock **

** Participation in at least one (1)
 Driving Event is required to enter
 Concours and Participants Choice
 Shows.
 ** You must be a member of VTR,
 or a VTR Chapter Club to receive
 an award.



Proof of car insurance is required to participate in moving events. Under VTR rules, all Triumphs entering concours and participants choice car show are required to participate in at least one moving event. Tech and safety inspections are required in order to participate in the Autocross. Any vehicle can be disqualified at the technical inspectors discretion for safety reasons. I am aware of the hazards inherent with motor vehicle events and specifically release and do indemnify the organizers, supporting sponsors, the South Texas Triumph Association and the Vintage Triumph Register collectively and separately from any and all liability from personal injury and property damage by me, or my guests, while participating in this convention. I understand that the South Texas Triumph Association reserves the right to revoke my registration and retain my registration fee should I, or my guests, engage in reckless, dangerous and/or unsafe behavior. I have read, understand and agree to this release.

Driver #1 _____

Driver #2 _____

2011 South Central Vintage Triumph Register Regionals

Registration forms are available here: <http://www.sotxtriumphassn.org/2011VTRRegistrationForm.pdf>

<http://www.sotxtriumphassn.org/2011VTRRegistrationFormB.pdf>

April 28 through May 1, 2011

The South Texas Triumph Association cordially invites you to the 2011 VTR South Central Regional Convention to be held April 28th through May 1, 2011 in New Braunfels, Texas. You will enjoy some amazing drives through scenic and picturesque Texas Hill Country roads. The Texas Hill Country is known for its beautiful Bluebonnets and wild flowers blooming in the Spring. Please take a moment to learn about New Braunfels by visiting www.nbcham.org.

The T Bar M Ranch Resort and Conference Center is the location of choice for our VTR Convention. Ideally located on Texas Hwy 46 about 2 miles west of New Braunfels, in the heart of the Texas Hill Country, The T Bar M Ranch Resort and Conference Center and all of its rooms have been reserved for our participants.

T Bar M Ranch and conference center offers everything to experience Hill Country charm and hospitality. Local attractions include the Guadalupe River, the charm of historic Gruene, the mystery of the Natural Bridge Caverns, and the gentle streams of the Comal River.

For reservations, call the T Bar M Ranch at 1-800-292-5469 and use the password "VTR". (They also have an on-line registration process that you can use, the directions are here.) You may visit the T Bar M Ranch web site as well at: www.tbarm.com.

We encourage you to make your reservations early. Here are the VTR prices and amenities:

ROOM RATES:

\$105 Per Night, plus tax

\$240 Per Night, plus tax for 2 Bedroom Villa

Cost INCLUDES continental breakfast, and use of the recreational facilities:

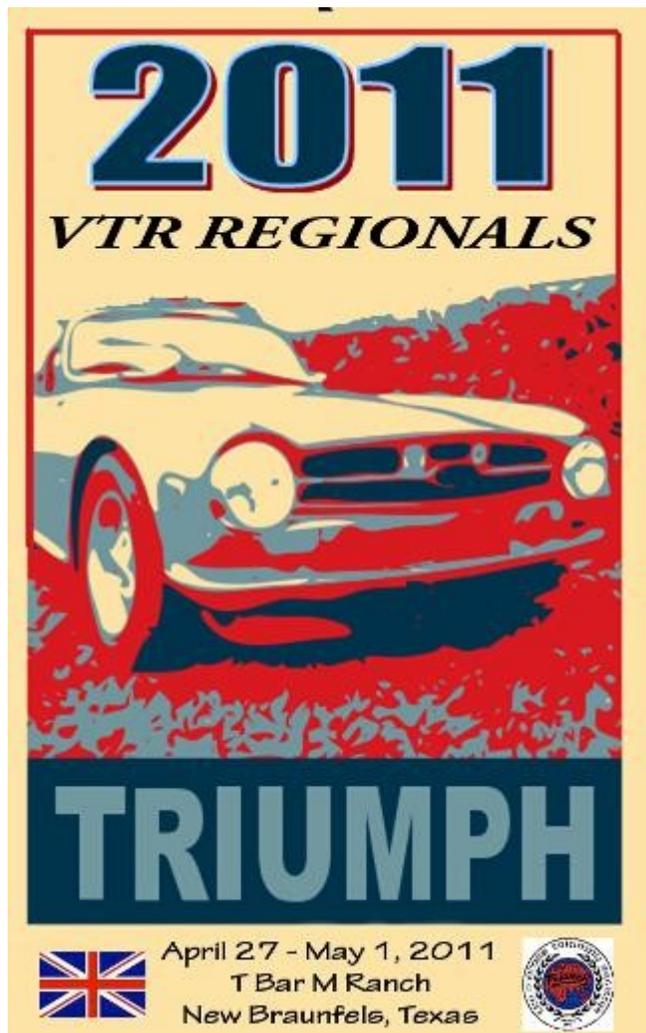
Fitness Center, Putting Green, Indoor and Outdoor Basketball, Swimming Pool, Tennis, and more.

