



The Ragtop

The Hill Country Triumph Club

May 2011



Inside: **Vendor of the Month, Classifieds, Regional photos, and Bill is everywhere!**

The Ragtop



Hill Country Triumph Club

May, 2011

From your Editor,

Another month has flown by, and I'm seeing the list of things I wanted to do to my Spitfire Rocketdog hasn't been shortened at all. Welcome to real life, as it's what happens when you're making other plans.

So what are the plans? For Rocketdog, some revisiting of previous issues, such as u-joint replacement, checking the head gasket, finishing the interior... All this while I rack up another 16,000 miles in the next 14 months or so. I see many late nights ahead...

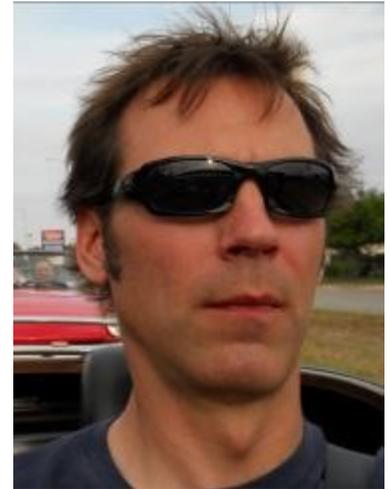
Speaking of late nights, school is over for the semester for me, yet summer sessions and the fall loom. Highlight of the fall shall be TX All British Car Days for me, no doubt. My parents will be bringing their TR8, Rocketdog will be in attendance, and possibly a surprise guest member of the Jankowski stable.

Sometimes I think the process is more fun than the result, but I have yet to truly find out. Maybe, just maybe, this summer I'll get a taste of some conclusions of projects.

There are few things more rewarding than finding, diagnosing, and solving a problem. Especially with our cars, because invariably the solution uncovers yet more problems.

Happy goal achieving this summer!

Mike



Mike



Ellie



Rocketdog

All photos this page by Mike Jankowski

The Inside Line

May - 2011

Robert MacKenzie, President

“It is better to travel than to arrive” says the old proverb. This is something I believe in.

I have been blessed, if blessed is the right word, to have traveled often and seen much in my life.



My wife, Pam, and I have just returned from an epic 11 day, 7 state, 2909 mile camping road trip. Our weapon of choice for this journey was “Mildred”; my much abused Mercedes-Benz ML403. Towing a 1500 lb camper, Mildred performed like, well like a Mercedes-Benz, her only fault was having the “check engine” light come on after a fill-up with high-ethanol gas in Roswell, New Mexico.

With no defined plans, other than my love of looking at all things old, we set off westward with the goal of visiting Silverton, Colorado and all points in between.

What amazed me about this trip was the incredible diversity that is America. The people, the places the color of the soil all changes in an hour of driving.



Photo by Susan Beth

Turning west from Montrose, CO we drove on Highway 50, a road that for me was one of the most delightful drives I have ever been on. Following the South Arkansas River the road twists along the canyons for what seems like forever, crosses the disturbingly empty Blue Mesa Reservoir before climbing to over 11,000 ft to pass the Continental Divide at Monarch.

As we sat in traffic in Montrose, I spotted a Triumph ahead of me. It was a TR4A, pleasantly ratty in white with a surrey top. I got a good look at the driver when he pulled over into a service station. A younger man, much younger than the car anyway, with a bushy beard and a ball cap. Needless to say, I approved.

Several hours later as I was driving up a fairly steep hill not far from Blue Mesa Reservoir the TR4

pulled out from behind and passed, leaving me with the roar of the engine, the wonderful smell of burning oil and a smile that lasted for hours.

Who wants to go for a drive?

Robert D. MacKenzie

Onward and Upward!

Robert D MacKenzie



Look and listen for the big raffle announcement at the May meeting and on our Facebook page. Win a car!



Bob's Your Uncle

Bob Skewis

Since I never received any minutes from last month's meeting, I'll recall from memory. We met at a new place for the club off 620. A beautiful evening on a great outdoor patio was enjoyed by all.

Most discussion was about the upcoming regional, plus the normal banter. Also of note is that Jim Icenhower has some pretty nice steering wheels for sale. I for one am interested.

