



The Ragtop

The Hill Country Triumph Club

September 2012



Fall into the drive.

The Ragtop



Hill Country Triumph Club

September, 2012

From your Editor,

The summer is drawing to a close. Temperatures are dropping and it's getting easier to work on our cars if we don't have AC in our garages. I am welcoming the respite and hope it continues through the rest of the month.

That brings us into TXABCD, and I'm looking forward to the weekend. Rocketdog will still be in his saddle shoe livery, but really, he is almost done mechanically. So to the rally with him it'll be. My parents will be driving in again from SC in their TR8, so yet again it's a family affair.

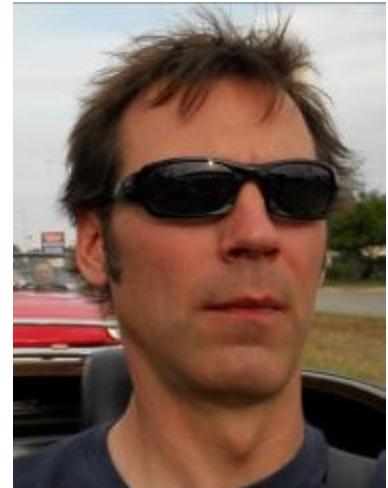
What does the future hold? No idea. I still have an MGB to finish. I think that'll be a priority. Auto-crossing will be another focus this coming year. I've taken almost this entire year off, and need to get my form back. Luckily Robert has offered to let me co drive his Spitfire Marsha this coming weekend. I'm looking forward to it.

Another highlight of my summer

was meeting Sir Stirling Moss at Lime Rock this past Labor Day weekend. A full writeup of that weekend will ensue, but there's too much to include this month.

See you at the meeting tonight, and remember, it's not at Mangia's, it's nearby, per Nel's email.

Mike



Mike



Ellie



Rocketdog

All photos this page by Mike Jankowski

Welcome To The Club

Steve Johnson, President



September is shaping up to be a good start of the best of the ragtop season in Austin. The last few days are starting to take on that fall flavor with a cool wind and cooler temperatures. I'm having trouble staying out of the triumph while at the same time getting the TR6 ready for the VTR Nationals on Galveston Island. You'll see the TR4A at the Club meeting.

By the way, the next HCTC club meeting has been moved to a different restaurant. The date will remain Wednesday, September 12th. You may have seen in the American Statesman that Mangia's Pizza has filed bankruptcy. Our Vice President Elizabeth Mericas immediately got us into another restaurant within blocks of Mangia's.

This month's meeting will be held at MOLCAS MEXICAN RESTAURANT. Molcas has a private room, authentic Mexican food, wallet-friendly prices, and a good selection of beers and margaritas. It is located in a small strip mall on the east side of Mesa.

Location: 8127 Mesa Drive, Austin, TX
(Between Spicewood Springs and Steck Avenue)

Phone: 535-4923

Menu Link: www.allmenus.com/tx/austin/302020-molcas-mexican-restaurant/menu/

Restaurant link:

www.molcasmexicanrestauraustin.com/

Please plan to be there, and drive your car if you can.

Roger Bolick put together an **On-Your-Own** run for September 15th to Jester King Craft Brewery. Here's their address:

Jester King Craft Brewery
13005 Fitzhugh Rd., Bldg. B
Austin, TX 78736

It's a nice Hill Country drive. Meet there for the tour and tasting at 1:00 PM (better be there early). Look for the other Triumphs and park together if you can. If you attend, please take pictures, and write a short article for the Ragtop.

The Texas All British Car Day is coming up quickly, September 29th and 30th. I'd like to see as many cars as possible there. Jim Icenhower is doing an excellent job again this year and will need all of us to participate. Our club is putting together a Club Basket for the Silent Auction. Proceeds of the Silent Auction will go to this year's charity The "Linus Connection" www.thelinusconnection.org. Betina Forman and Joanne Warren are putting the club basket together. If you have Triumph or British Memorabilia that they could use for the basket, please let them know.

Mike McPhail is putting together our TABCD display for the club competition. We are hoping to win, but the competition looks pretty stiff this year. Mike let us know if you need help.

Dean and Elizabeth Mericas are putting on the Lucas-Marelli Tour again this year. It's now a yearly event put on by the Texas Hill Country Alfa Romeo Owners Club, but they do promise to always include us. Put it on your calendar for October 13th this just before the VTR Nationals in Galveston.