We will also offer some alternative lodging shortly.

The Concourse de Elegance will be located at the T Bar M Ranch site and our Autocross will be located within close proximity of the resort.

The South Texas Triumph Association looks forward to an outstanding VTR Regional and invites all our VTR members to join us. I look forward to seeing all of you at the VTR 2011 South Central Regional in New Braunfels, Texas. If you have any questions, please feel free to contact me at jmkboudi@aol.com or call 210-884-3036 or Judy Maynard at judymsa@yahoo.com.

The schedule of events can be found here: <http://www.sotxtriumphassn.org/VTRScheduleofEvents.pdf>



We are looking forward to hosting the 2011 VTR South Central Regional at the T Bar M Resort/Ranch in New Braunfels, TX. At our planning meeting last night, we agreed that we needed to let all the participating groups know about the Silent Auction.

Attending members are invited to bring whatever auction items they would like to have presented for consideration by the rest of the guests. The criteria for these items are as follows.

1. Each item must have a MINIMUM BID of \$15, or more as established by the presenter.
2. Each participant may enter a MAXIMUM of 10 items .
3. Twenty percent (20%) of the winning bid will be retained by the host (South Texas Triumph Association (STTA)).
4. This is not an opportunity to get rid of old rusty metal, or similar items.
5. Each item will have a bid sheet placed next to the item offered for sale and the last/highest bid when the auction closes will be the winner.
6. If you place a bid, you are expected to be prepared to pay the amount bid at the close of the auction. Cash, or check made to STTA.
7. The STTA Treasurer will present a check in the amount of the winning bid minus 20%.

Please get this information out to your membership so they can begin the process of gathering unwanted items. This should give some of you the opportunity to do Spring Cleaning on your garage collection of unneeded parts and accessories. If you have any questions, do not hesitate to call.

Michael Connally, Registrar

2011 VTR South Central Regional ,South Texas Triumph Association

mcfoto@swbell.net 210-262-0275

Lemon's TR6 Update

Northern Exposure

Bob Kramer gives us a status report, and if YOU want to race, read on...

The Sherlock Homeboyz Lemon's TR6 will compete in the **NORTH DALLAS HOOPTIE** on the weekend of 22-24 April 2011 at Eagles Canyon Raceway near Decatur Texas. The original team had some silent participants and donors and some hard workers that did not get to drive the car at the inaugural event last summer and the April event will put them behind the wheel for the first time. The Hootie team consists of six drivers. Bob and Greg Blake, who put in substantial hours in the car build and Bob Baker who donated a transmission and a lot of time to the prep for this race. Andrew Kramer didn't get to work on the original car build except for one afternoon. He lives in Houston and he helped us at the track, managing the pit driver changes. Andrew was on the original team of six drivers that came up with the idea of a Lemon' TR6 but he stepped aside to let another driver (who had worked tirelessly on the car) get behind the wheel. Due to schedule conflicts both Bob Baker and Greg Blake were not able to race so they are up this time. Bobby Whitehead is a CVAR GT6 racer from Weatherford. He donated the racing seatbelts to the TR6 and is sponsoring much of our race expenses for this race. Then there is yours truly. I get to drive because I still own the car. Ownership has its privileges!

For this event we worked on a number of is-



sues that needed attention, either because of the first race or because the build was such a rush job. We had a couple of major items to tackle. Our fuel cell setup caused us some "black flag" time, both due to a mistake we made in the tech line and the lack of a proper tip-over valve. While sorting a problem we removed our fuel cell cover plate at the track and reinstalled it incorrectly. With the tank packed full of fuel it dumped fuel out around the cover plate and the Lemon's tech people mis-diagnosed the problem as an over-

flow issue. We had a gasket sealing issue that was much worse. For this race we have it properly installed with a new gasket and a proper tip-over valve for the overflow.