There were quite a few cars in the lot, also. A Jag XK 120 or 140 coupe, a few Spitfires, Tr3as, TR250, an Italian interloper in the form of an Alfa Romeo sedan, and an MGB in the lot by coincidence. Also we can't forget the ever present TR6s at our meetings!



Mike



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



Apparently Bill Waller was EVERYWHERE at the Regional!!

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

Regarding last month's article: Well, okay I don't have any Weber's either, but I do have plenty of SU's in my garage. Rebuilt carbs will give excellent performance whilst retaining originality. It is fairly simple to install a rebuild kit in the H, HS or HD models, but for best results, the services of a professional re-builder may be required.

I used to send carbs to Jim Taylor in Oklahoma for rebuilding. He did a bang-up job for a lot less than the competition. He was able to re-bush those pesky throttle shafts, and would often find all kinds of little problems that the casual mechanic would overlook. Sadly, Jim passed away in December at the tender age of 82. I hope that the rest of us can continue to make a contribution to the LBC hobby for that long.

Joe Curto (joecurto.com) has been a big name in British carburetors for a long time and can still be relied upon to make your SU or Zenith-Stromberg carbs good as new, but be forewarned; it does cost a little more to go first class! He is also a source for high quality and hard to find parts.

Carburetors are not the only parts that may be in need of rebuild. I recently sent some starters and generators off to Mike Martinez at Star Auto Electric (starautoelectric.com) in California for refurbishment. Wow! His stuff comes back looking better than new. I took one of the generators apart and absolutely everything had been replaced, as promised. I suspect this is the last starter/generator replacement for this little car. Once again, the best does not come cheaply.

How about distributors? I have been

pushing the Pertronix products, but have been know to send off the odd TR250 or TR6 dizzy to Robert Sarama at lucasdistributors@yahoo.com. He can make the thing like new and will also rebuild vacuum units, for reasonable prices. Nice guy, too.

I still use Apple Hydraulics for Armstrong shock absorbers (dampers to the Brits). I think they have overcome some early quality issues. Be sure and spring for the heavy duty option. They also do a nice job on king pins!

I'll bet some of you out there have used other vendors for these jobs, and can recommend reliable places. How about dropping a note to the newsletter editor next month, sharing your experiences with us?



Blanco Classic Car Show Is 23 Years Old

This May 21st, at the beautiful Blanco State Park, you and your family can spend an entire day surrounded by the sights and sounds of immaculately restored vehicles from a bygone era. You can show your children or grandchildren the kind of cars that you owned, took your date to the prom, or remember from past generations.

As many as 200 restored cars and trucks will be displayed on the grassy banks of the Blanco River arriving at 10 a.m.

Memories will re-awaken and bring a smile to your face as you look at restored original and custom "muscle cars", "Vettes", "Mustangs", "Chargers", "Cudas" and trucks. You can also see pre-1949 classic sedans, limos and vehicles that toured our Texas highways before the advent of the Interstates.

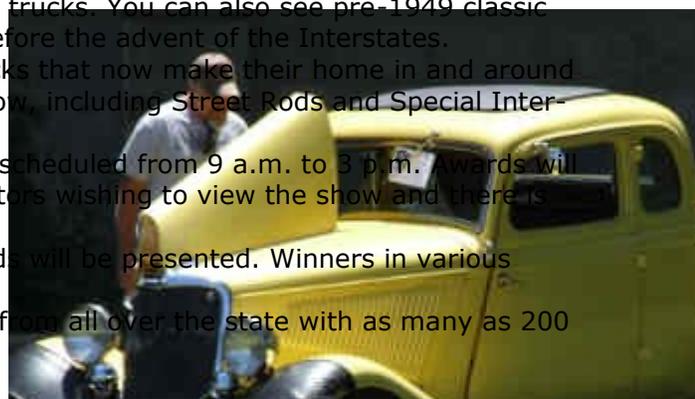
Look at classic MG's, Triumphs and other British cars and trucks that now make their home in and around Texas. There is a lot to see at the 23rd Blanco Classic Car Show, including Street Rods and Special Interest Vehicles.

Check-in begins at 8 a.m. and runs until 11 a.m. with events scheduled from 9 a.m. to 3 p.m. Awards will be presented at 2:00 p.m. The event is "FREE" to walk-in visitors wishing to view the show and there is ample parking near the Blanco State Park.

Park Ranger's Choice, Mayor's Choice and Best of Show awards will be presented. Winners in various categories will be selected by ballot of entrants.