As in the past, start off at Dean and Elizabeth's

house in Hudson Bend around 9:00am after coffee, a pot luck breakfast, and some tire kicking. The drive will take us over a loop of the Hill Country through Blanco, Sisterdale, Luchenback, Stonewall, and Sandy, ending around 1:00pm at the Westcave Cellars Winery on Hamilton Pool Road (www.westcavcellars.com) for a catered lunch under the oaks by the vineyard.

The cost is \$20.00/person, tax and tip included. A wine cash bar will be set up outside for the exclusive use of the tour participants. You can bring your own juice and sodas, but no outside alcohol, please – these folks make their living selling wine. Live music will be provided by The Pod (<http://podmusic.yolasite.com/>) .

An RSVP reminder with additional details will be sent out a couple of weeks before that. Send any questions to: dmericas@austin.rr.com.

The 2012 Vintage Triumph Register Nationals will be held October 28th through November 1st on Galveston Island. Some of us will be staying at the San Luis Resort Hotel where the nationals will be held.

Others from our club have rented other property and have rooms available if you need them. Just let me know and I'll get you in touch with them. The Hotel was close to filled and out of rooms by now I suspect. The Nationals is being put on by the Houston Club "Texas Triumph Register". Here's their website for the Nationals www.kingswayrc.com/txtr/VTR2012 .

Dean Emericas is putting on the 5th Annual Texas Hill Country Rolling Sculpture Car Show on October 28th at the Hill Country Galleria. Proceeds will again benefit the Bee Cave Public Library. Visit their website for the details and online registration:

www.RollingSculptureCarShow.com . If you aren't at the VTR Nationals, I'm hoping you're able to attend the Rolling Sculpture show and support the charity with your presence. They want this to be their biggest and best show ever.

I'm looking forward to seeing each of you at the club

meeting. You don't have to drive your vintage cars to experience the excitement.

- I'll close with an interesting quote from Robert MacKenzie that he placed on our club Facebook this week (thank you Robert):
 - A Japanese car will run without problems for 10 years. Then you throw it away.
 - A German car will run without problems for 5 years. Then it'll cost you half what it's worth to fix it.
 - An American car will run without problems for 1 year, but it'll be so cheap and easy to fix, you'll just do it.
 - A British car will never run without problems, but those problems will never keep it from running, so it'll run forever.

Triumphantly,

Steve

Steve Johnson
President
Hill Country Triumph Club
stevenjohnson7@sbcglobal.net



Toga Triumph at the Roadster Factory

Mike McPhail

"Belonging to Tappa Kegga Day Fraternity is something that will always look good on your permanent record..." Pretty funny Mr. Runyan! Yes, the theme of the Roadster Factory Summer Party this year was "Frat Man" and the classic movie "National Lampoon's Animal House" was drawn on heavily for inspiration.

The festivities began Thursday, August 2 in and around Armagh, PA with drag racing, drive-in movie and a bonfire at the Runyan Farm. As usual, this required driving all over the county in order to fully participate. But why not...who wouldn't want to cruise the lush green Laurel Mountains of Western Pennsylvania in their TR with the top down while taking the numerous curves at speed, sporting a grin from ear to ear? I'll tell you...Mike and Art, "the road warriors", that's who! We have been making this trip for many years and don't think it unreasonable to drive for days to get to the Summer Party, since it is by far the best British Car Event in the world. It is a great way to escape the triple digit heat in the Southwest (it was 117 degrees in Tulsa on the previous Tuesday).



Friday was a blast: discount parts at the Roadster Factory, Auto-jumble at the farm (featuring among others, Triple C Accessories), Brad Penn oil seminar, Winery Tour, gourmet Dinner at the Coventry Inn, and "Frat party" and bonfire at the farm. After the festivities, it is often rather chilly on the way back to the Hotel, but this year it was just right, only requiring a long sleeve shirt for comfort. Driving the TR at night with the top down is really a blast!

Saturday is the really big day at the party: more parts counter, Autocross, Gymkhana, Poker Rally, LeMans start, car show, pig roast with live music, and best of all...Toga Party! Toga!

Toga! Toga! Thanks to Art, we were dressed in possibly the best outfits of anyone...good enough for a special mention from Charles Runyan himself. After the awards ceremony, we watched Animal House on the big screen TV and enjoyed yet another bonfire. The crappy old sofas that had been collected to surround the fire eventually became fuel for the inferno! We will be back next year...

Go here for more pictures <http://www.the-roadster-factory.com/Images/SP12/SP12-Photo-Links.php>

MetroRail Triumphant Tour No. 1

Roger Bolick

FUN, Fun, Fun.

NO ONE in this crowd had ever ridden the MIGHTY MetroRail, it was an awesome experience. The cars were clean, quick and included a pleasant crowd of passengers. The biggest hurdle was the "Ticketing Machine", the rest was easy. In short, we had a BLAST!