We addressed our soft brake pedal issue by replacing the brake fluid with ATE Blue racing brake fluid. This stuff has a very high wet boiling point. We struggled with brakes because our front calipers boiled the Castrol LMA stuff that works so well in our street cars and my vintage race cars. Racing non-stop for hours simply requires a higher boiling point. Hopefully that problem is solved. While working on the brakes we reinforced the front hub/rotor combination by drilling and tapping out the rotor mounting holes straight through to the hub flange. This racer trick cuts down on flexing which could lead to a failed hub and a run away front tire.

The rear brake shoes had been reused from the base car and it seems that on the right rear the friction material was oozing oil. We had sanded it clean when we used them but the heat set it all free. New brake shoes fixed that, but while adjusting the shoes one last time I noticed that the axle hub bearing was pretty loose. I replaced the hub with a solid spare and the rear end was ready to go again.

The front sway bar mounts were modified to keep the bushings from squeezing out of the brackets. The ADDCO parts we used on the original build were brand new but improperly designed. I think I'll put the heater hose clamps that saved the day at MSR back on for good measure. I also found a bad front shock and replaced that as well. The biggest issue on the front end was the broken wheel stud



we suffered mid-day Saturday at MSR. We had to have a rear wheel stud tacked in place to fix it and we decided to replace all the wheel studs in the front hubs for good measure. We spent a lot of time looking for solutions but in the end we are still using stock studs, but we have a different hub in place to eliminate any worry about brittleness from the welded hub. Along the way we figured out that the wheel lug washers did not seat properly in the recess in the aluminum wheels. With the

washers dishing out and collapsing, a lug nut lost its tension and came loose. The stud flexed until it broke. We have all new, right sized washers now and the front suspension is now ready to go.

Our gauges didn't work very well at all for the first race. We had a working tachometer and oil pressure gauge, but the speedometer, water temp and volt meter gauges let us down. In addition the alternator didn't seem to be charging but we weren't 100% sure about it. We also wanted to find out why the engine fell flat after 4,000 rpm and had narrowed that down to an electrical issue. I had rebuilt the distributor after the race and was disappointed that the car didn't run any better. We started with the alternator by tracing wires and checking the routing through the kill switch. Along the way it was determined that the crimped connections were an issue. We weren't sure if the alternator was also at

fault so we planned to remove it to take for testing and we moved on to tuning the engine. The distributor cap and rotor were replaced as suspect items and we tried some different plug wires all to no effect. We began to think it was a bad coil so we set a spare on the rocker cover and wired it up. The car wouldn't start! At one point I picked up the coil to see how hot it was and when I set it down it would now start. Next we tried wiggling the coil around and we learned that we had intermittent connections bringing power to the coil. No wonder the car wouldn't run full revs, power was cutting in and out. We determined that we would solder every connection and after some more fiddling with gauges and the way the fuse box was

wired everything now works. The engine rev's up all the way but it still needs tuning. It has a flat spot lower in the rpm range, but we haven't tried to fix that just yet. It may be time to fix those leaking throttle shafts.

So now we are down to needing to complete a tune up and figuring out a proper fire extinguisher mount. We might have time to come up with a secure way to mount the rear wing, but this time we will make sure that drivers can see out the back.

Bob and Barb Kramer are riding their bikes from Houston to Austin to help raise funds for MS research. Please donate if you can. They have donated countless hours to The Hill Country Triumph Club, let's return the favor and help make a difference.

I should say that they are pedaling their bikes in only two days. We all wish you a safe and fun filled journey! Here is the donation link:

http://main.nationalmssociety.org/site/TR/Bike/TXHBikeEvents?px=8850752&pg=personal&fr_id=15941

The rear view mirror has been relocated and set up with wing nuts for height adjustment. We even have an inside door handle. The reversed headlamp bucket "eyeballs" have been removed to aid in brake cooling but we hope to bring them back in the future when we can do some proper brake ducting.

