



# The Ragtop

The Hill Country Triumph Club



SCCA Nationals, Alternator Swap Part II, Looking Back, and more!

# The Ragtop



Hill Country Triumph Club

September, 2011

## From your Editor,

TXABCD is almost here, and I for one am very excited. First, it's always a fun, great event filled with amazing entries. The rally is always a blast to drive (provided you don't roll your car turning around) and the show on Sunday is always filled with drool inducing cars I can't get enough of.

Second, my parents are bringing their TR8, and it'll be their first time with a British car at the event. Last year the carb on the TR8 was malfunctioning courtesy of gas with ethanol. This year they'll be driving out from Hilton Head, SC, and participating in the whole weekend.

I'm excited because Rocketdog will be my faithful friend in the rally, and I somehow convinced a friend of mine to be my navigator. We'll see if she's still a friend by the time we start dinner.

I feel like we're into the final rush of preparations, much like a family before the holidays kick off. This

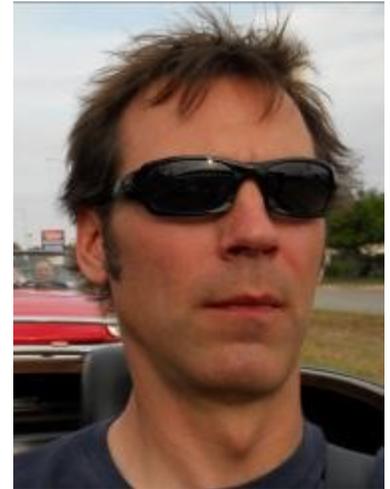
brings me to my next point. In many ways the HCTC is my family.

I am thousands of miles from my family on the East coast. For the last several years this club has been my family in many ways. Not only have I received parts and advice and help with Rocketdog, I've made many great friendships along the way.

My family lost a member this past Saturday unexpectedly, and it made me realize that too much is taken for granted. I appreciate everything all of you have done for me or with me, and especially for tolerating me sometimes.

I want to thank all of you for the support and friendship you've shown me. Thank you.

*Mike*



Mike



Ellie



Rocketdog

All photos this page by Mike Jankowski

# The Inside Line

August - 2011

Robert MacKenzie, President

The Inside Line

Robert MacKenzie, President



Summertime, and the living is easy  
 Fish are jumping, and the cotton is high  
 Your daddy's rich, and your mama's good looking  
 So hush little baby, don't you cry.  
 "Summertime" from Porgy and Bess

Frankly; I am glad the summer is over.  
 At last we can get a break from the seemingly endless string of 100 degree days. For me Fall was always my favorite season with its cold mornings, warm afternoons and colorful trees. When I



Photo by Susan Beth



moved to Texas it took a while for me to get accustomed to the warm mornings, hot afternoons and leaves falling in the spring, however I have adapted.

The autumn gives most of us a chance to get a few more country drives before putting the sports car away for the winter.