We had 13 brave "rail" travelers including Richard Ceraldi who boarded "upstream" at the Lakeline Station (near 620 & 183). All but one of the rest boarded at the Howard Station (Wells Branch & Mopac). Bob Skewis was holding a table with cold beverages at the Black Star Co-op Pub at the Crestview Station.

Thanks to Bob, as unbeknownst to us, a tour bus of costumed maidens descended on the Black Star moments prior to our arrival (ask Bob, I cannot begin to explain). Thankfully, we avoided "lines out the door", had the best table in the house and completed this mission in time for the NEXT train.

The HCTC group "de-trained" at the Plaza Saltillo Station and began a timed sequence of rapid stops at the local establishments (food and drink). Visits included Sputnik, Takoba, Rio Rita, Brixton, and ended outside the Vegas Hotel & Gypsy. Takoba has excellent mexican interior food, we'll go back there soon!

The seven brightest members took the assigned 9:15 express back to Howard Station.

The remaining five were trapped inside while it rained "cats and dogs" for 2 hours (elephants and donkeys may be more accurate). We were able to review the station design with the beautiful VINE covered walkways providing a sponge for the downfall, while the platform itself was the low point of the block providing entertainment watching your feet disappear into a 2" deep river of mud. The train car was DRY, which is more than I can say about the five passengers.

Roger & Tina, Jo Ann & Winston, Gery & Kim Wilde, Scott Pennington, Mike & Nel, Bill & Annette,

Bob Skewis, Richard Ceraldi



Spitfire Brake Up-Grade

From The Spitfire Garage

by Robert MacKenzie

The brakes on the Triumph Spitfire are good, not great, but adequate for the car. With the advance of more modern materials there are some very cost effective upgrades available that will improve the effectiveness and reliability of your brakes.

When one of the calipers on my Spitfire 1500 developed a problem where one piston would not retract completely, causing a pad to drag, I decided to look into upgrades instead of just replacing the stock components with more of the same. In the front my car had the original tired calipers installed ‘who-knows-when’, a set of “performance pads” I had installed after the originals had worn out, fed via a stock set of rubber lines I had installed over 8 years ago when I first got the car. In the back I have stock shoes, drums, rubber lines and wheel cylinders; all of which I also installed when I bought the car.

There are various options for the Spitfire, like installing GT6 brakes or some other aftermarket calipers. In the end I chose to go with a slightly more aggressive set-up that was still completely bolt-on.

As the back brakes really don’t do much and with everything is working correctly; I left the back brakes alone. The flex lines were in good condition but I could see the outer layer of the rubber was starting to deteriorate with time.

My first purchase was a full set of steel braided brake lines. Not only are these lines much more durable they result in much improved pedal feel.

I bought a set of new OEM calipers to replace the existing ones. I could have just bought a seal kit and re-built the old ones but frankly did not want to bother with that this time.

The rotors were replaced with new TRW rotors that have been both slotted and cross-drilled. There has always been some debate as to what works better: slots vs. holes. I have heard that holes will expel dust and water faster while a slot will work better at venting gasses under very hard breaking and keep the pad wearing evenly across its face. When I saw that the best of both worlds were available at the same time it was an easy choice. And they look cool too!

Pads were an interesting question with a large selection of options. In addition to stock pads from various manufactures there are several “performance” compounds. I have tried several with mostly unsatisfactory results. The soft “green” pads often don’t last long in regular street use but work well when autocrossing. Soft pads will also generate lots of dust that collects on your wheels. The harder pads require a very firm pedal effort and can be noisy.

I chose to go with a new ceramic compound from TRW. This offers a nice compromise between a performance pad and a street pad. The ceramic pads tend not to squeal and don’t create any dust.

The TRW pads I installed are ones used in the Ford Capri in Europe. They fit directly into the stock Spitfire caliper but provide over 10% additional surface area.

The complete install took about 3 hours. One hour on each of the front corners and about 30 minutes to change the flex lines in the back plus about another half-hour to bleed the system.



The total cost for all the parts was under \$350. The flex lines came from TSI automotive, with everything else coming from British Parts Northwest. Similar parts are available for most other Triumphs.

The performance from the new parts has been great with a noticeable reduction in stopping distance. I plan to really give it a workout at the next autocross.

Get out and Drive!



Top tip of the month:

Check your plugs after a high speed run by shutting down at high rpm and coasting to a stop to get an accurate read.

Check your trunnions. They are important. As is the nut that holds your steering wheel on.