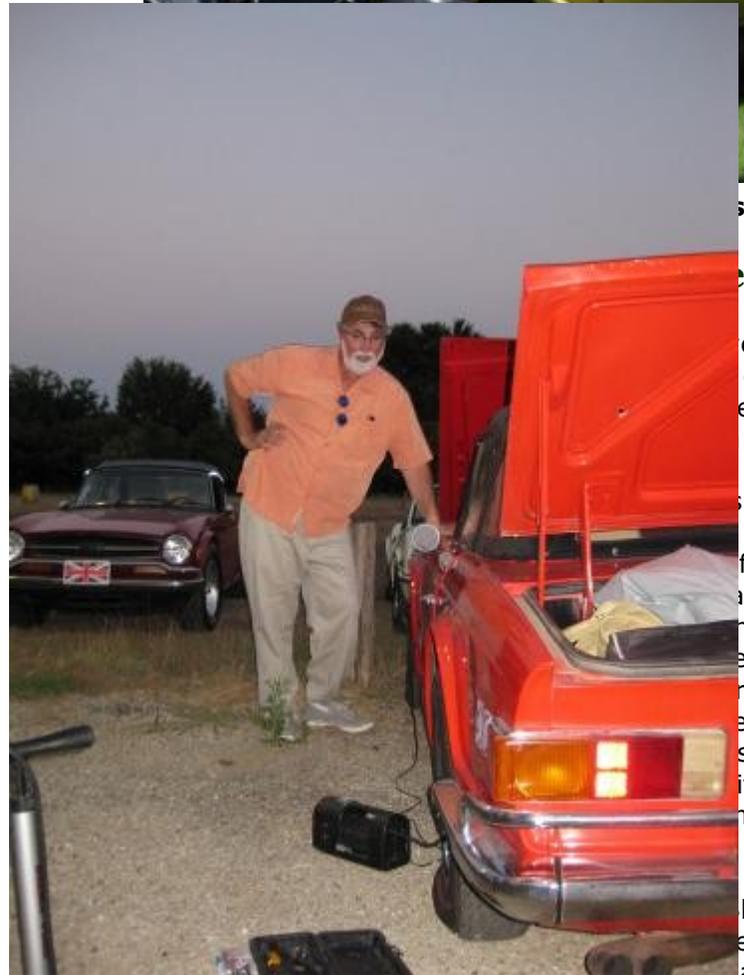
In the past, participants and their classic vehicles have come from all over the state with as many as 200 participating vehicles and over 1000 visitors to admire them.

23rd Annual Blanco Classic Car Show Saturday, May 21, 2011 Blanco, Texas



Tired of looking at Triumphs? Of course not! However, on Saturday, May 21, the 23rd annual Blanco Classic Car Show will be held at Blanco State Park on the banks of the Blanco River in you guessed it ... Blanco. You can expect to see a wide variety of unique automobiles in a delightful setting. Join Mike and Nel at their house for a 8:30 AM departure.

Bill again at the ready and well prepared. There may well be some sort of record set by how many photos he appeared in at the Regional...



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Some Blanco Classic Car Show History:

Dennis Moore, an avid car collector and Past Master of the Blanco Masonic Lodge #216 started the show back in 1988, and it has grown each year since then. The Blanco Masonic Lodge is the operating sponsor of the show. The stated goal of the show is "to provide a showcase for classic cars and trucks." Ragtop 10

Bob Kramer is our man about the country, dropping in a West Coast Triumph club meeting...

During the first week of May work required me to be in [San Diego](#) for some meetings. Usually when I travel for business the days and nights are pretty full. We start early, work late and then everybody goes out to dinner. This time around I had to stay an extra day for some one on one meetings and everybody else left town. After dropping a couple of guys at the airport my boss called to let me know that there were no plans for dinner. So I found myself in my hotel room at a reasonable hour with nothing to do.

I decided to check out the local Triumph club on the internet and lo and behold they had a meeting scheduled for that night. The Triumph Sports Car Club of San Diego has monthly meetings at a Sizzler Steakhouse, chosen I presume more for its good highway access than anything else. I found my way there pretty easily and once there I found that their members come from far and wide, so location is more important than the food. It did have a nice private room and beer for sale. Go Sizzler!

