



The Ragtop

The Hill Country Triumph Club

January 2012



New Year, New Ideas, New Projects, much standing around...

Tech Tips, or what not to do...

The Ragtop



Hill Country Triumph Club

January, 2012

From your Editor,

Well, I could go on about the past year, the coming year, and all the potential ahead of us. I won't. I will say that 2012 is going to be quite a year for us as a club if we want it to be. The Regional is in OK, last I heard the National is in Galveston. Both more than close enough for HCTC to make a showing in force.

Between now and then life will get in the way, and hopefully the distractions will be pleasant. I'm hoping to go to at least one of these events if Rocketdog is back amongst the living. Right now he's on life support, but the needed parts are arriving daily.

One goal of mine is to participate in the Monte Shelton Rally based in Portland, OR. I won't be using Rocketdog for that, but I am hoping to use a British car. We shall see.

I hope all of you had a great Holiday season and break. It's nice to recharge with friends and family if

you can. I am fortunate to have friends who are like family to me since my family is so far away. Many I've met through the HCTC.

On a little different note, both the Kramers and I are going to be participating in the Houston to Austin MS150 Bike Ride this year. I hope all of you can find a little pocket change to help us reach our goals.

Look at that, I did kind of talk about what I said I wouldn't. Go figure. See you at the meeting tonight at Rudy's on 620!

Mike



Mike



Ellie



Rocketdog

All photos this page by Mike Jankowski

The Inside Line

Robert MacKenzie, President

The Inside Line

Recently, and by recently I mean last weekend, I found myself driving on a wonderful road in a car that was totally unsuitable. The road in question was a twisty, two lane road in Colorado that went almost straight up, over a pass by a lake then back down into a valley on the other side. This is the kind of road I love to drive on. The kind of road Pam and I seek out when we are travelling.

The car in question was a Nissan Cube rental.

Now the Cube is not a bad car. It's not a great car, but not bad. It is very cube shaped, rather underpowered, with low ground clearance and tiny all-season tires, a great around town car.

The real issue I had was the road. Not only was it steep, narrow with lots of blind hairpins with certain death drop-offs and questionable (if any) guardrails, it was also partly snow covered with large patches of black ice. To be fair, the black ice was confined to the inner portions of the hairpins where the large snow covered trees had protected the road surface from the sun.

Did I mention that it was windy? Very windy. The kind of winds that like to make an underpowered, square car change lanes with no warning. Luckily there was no other traffic.

However; there were elk. On several occasions we passed groups of elk just standing by the side of the road, seemingly waiting for the right car to run out in front of.

It was cold too.

This was a 28 mile roadway, it should have taken 45 minutes. I struggled to maintain 20 mph for an hour and a half of stressful driving. When we got to the top there was a spectacular view of the valley. I did not see it as I was too busy fighting the wind so that



Photo by Susan Beth

we did not get to view it while sliding into the valley itself. I was told the view was very nice.

The trip down the other side was much better as the road faced the sun, and most, if not all of the snow and ice had melted. As we descended I was thinking the other cars that had rented over the years and which would have been more suitable for this portion of our trip when I saw it.

A Triumph.

A Triumph Herald.

A Triumph Herald convertible, coming up the road towards me.

It passed me so fast I did not get a chance to see the driver, only noting that it had Colorado plates and was white with a black top. Suddenly the Cube was not such a bad choice.



Get out and drive!

Handwritten signature of Robert D. MacKenzie in blue ink.

Robert D MacKenzie



A Triumph Herald

Betina's Bits and Bobs

Betina Foreman November Minutes and Lucas Morelli Roundup

The Hill Country Triumph meeting had 21 attendees and 9 Triumphs in the parking lot of Rudy's 620 & 2222 location. El Jeffe was once again able to run the show due to a light travel schedule. Ryan Fox was looking for participants in the Hill Country Grand Prix on November 12th. This event was held at the Domain on the top level of the parking garage. There was a Austin themed scavenger hunt. This event is to raise money for the PatientForward.org and prizes awarded on a "peoples choice" basis. Registration is \$20 and they will also accept donations. This organization provides healthcare to the working poor, uninsured, and disaster victims through the Patient Forward Foundation. If anyone participated please share your stories and photos. The Horizon Park neighborhood is looking for a few classic cars to participate in their annual picnic on November 12th. There is no cost to participate, but classic car drivers get free hot dogs, caramel apples, and drinks. The picnic starts at noon and runs until 4:00pm. The location is the Horizon Neighborhood pool & park located just south of Highway 183 and Blockhouse Creek.