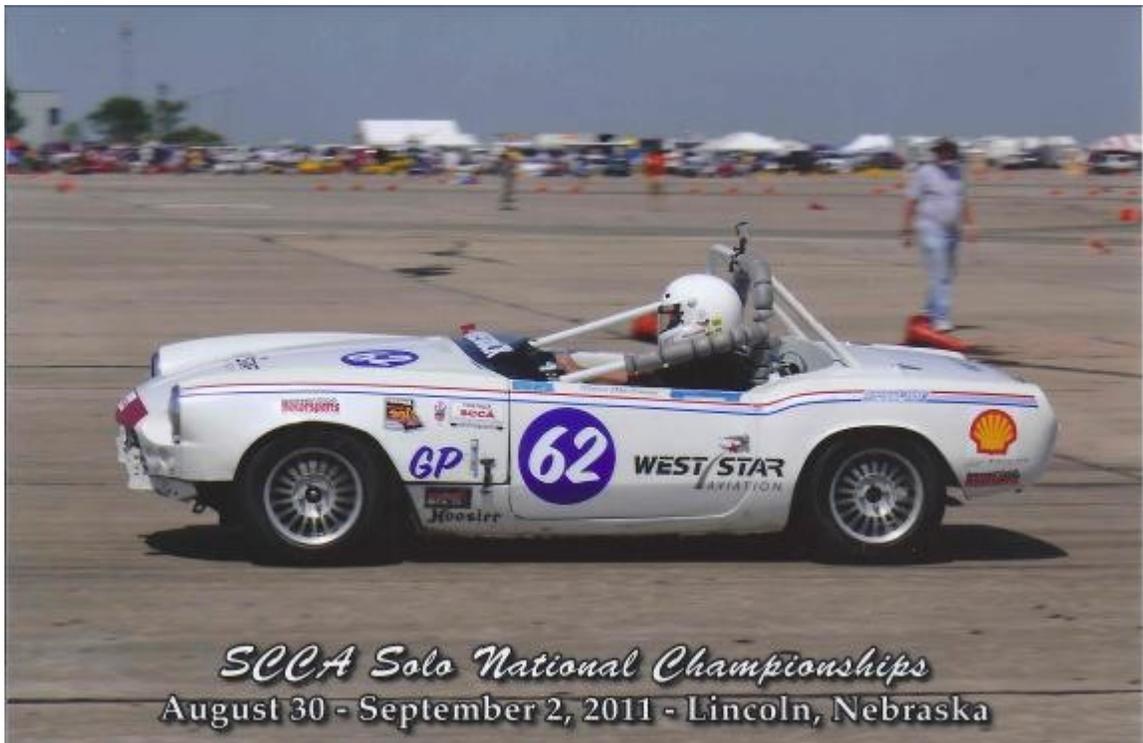
We are so lucky as the fall in Texas simply means it is finally cool enough to drive that car every day.

The official kick-off of the fall driving season will be the Texas All British Car Days coming up later this month. After that there are lots of other various events such as Cars & Coffee, Rolling Sculpture and the Lucas-Marreli drive. Please take the time to get registered for one of these events. Now if I can only get Marsha cleaned up, tuned-up and ready in time.

As for me, I am happy to see the 2011 Autocross season ending. FC921 is currently sitting under the cover in the garage after returning from Solo Nationals. We survived the trip, enjoyed the competition, did not finish last, almost made it home in one piece and had a great time doing it.

Get out and drive!

Robert D MacKenzie





OLD SETTLERS PARK ROUND ROCK, TEXAS SEPTEMBER 24-25, 2011

# 21st Annual Texas All British Car Days Sept. 24-25, 2011 Round Rock, TX

## The Largest All British Car Show in Central Texas

- Visit our hospitality suite on Saturday at Springhill Suites
- "From Here to There " Fun Driving Rallye on Saturday
- BBQ Dinner at the Sheets' "Longhorn Ranch" after the Saturday Rallye
- All British Car Show on Sunday in Old Settlers Park Pavilion
- Early Registration only \$20 - At show \$25
- Show benefits the Open Door Preschool
- Sunday Show is Free and Open to the Public
- Bring the Family!

**Host Hotel:**  
**Springhill Suites**  
**2960 Hoppe Trail**  
**Round Rock, TX**  
**512-733-6700**

Springhill Suites offers a special rate for Texas All British Car Days.

Online hotel reservations and registration at [www.txabcd.org](http://www.txabcd.org)

Subscribe to All British Car Days Updates/Email Notifications at [www.txabcd.org](http://www.txabcd.org)

Register Early!



For more information and registration form visit our website at [www.txabcd.org](http://www.txabcd.org) or contact our chair Jim Icenhower at [info@txabcd.org](mailto:info@txabcd.org)

# Betina's Minutes

**Betina Foreman** (I'm open to suggestions for a new title for this segment-Mike)

Thank you for the opportunity to be your secretary. I joined HCTC last year when my husband gave me a 1975 TR-6 for Valentine's Day. It was an unexpected pleasure that I won't soon forget. That gift has forever changed our lives, because we have made some wonderful new friends and begun attending numerous car shows. I am thrilled to be able to help the HCTC keep track of our meetings. Please bear with me while I find my sea legs, I have not been a "secretary in a very long time.

Highlights of last month's meeting at The Brick Oven on Slaughter Lane.