The TSCCSD meetings are quite different than ours. They start at [6 p.m.](#) for dinner and I arrived to find only two cars in the parking lot, a TR6 and a TR3. Once inside I introduced myself and they welcomed me warmly as I expected. We chatted while the few of us in attendance dined and more people and cars began showing up. The way they do it is that its dinner first, then a [club](#)

[meeting](#) followed by a closed door board meeting. Might it be that some of the attendees may have eaten elsewhere? By [7 p.m.](#), the room was pretty full and there were ten cars in the lot. The TSCCSD is a chartered Non Profit so the meetings are pretty structured, gavel and all. Much of the meeting time was spent talking about the multitude of cars a shows the club is invited to attend and which ones the club would support. [Southern California](#) is car country, and they have plenty of opportunities to get out and drive.

Outside in the parking lot there were some neat cars. I talked to a mother/daughter team that had a nice Valencia Blue TR250, just as shiny as Bob Baker's. They have two [Triumph 2000](#) saloons at home and a GT6. The 250 has been in the family for over 40 years, handed down from dad to daughter. The grand daughter really wants the GT6 up and running and they are putting a power steering rack in one of the 2000's. When we all left I followed the TR250 north onto the freeway and the taillights quickly disappeared. Dad found the right home for the car.



For variety the parking lot also held a Herald and a TR7 with a full ground effects kit and hard top. Add in a TR4A a few more TR's and it was a nice display. I see if I can't make it back to another meeting some day.

Upcoming Events

This drive was sent to me by Walter Costa of the HOT MOGS group. Any questions can be directed to him via email : grtwaldo@281.com

I am proceeding with my original plan for our little gathering and drive on Sunday the 15th of May.

Without going into great detail at this time the plan is to meet at the Chrome Cactus on the south side of Johnson City from about 9:00 AM to 10:00 AM. There, those that wish, can have something to eat or drink as they desire. At 10:00 AM we will leave, in train, and proceed up 281 to Round Mountain where we will turn left on 962 and proceed to route 71. We will turn left or north on 71 to country road 307. We will turn right on 307 and proceed to Kingsland and route 1431. We will turn right on 1431 or south and mid-way through Kingsland (first stop light) to route 2545 and proceed east to Elkorn Road where we'll turn right to Flyway, turn right again and into Shirley Williams International Airport. Follow the signs to the clubhouse. There you will find adequate shade for parking or if you are afraid of bird deposits, outside and away from the oak trees.

There we will relax, tell some stories, eat some lunch which wont be fancy probably hot dogs, pop and other equally poisonous food. There wont be any charge but if you wish you can donate up to a maximum of \$5. There will be a jar clearly marked.

I hope to have hangars open so you can view the aircraft on the field. I also plan to have some members of the EAA chapter fly in and have some food with us. That will of course depend on the weather. It's their club house we'll be using.

Rain date will be the 22nd, The Colorado river is also within walking distance and those that wish, can walk down and put their feet in the river. We have our own docking facility.

It will be important to members or any other people that wish to join us to RSVP me so we can calculate the amount of food necessary.

Spread the word as you can.

HCTC Classifieds

It's time for HTC members to rediscover Art's yard before American Hoarders does. He has 3 Spridgets, 3 Spitfires, 3 Triumph Heralds, Singers, Humbers, XKEs, a TR6, a TR3 and TR7 and TR8 parts plus 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

1976 Triumph TR6

Selling beautiful '76 Triumph TR6 due to "hard times". The car won 1st Place in its class at the 2010 All British Car Day at Settlers Park in the Fall. It is Tahiti Blue with light tan interior. Everything works and drives great... A real show stopper. The car has always been garaged; the first owner had it in Marble Falls and I live in Austin Texas.

The car has been updated with a Pertronix, electronic ignition, added stainless steel dual exhaust system and muffler, added chrome air cleaners, new Moto wood steering wheel, new rubber floor mats, new wing windows and a new maintenance free battery with antique cover. Must see to appreciate.

Extras include a light tan top storage cover, black tonneau cover, black vinyl 3 window with one zip out rear window (in good shape), like new interior seats and panels and an after market black vinyl covered fiberglass removable top.

Offers welcome... please call (512) 659-4266 for appointment to see it.

Best regards,

Greg West

I've gotten a number of pictures from the regional. As of yet the STTA website has no results of anything posted, so I will make a special issue with all the pictures and results as soon as possible.

Mike

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>