That's about it on the car but let's talk about the future. We have three CVAR guys from north Texas coming to the track to help crew for us. The plan for this car is that anyone that has worked on it or at the race qualifies to be a driver. There are 6 Lemon's races each year in Texas and all we need is for someone to step up to be the team leader and for the team to pay all the expenses. You too can be a race car driver.

Remember, anyone can be write an article! Just send me your text and if you have any pictures, and I'll put them in the queue. Thanks and happy motoring!

Mike



"It's only a little grass left to clean out from the suspension..."

Salt Lick Roundup

Nel McPhail

We had a fun run to the Salt Lick in Driftwood on Saturday, March 26. We met at the "Y" in Oakhill and went straight to the restaurant, although Bill and Annette Waller had to make a brief stop for a minor repair to their TR6. Also in attendance were Mike and Nel McPhail with their friend Benson Tuttle, in his Jaguar XJ6; Winston DeFord and girlfriend Joanne, Spitfire; Don and Brenda Couch, Spitfire; Wiley and Carol Christal, TR6; Bob and Marilyn Skewis, TR250; and Vince and Barbara Magio, TR3A. Dave and Betina Foreman joined us at the restaurant in their non-British car but boy were we glad to see them! We had a one hour wait for dinner and they brought snacks, Beanitos, a company they co-own with Dave's brother. I've never seen the Salt Lick so busy but the food was great and well worth the wait.

"The Salt Lick sure sounds a lot better than sitting here trying to figure out my carbs. Again..."



New Needles, New Personality

By Mike Jankowski

I decided I'd had enough of my twin SU carbs giving me trouble. A persistent miss, leaks, it was all pretty horrid. So one fine day I tore them down, replaced many worn bits, and put them back together. Feeling mightily pleased with myself, I started Rocketdog. He ran worse than ever.

I won't go through every agonizing detail of the 6 times I tore them down. However, finally the cause was found. A sticking float bowl valve. Now Rocketdog ran the same as before. Not really the result I hoped for.

On a partial hunch/whim/theory from others, I happened to have a set of SU carbs from a 1973 MGB lying around. HI types, actually, and I decided to swap needles. Never did I dream of such a difference.

0-60 is now in the mid 8 second range. Power is off the chart. That pesky miss? Well, I don't miss it one bit.

HCTC Classifieds

It's time for HTC members to rediscover Art's yard before American Hoarders does. He has 3 Bugeye Sprites, 3 Spridgets, 3 Spitfires, 3 Triumph Heralds, Singers, Humbers, XKEs, a TR6, a TR3 and More. There are huge piles, (actually small barns), of extra parts. It's time that Art admits that there are three times more projects than he will ever finish or drive. About half the cars need new homes. Some of these autos are in terrible to horrid condition and can scare the wrench out of your hand to look at, and some could be your dream car with a little love and elbow grease. Reasonable offers are going to be accepted from members that might want to buy a project.

Please contact Art Schoenig at artschoenigco@sbcglobal.net for an appointment.

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

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

FOR SALE:

Spif up that Spitfire with a pair of 1972 GT6 High Back Seats. \$150

Contact Richard @ (512) 413-11

1971 GT6 FOR SALE:

90% restored, needs to find a loving home, \$4000,

Allen Monroe 512-786-9570

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

5,500 miles Mimosa 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

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 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

As I was cleaning my basement, I came across four perfect vintage pannasport rims I bought for the 1976 Spitfire. (they are period correct and beautiful). Also, I have other parts from that car. Here is a list.

Two chrome euro front bumpers, both original completely redone seats, wiring harness, all lights, all gauges, both completely repainted(in white) perfect doors, perfect redone bonnet, brand new gas tank, sporty English steering wheel with adapter, original steering wheel, new carpet, one extra 5th speed overdrive adapter to tranny, boot, the perfect original soft dash pad, 2 hard tops, rear euro bumper, front and rear original US bumpers, period correct radios -two, wiring diagram for car laminated, ragtop & frame both perfect door mirrors perfect in aluminum, original map light and perfect replacement, Headers, muffler and pipes from header to exhaust, header tape, head lights, body rubber and seals, rear view mirror, and etc.

You get the idea! I have my cost for all the replacements. I'll sell to a club member before I list them on Ebay if you so desire.
Thanks, Edward

egordon1@austin.rr.com

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.

**Don't forget, back issues of The Ragtop
are available on our website:**

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