Our fearless leader informed us we have a record number of members, however he did not disclose the actual number. I can say our newest members that helped to break this record are: Wes Conroy- 1980 TR-7, Sandi and Brian McMinn-1980 Triumph Spitfire. Dave and I met Sandi & Brian at the Cabela's Car Show the week before this meeting and invited them to join us.

We had a record number of attendees for the monthly dinner as well, 25 adults and one grandchild attended. It would seem that having dinner options other than BBQ drives up participation. Out of the 20 vehicles driven to dinner there were 11 Triumphs and one brand new Mini Cooper which is at least British! We are working on finding other restaurants that have private rooms to accommodate our group. So if you should have a nice dining experience in your daily travels, inquire as to whether they have a private room and are available on Tuesday evenings. This information should be given to Elizabeth Mericas. She has done a brilliant job of finding facilities where we can meet.

Robert is looking for volunteers for the upcoming ABCD in Round Rock. We need people for both Saturday and Sunday. If you have time to volunteer or know anyone else that might be interested please have them contact Robert McKenzie. We also need to brainstorm on some ideas for a display for ABCD. Last year we had our "Lemmons" car and while it was fun we want to try something different this year. If you have a concept for the display as always call Robert.

There has been an update to the "year of manufacture" plates according to the state of Texas. It will now cost \$25 for these YOM plates, however they are good for five years and no inspection is required.

We are coordinating a "drive and dinner" at Tratoria Lisina in Driftwood next to Mandola's Vineyard. The event will be held on November 12<sup>th</sup>. This event will be in conjunction with a few other local car clubs and should be fun for the whole family. The cost for this dinner drive is \$25 per person and we need 50 or more participants to make it work. If you know someone with a classic car (Triumph or not) feel free to invite them to join us. If you need more details please contact Dean Mericas.

# Going Solo:

By Robert MacKenzie

“Solo” is the Sports Car Club of America’s (SCCA) brand name for what is known most everywhere else in the world as “Autocross”. SCCA regional chapters run dozens of events each year across the US in addition to the Pro-Solo and National Tour events featuring top level competition. All of these series lead into SCCA Solo Nationals, the largest motorsport event in the world by number of drivers/competitors. 1149 drivers competing over 4 days of dawn to dusk racing in 74 classes all adds up to a week long party.

For the last few years this event has been held at Lincoln Airpark in Lincoln Nebraska. I can’t think of a better site for what really is a unique event. The Lincoln Airpark facility utilizes about a



square mile of old airport tarmac from what must have been a very busy cold-war airbase. Even today the airport is used by the USAF for both fighter and

transport training. The racing surface is very grippy concrete and is remarkably smooth for its age. If anything it was almost too grippy as everyone had issues with tyres picking up old rubber coming off other cars that had to be scraped off after each run.



One thing that often confuses spectators at SCCA events is the multitude of classes. From 8 year-olds piloting go-carts to the frighteningly fast winged monsters that are the modified cars, there is a seeming endless number of classes to race in. In essence it breaks down into the following groups:

- Stock classes where very limited changes can be made to each car
- Street Prepared/Street Touring classes where performance modification are permitted but the cars are still intended to be road legal
- Prepared classes for pure race cars build from production models,
- Modified classes for purpose built race cars
- There are also some additional classes for Formula SAE cars (designed, built and raced by college students) go carts for adult women and men, teens and older children.

## Gee-Whiz GP?

My Spitfire runs in a class called G Prepared. As one of the prepared classes it only for cars that have been modified so such an extent that they can no longer be

driven on the road. The rules specify what can and can't be done with respect to various performance improvements with a clear emphasis on safety. Car builders have a free range within some set guidelines and specification such as wheelbase or minimum weights. C D E F & G Prepared classes range from the awesome "Heavy Iron" of V8 powered American muscle cars in CP down to the lightweight low powered small cars in GP with a bit of everything else in between. Additionally there is one other class called X Prepared for any car that does not fit into one of the above but is given a sliding minimum weight based on engine size. The current XP championship winning car is a Lotus Elise that won over a diverse field of 29 entries that included Cobras, Porsche 911s, Datsun 280Zs, various highly modified Subaru's & Mitsubishi's and surprisingly a 1982 Toyota Starlet.