One funny situation happened at the meeting this month. Bill was showing off something new in his Triumph's engine and when he attempted to close the hood he encountered the not so widely known "AB malfunction". You know when the bottle gets stuck in between the hood and the engine and the hood won't close. This was a classic Anheuser-Busch malfunction. The funny thing was with four people around the car nobody noticed it until the third attempt to close the hood. No cars or beers were harmed during this event.

Dave and I have found a few new potential HCTC meeting sites. So if you are getting tired of BBQ we have a few more options available.

Casa Garcia has private rooms at no charge and a few locations: 1901 W. William Cannon, 1000 South Lamar, 1901 N. I-35. 512-441-9504. Their prices are \$7-\$12 for entrees. It is typical Mexican fare: tacos, fajitas, enchiladas, etc.

Patsy's Cowgirl Café is located at 5001 Highway 71/Ben White about one mile east of I-35 on the way to the Austin airport their phone number is 512-441-2020. They have a large private room and have entrees priced from \$6-12 and a full bar. The food is traditional southern comfort food: chicken fried steak, burgers, sandwiches, wraps, salads and soup. There is something for everyone.

Who is this mystery girl Danielle? Danielle's name has turned up in the last few Ragtop issues. She is a long-time friend of mine for about 25 years that I used to skate with in Houston. We lost touch about 18 years ago when she moved to California. Lucky for us FaceBook helped up to reconnect last year! Until recently she had

Lucas Morelli Recap

Dave Foreman

a beautiful MG named Twiggy that she brought to Texas from California. In order to rectify her dire situation of not having a British car to drive after the infamous I-35 flip and slide last month, she has joined the dark side and purchased a Triumph Spitfire, (painted Mimosa Yellow of course). The Spitty was dubbed Alfie and he made his debut at Cars & Coffee this month. Ironically it was the only Triumph in attendance at C&C. I drove the CRV because of my hand surgery and it threatened to rain that day. It did manage to sprinkle on the crowd for a few minutes. There was unusually low attendance due to the weather, only about 60 cars showed up and everyone left early. Danielle is an ER nurse at Cedar Park Hospital and lives on a ranch in Liberty Hill. When you see Danielle at our next meeting please give her a big HCTC welcome.

The Tratoria Lisina Rally/Tour went off without a single hitch or breakdown. There were about 25 cars from various classic clubs in Austin. There were a number of Triumphs, Alpha Romeos, BMW's and a beautiful Morgan. Elizabeth and Dean Mercias hosted a fabulous breakfast at their home in Hudson Bend and then we were off!

Keep your pedal to the metal!
Betina

Last year at this time, we had great fun and made some great new friends at the Bastrop Veterans Day Car Show. A truly huge event with 400+ cars, a military fly-over and other activities saluting our Vets, and much more. We pre-registered for this year's event since we had such a great time last year. Soon we discovered a conflict in our calendar. The Bastrop Veterans Day Car Show happened at the same time the Lucas/Marelli Driving Tour was happening. Hmmm, another car show, or DRIVING?? We chose the tour, and boy are we glad we did!

From our count, 17 cars started the Lucas/Marelli Tour, and we picked up another in Cedar Park, and another near Dripping Springs. This year's tour started at Hudson Bend, went around Lake Travis to Marble Falls, by Enchanted rock, through Dripping Springs, and ended at Tratoria Lisina in Driftwood. (I guess since Dean and Elizabeth were in the Alfa it had to be Italian for lunch? Next year perhaps fish & chips or bangers & mash) Anyway, the tour was about 130 (great) miles. Alphas, Triumphs, Healy's, BMWs (they DO, after all own the Triumph brand), a Morgan, and even a late model Miata participated. What fun!

If it had have been only one club, it would not be nearly the same. The camaraderie was genuine, regardless of Marque. The anticipation before the drivers meeting leading up to starting the engines was wonderful. Off we went! Such a spectacle, there were even folks on the opposite side of traffic pulling over to view the parade of cool euro-sportsters passing by, and for many, likely the only time they will ever experience such a sight. Even more fun was driving one in that parade! And though officially the Lucas/Marelli Tour, celebrating all Marques Brit and Italiano, perhaps we expand next years invites to any enthusiasts of imported classic sports cars? The more the merrier!

years invites to any enthusiasts of imported classic sports cars? The more the merrier!