GP is an odd class as unlike some of the others that define the eligible cars through specifications (for example: rear-wheel drive, 5Lmax engine size with a weight limit) GP has a specific list of cars that can entered and from many years this was comprised predominately of British Roadsters such as the Spitfire, Austin-Healey & MG/MGAs with a few Fiats, SAABs and 356s tossed in for fun. In each case the car is given a specific minimum weight based on your engine size, a specified carburetor, maximum valve sizes, wheel sizes and maximum track dimensions

The specifications for the 1147 Spitfire

are as follows: Minimum Weight 1405 lbs, 14x6 Wheel (max), 1.30/1.15 Intake/Exhaust Valves, 53/52 max track front/rear with two 1.25" SU carburetors. Recently newer and more advanced cars have been added to this list, such as the Honda CRX, although these cars



have additional limitations of engine modifications they seem to be much faster than the other cars. The SCCA is currently reviewing the rules to see if these cars need to be re-classified or have additional weight limits imposed.



## Race Report: 1962 Triumph Spitfire at SCCA Solo Nationals 2011

Robert MacKenzie and Mike Jankowski finish their quest to go to Nationals yet this has only whetted their appetites. Read on to see how the SCCA Saga finishes... by Robert Mackenzie

It started to rain as Mike Jankowski and I were filling up with gas somewhere in northern Kansas at about 2:00 AM. We were both amazed as it was the first rain either of had seen in months. However about an hour later we had seen enough.

Mike and I were on our way to Lincoln Nebraska to compete in the 2011 SCCA Solo Nationals what is in essence; the world autocross championships. On an open trailer behind my SUV was FC921, my 1962 Triumph Spitfire that has been prepared for autocross racing.

As we drove further north into Nebraska the light showers turned to heavy rain with serious lightning all around us. This storm chased us east down I80 into Lincoln. We found our hotel 4:30 AM, abandoned the car to the elements and got some much needed sleep after a 15 hour drive.

Solo Nationals is huge. Over 1100 drivers, 800+ cars, 4 days, 2 courses. This was my second stab at



this event, having gone in 2008. I really had only three goals; not finish last, get home in one piece and enjoy myself. I am happy to say I accomplished all three.

Our race days were Thursday and Friday with other classes running Tuesday and Wednesday. The format is simple. Get your car passed the tech inspectors, make minimum weight, have the correct helmet, walk the course, be in the right grid spot on the right course on the right day (twice) and you have three tries to set your fastest time. Fastest combined time from each course on each day

in your class wins you a National Championship. Sounds easy, right?

Both Mike and I had high hopes as we unpacked on Tuesday afternoon. Un-poured would be more accurate as everything we had was soaked from the trip up. I did not hear it myself but one of the announcers said that he awoke to find "forlorn Triumph Spitfire" on a trailer parked in the grass in front of the hotel that was "full like a bathtub". That was us.

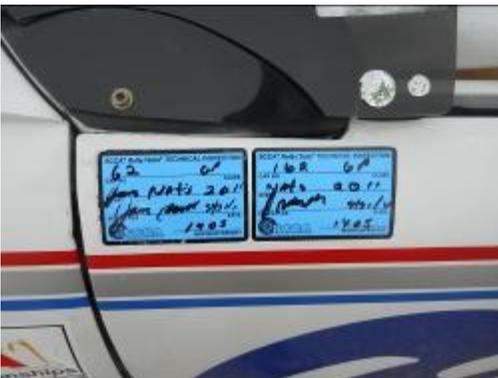
There were two other Triumphs entered. Walt Hollowell from Albuquerque, NM brought his 1970 TR6 to run in the F Prepared class. In our class, GP there was another Spitfire, driven by Rocky



Entriiken. Rocky is one of the few remaining competitors who has been at each Solo National since the very first one in 1976. What makes this string even more stunning is that en every event, except the first year, Rocky has entered the same car, his 1964 Triumph Spitfire. After winning the SCCA SW Division in our class Mike was a bit more upbeat than I and looking forward to his first time at Nationals. Realistic is the term I had for my hopes, having been here before and knowing the level of the other competitors. We had been working hard on the car all summer and thanks to some corporate sponsorship I had

arranged with one of my clients, West Star Aviation, we also had a new set of Hoosier A6 slicks on the car.

FC921 sailed through tech with only one minor flaw. We were ready.



Thursday was hot with the ambient temperature hovering around 100. This in itself was not an issue for us as we had been racing in Texas all



summer with one event at 108 but it was an issue for the new sticky tires. Other classes had been running all day and the course covered with “marbles” from earlier runs. If you got offline by a foot you quickly picked up a coating of rubber particles on your tyres that severely affected your grip.

We ran the West course first. The course was very challenging but suited the Spit. There was a tight left off the start, leading into a long slalom another left and a offset slalom. The course had a nice set of sweepers in the middle section, another offset slalom and a tight right talking you to the finish lights.

Mike and I both got clean runs in and were sitting 17th and 18th out of 21 entries after day one. With Mike about a second faster than I. The car was handling great with the new tires but it was obvious that something was amiss in the engine. We were down on power and it got worse as the afternoon progressed.

After looking at the engine I decide that we had broken a ring in the #3 cylinder. Our plan for day



two was to drive it like we stole it and hope for the best. Off to the biergarten to soak our sadness away.

Day two took us onto the East course, designed by Austinite and multiple national champion, Andy Hollis. Andy's course was truly diabolical. That is not to say I did not enjoy driving it but it was hard. Some others though it was "too hard" and I could see their point if I was trying to guide a Corvette through the narrow back gates.

Both Mike and I had issues on our first runs and they were not scored. My second run was clean but nowhere near as fast as I wanted it to have been. The engine was about to pack it in. Mike got a clean run in as well as we were both on the board and not last! I almost stalled at the start and as I tried to accelerate towards the start light it was clear I only had 3 cylinders. Instead of getting upset I laughed as I attacked the course. There was no way I could out drive the Hoosiers. There was no corner, gate or slaloms this car could not take flat out. I can recall giggling like a madman inside my helmet as I came through the last



series of gates and went through the finish lights. It was my slowest run of the day but I am pleased to say it was still faster than some other driver's fastest runs that heat. I returned to the grid and shutoff the car satisfied that I had done all that I could.

Shutting down the car was a mistake as the engine was seized when Mike got in to take his last run.

A quick bump start and we managed to get it over to the final post-race tech inspection for the weight check before we had to push the car back to the grid for impound. I was very disappointed that Mike did not get a chance to take a 3rd run.

Once it had cooled down it fired right up and drove itself onto the trailer for the trip home.

A trip to Solo Nationals is truly an amazing, inspirational experience. In addition to the 100s of



really cool modified race cars I saw, I met some great people and made new friends. One that comes to mind was the driver who was racing a fully prepared Lotus Esprit. He was there by himself doing everything without any help and support and he only had one arm. I was astounded. All week we kept hearing about one driver having a problem with his car and another competitor offering him/her a chance to drive in another car or parts/tools/help...whatever was needed. One driver's car had a spectacular engine failure on the first day. The driver was offered a drive in another car and when

it also broke down he made his last run in a 3rd car, setting a faster time than the owner in a car he had never driven before.

We weren't last. We managed to make it back in one piece, however I can tell you there is no place to buy 14 inch trailer tyres in northern Oklahoma on the Saturday night of a labor Day weekend, but that's another story... Oh, and we had fun.

Special thanks goes out to Mike and Richard Jankowski for the support at the event and on the trip home and to West Star Aviation for the tyres.

Next year won't come soon enough.



Robert in front of the house he lived in as a youth in KS.

## **Looking Back**

By  
Rick Jankowski

We have all heard someone say, “I remember when.” I’m thankful that I can remember when I was first introduced to British sports cars by two high school buddies. Many a Sunday afternoon was spent at Bob Grossman’s Used Car Lot in West Nyack, NY, climbing in and out of unlocked Austin Healys, Jaguars, MGs, and Triumphs. We were so knowledgeable about these cars, even knowing that an MG had an electric fuel pump and a Triumph did not. Wow! What a wealth of knowledge!

In the fall of ’58, I traded in my 55 Ford Victoria for a horrible green colored MGA. I was thrilled and proud as I was the first in our group to own a British sports car. It looked great, but when the temperature went below 40 degrees Fahrenheit, it would not start. I solved that problem rather easily by renting a space in my friend’s father’s service station (heated, of course).