From a great breakfast hosted by the L/M Tour organizers, Dean & Elizabeth Mericas, (members of both the Alpha and Triumph Clubs in CenTex), through the terrific back roads they planned for us all through the tour--ideal for which these cars were absolutely made, this is a great, fun event that brings folks passionate about fun classic cars together. A little cool in the AM, even with all the Roadsters, we were the only with top-down at the start. As it warmed up, more tops came down, in spite of the 20+ mile-an-hour winds.

In the beginning, we found ourselves in the back group from the first major light, but soon the entire group was together again. Twists, turns, downs and rises, whoosh! Again, at the next major light (which seemed to last forever), we were in the back group. Determined to reunite the groups, we did what any self respecting sports car driver should do in a group, we got on the gas to the front of the rear group and finally caught up to the lead group, as did all of the rear group, eventually.

You know, when there are so many cool cars, if there IS a cop in waiting, he can't get us all! Fortunately, today, I only saw one that could have, and he clearly appreciated what we were doing and continued on his way (probably has a little sports car in his garage at home!). The other plus of being in one big group is that the navigator can snap pictures and

post them to Facebook in real time on the drive since we can just follow the cars ahead! (Right B?!—Really though, there were a few times we had no-one to follow, and Betina did a great job on the Nav!)

On these twisty-turny roads, with the short, steep hills, Betina, at one point, kept trying to snap a picture in the car of the two of us, which to me, took quite some time--and was pretty humorous! But, the route Dean selected was excellent, twists and turns, short and long rises (on a few--I swear we got some four wheel air on--YEE-haw!!) one lane bridges, great vistas, low water crossings (well, in our drought...). Then we topped it all off with a great Italian lunch and wonderful wine. Wow, what a great day!

Added bonus was the side tour of Phil Auldridge's shop. We all dream of having this kind of place, and we thank him for the invite and the tour, a nice diversion, we'd have never gotten without the Lucas//Marelli! The only other wish is that we'd have had one more event in the Stag before selling, this one would have been epic in the Stag!

These are the kind of days that make life worth living, and you know it while and after you do it. So, when next faced with the choice of a show or a drive, we say: Drive! Enjoy! Could do this every weekend! If you have favorite drive, share it with us all—it could be the next Tour or Rallye!

Oh yeah, roadster teams, don't forget the sunscreen!

After driving in the L/M Tour, we should bring more like minded enthusiasts together, regardless of Marque for these type events. Perhaps the formation of a club of clubs of sorts, the "Classic Imports Touring Assn" (CITA)? Whatever, we should encourage the leaders and key members of all classic imports clubs to get together and see how we can encourage more participation around our hobby, especially participatory events such as Lucas/Marelli, that welcome all with open arms that result in such a fun event that delivers

smiles and memories that will last a lifetime!

PS: If you need to hire a mover, we all agree, avoid Two Guys Movers. 1. They do not appreciate our hobby. 2. Unless you are moving downhill, they will never deliver your goods.

PPS: First time we ever checked the mileage on this '6. Right on with Dean's modern 'pace' car at 130 miles, and we got just near 24 MPG! Notta Badda!

God Save The Queen, and may BMW revive the Triumph Brand!



Much standing around and fun was had at Phil McKenzie's home recently. Even more fun was had when we had to get some welding done.



Quite a bit of professional looking equipment was used, also. Gloves, wrenches, and things with dials that just seemed neat.

When this saga ends, a full write up shall ensue, and the Spitfire Comparison Drive shall occur.



Pay Your Dues!!!!!!!

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 2012, 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



Not what I wanted to see when I went to replace a bearing. It had melted...



Next month:

Spitfire comparison drive. Three Spitfires. Three drivers. Three opinions. Many Cokes consumed. It was supposed to happen this month. Mechanical woes have delayed it.

Dean Mericas shares his recap of the Lucas Marelli Tour!

Jim Icenhower has an electrical mod that is useful and works!

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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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

HCTC Classifieds

Need something? Want to sell something? Use this space. Free for members. Feel free to send pictures also.

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!
 \$5100. PRICE REDUCED! Help me clean out the garage!
 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

I have a few leftover Spitfire parts, such as rebuildable master cylinders for clutch and brakes, a decent steering wheel, etc. I don't want to move this stuff, so I am going to put all my extra bits in a big bucket. You want them, give me \$25. You get the bucket, too!

Mike Jankowski

mikeragtopeditor@gmail.com

TR7 5 speed coupe. Needs new gas tank, old one removed. Orange. Cheap. \$600 negotiable. Contact your editor for more details.

mikeragtopeditor@gmail.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>