When spring came around, I wanted something more reliable. I stuck with the Brits and decided on a brand new 1959 Triumph TR-3A at the amazing price of \$2888. I had a heater (sort of) and no radio. The car was purchased from the local Chevrolet dealer who decided to get in the sports car business. He was so committed that he hired a true British mechanic named Sid. The Triumph was signal red with a black interior that had white piping. The top was white, along with the tonneau and side curtains that actually slid open. What a great improvement over the MGA side curtains! This car was my only transportation for the next 88,000

miles. No mechanic ever touched this car – that is not to say I didn’t. Repairs consisted of valve jobs, slave cylinder replacements, generator brushes replacements, and brake pads.

Unfortunately, I managed to hit a deer at 70 MPH, and after repairs, my red car was changed to sort of BRG. This car got me through college and into the first year of my new job. I then sold it in 1966 for \$400. I have had many LBCs, and all have been either Triumphs or MGs. I must admit I favor Triumphs.

And, “I still remember when.”

**This month’s meeting location:**

**Brick Oven**

**9911 Brodie Ln, Austin, TX 78748**

**@ Brodie & Slaughter**

**512-292-3939**

**Tuesday, September 13, 2011**

**at 7 p.m.**

**If you want to check out their menu, go to**

**[http://  
www.brickovenrestaurant.com/  
index.html](http://www.brickovenrestaurant.com/index.html)**

## Pay Your Dues!!!!!!!

TX All British Car Days

Sep 24 and 25, 2011

<http://www.prismnet.com/~embee/txabcd/index.html>

Don't miss out!!!!

Rally! Catered dinner  
(with ticket)! Show Sunday  
with many classes!

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@austin.rr.com](mailto:nmcphail@austin.rr.com)



I'm finally finishing up my TR4 I've had for 20 years and am going to be joining the club again. Planning on being at the ABCD as well this year. I did not see anything on the calender for getting cars ready before the show. I would like to offer my shop next weekend if that is ok. All info at [www.classicstreet.com](http://www.classicstreet.com) . We have lifts and air as well as lots of TR bitz.

Regards, Mark Campbell

Next month:

TX ABCD roundup.

More tech tips .

As always more exciting articles.

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 [mikeragtopeditor@gmail.com](mailto: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 78620

VTR in CO  
by  
Mike McPhail

Mike and Nel went to the VTR National in Breckenridge, CO. Here are some pictures, and for any interested parties, I can send a PDF of The Herald, which is a special edition of the Rocky Mountain Triumph Club's newsletter. Contact me at: [mikeragtopeditor@gmail.com](mailto:mikeragtopeditor@gmail.com)



The Rockies and Triumphs. What could possibly be better? Coming home with an award, as Mike did! Nice job!

## Alternator Swap Part II

By Mike Jankowski

So remember last month I was overjoyed at the Bosch alternator I got from Rock Auto? I still am overjoyed, as it works great. However, a bit of work was needed to actually install it. As usual, I was able to turn a normally 15 minute job into a 90 minute one.

The pulley and fan in this picture were part of the problem. The Bosch alternator does bolt right up, having the same casing as the Lucas unit. Yet the fan is about half an inch larger in diameter,



and that is just enough for it to hit the bracket from the water pump. Simple fix, just pop off the old fan from the Lucas unit and move on then. Wrong.

The fan from the Lucas unit needs to have the mounting hole



enlarged. I was able to do it with a Dremel and some careful fitting. I

then reinstalled the Bosch pulley, and all was well. I just took the time to make sure I was enlarging the mounting hole evenly so there wouldn't be any off balance wobble in operation.

An added bonus is that instead of the usual jumper wire involved in the well know "Lucas 5 wire to 3 wire conversion", the three wires are all you need. No little splices, etc.



As the above picture shows, it's a very tidy install. This is the same alternator I'll be ordering for my MGB, so it remains to be seen how it fits on that car. My advice is to get the alternator with the fan and pulley installed. If you aren't putting it on a Spitfire it just may fit.

With 55 amps being put out, my lights are definitely brighter, and it seems as though the battery is charged better. Now it's time to upgrade the harness to handle driving lights so I can see at night a bit better. Stay tuned.

Of course, the irony of this is that shortly after installing the alternator my differential seized. The next day I installed the extra one in my garage, and all has been well. Except the u-joints...

## The Fourth Annual Bee Caves Rolling Sculpture Car Show

The FOURTH ANNUAL HILL COUNTRY ROLLING SCULPTURE CAR SHOW will return to the Hill Country Galleria in Bee Cave, TX on Sunday October 23rd to celebrate all aspects of the car hobby. The entire length of Hill Country Blvd. will be reserved for collector cars, antiques, modern classics, exotics, muscle cars, street rods, foreign sports cars and art cars parked on display for the public. The focus is on fun and a common passion for everything automotive. Awards will be given by the show's sponsors according to themes they've selected. Last year's trophies included the "Car We'd Like to See in Our Driveway," the "Best Maintained Car," "Best Sports Car", and the "Editor's Choice." Recipients included Dave and Betina Foreman's TR6 (Best Sports Car) and Phil and Dorothee Auldridge's Hudson Hornet (Founders' Choice). Details and online registration are at:



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

Check out the flyer on the following page.

**4th Annual!**

# *the Rolling Sculpture Car Show*

**October 23, 2011 11am-4pm**

**Proceeds Benefit**



A celebration of automotive style in all of it's forms. Collector cars, sports & exotics, modern classics, hot rods, art cars, and other motorized eye candy will be parked along the streets of the Hill Country Galleria on Route 71 in Bee Cave (<http://www.hillcountrygalleria.com/go/gmap.cfm>).

Bring your own rolling sculpture and enjoy live music, restaurants and shops.

**Show car parking begins at 10:00 am the day of the show**

Show will be held rain or shine – covered parking will be available in the event of rain.  
 Show decals for the first 150 entrants / Awards will be presented by the show sponsors

**Made possible by these generous sponsors:**



Scott Coburn  
Private Mortgage  
Banker



Online registration: [www.rollingsculpturecarshow.com](http://www.rollingsculpturecarshow.com)

Questions: [rollingsculpturecarshow@austin.rr.com](mailto:rollingsculpturecarshow@austin.rr.com)



## Mail-in Registration Form

Include this registration form with check or money order (no cash) payable to **Friends of the Bee Cave Library**.  
 \$20 for pre-registration (before 9/24/11) or \$30 for regular registration (after 9/24/11)

NAME: _____	<b>AMOUNT ENCLOSED</b>
ADDRESS: _____	_____ Pre-Registration/Registration
CITY: _____	_____ Additional Donation to BCPL
STATE/ZIP: _____	_____ Total Enclosed
PHONE: _____	
EMAIL: _____	
YEAR/MAKE: _____	
MODEL: _____	

**Mail registration and payment to:**  
 Bee Cave Library- 4000 Galleria Pkwy,  
 Bee Cave TX. 78738  
 Attn: Rolling Sculpture

**Deadline for mail-in registration postmarked by 10/15/2011**

# HCTC Classifieds

It's time for HTC members to rediscover Art's yard before American Hoarders does. He has, 2 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](mailto: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](mailto: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!  
\$5200. PRICE REDUCED!

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

Rick Jankowski

(843) 705-7243

**FOR SALE:**

TR6 wheels with worn redlines, good hubcaps and trim rings. Small dents in a couple of the wheels.

Will sell both for \$450 OBO. Andy Reed 303.478.5658

Triumph GT 6 Piston Set : Made by County, part # CP800 +0.030 overbore flattops, new in box complete with; rings, wristpins and circlips. \$200.00 firm, this is a deal as these currently go for \$380.00 a set at BP Northwest.

Plus, for any Big Healey fans or friends, I have a new, never installed polished cast aluminum valve cover for AH 100 Sixes or 3000s. This the real stylish one with a spring loaded oil filler cap and the Austin Healey logo engraved in the top of the valve cover in cursive script with the engraved writing filled with red paint. \$250.00 firm.

Contact Gary Payne @ 512-296-3913 or [garypayne75@hotmail.com](mailto:garypayne75@hotmail.com) Thanks, Gary Payne

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>**