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



Next month:

Mechanical woes have sidelined the Spitfire comparison yet again...thank you for feigning surprise. However, there is a good chance it will happen. Soonish.

Complete Lime Rock Vintage Weekend Review

Articles

Show Reviews

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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2012 Vintage Triumph Register National Convention

October 28 – November 2, 2012 in Galveston, Texas at The San Luis Resort, Spa & Conference Center

Hosted by Texas Triumph Register (<http://www.texastriumphregister.org>).

Use form below (please print) or register online at <http://www.regonline.com/vtr2012>

| Personal Information | | | | | | | |
|---|-------|--|-----|--|-------|--|-----|
| Name of Driver A (First and Last Name) | | | | Name of Driver B (First and Last Name) | | | |
| Address | | | | Home Phone | | Cell Phone | |
| City | | State | | ZIP | | Country | |
| E-mail address | | | | Club Affiliation | | | |
| VTR member number | | | | Number of welcome party attendees: | | | |
| <input type="checkbox"/> Check if you want to be a Concours judge | | | | <input type="checkbox"/> Check if you require a trailer parking spot | | | |
| Car 1 Vehicle Information | | | | Car 2 Vehicle Information (\$25 for additional car) | | | |
| Year | Model | Color | VIN | Year | Model | Color | VIN |
| Car show select only one | | | | Car show select only one | | | |
| <input type="checkbox"/> Concours Showroom Stock | | <input type="checkbox"/> Concours Modified Touring | | <input type="checkbox"/> Concours Showroom Stock | | <input type="checkbox"/> Concours Modified Touring | |
| <input type="checkbox"/> Concours Modified Prepared | | <input type="checkbox"/> Concours Senior | | <input type="checkbox"/> Concours Modified Prepared | | <input type="checkbox"/> Concours Senior | |
| <input type="checkbox"/> Concours Preservation | | <input type="checkbox"/> Participants Choice | | <input type="checkbox"/> Concours Preservation | | <input type="checkbox"/> Participants Choice | |
| Driving events | | | | Driving events | | | |
| <input type="checkbox"/> TSD Rallye <input type="checkbox"/> Autocross <input type="checkbox"/> Gimmick Rallye <input type="checkbox"/> Funkhana | | | | <input type="checkbox"/> TSD Rallye <input type="checkbox"/> Autocross <input type="checkbox"/> Gimmick Rallye <input type="checkbox"/> Funkhana | | | |
| Registration Fees and Regalia | | | | | | | |
| Item and Quantity | | | | Subtotal | | | |
| Registration Fee \$125, \$150 after September 1, 2012 | | | | | | | |
| VTR dues if not member \$35 US (other countries \$40) | | | | | | | |
| Additional car \$25 | | | | | | | |
| Awards Banquet \$48 per person | | | | | | | |
| Chicken Fish | | | | | | | |
| Polo Shirt \$40 | | | | | | | |
| S | M | L | XL | XXL | XXXL | | |
| Henley Shirt \$25 (\$30 for XXL and XXXL) | | | | | | | |
| S | M | L | XL | XXL | XXXL | | |
| Long sleeve Henley Shirt \$28 (\$33 for XXL and XXXL) | | | | | | | |
| S | M | L | XL | XXL | XXXL | | |
| Sweatshirt \$40 (\$50 for XXL and XXXL) | | | | | | | |
| S | M | L | XL | XXL | XXXL | | |
| Men's Denim Shirt \$40 | | | | | | | |
| S | M | L | XL | XXL | XXXL | | |
| Ladies' Denim Shirt \$40 | | | | | | | |
| S | M | L | XL | XXL | XXXL | | |
| Ladies' Vest White \$35 | | | | | | | |
| S | M | L | XL | XXL | XXXL | | |
| Ladies' Vest Black \$35 | | | | | | | |
| S | M | L | XL | XXL | XXXL | | |
| Baseball Cap/Hat \$15 | | | | | | | |
| Total | | | | | | | |
| Terms and Conditions | | | | | | | |
| <p>Proof of car insurance is required to participate in moving events. Under VTR rules all Triumphs entering concours and participants choice car shows 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 inspector's 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 Texas Triumph Register and Vintage Triumph Register, collectively and separately from any and all liability from personal injury or property damage by me or my guests while participating in this convention. I understand that the Texas Triumph Register reserves the right to revoke my registration and retain my registration fee.</p> | | | | | | | |
| <p>Cancellation policy: A full refund of the registration fee if you cancel before September 1, 2012. A cancellation fee of \$25 will be applied to cancellations after September 1, 2012. No cancellations will be accepted after October 26, 2012.</p> | | | | | | | |
| <p>Hotel/Lodging: You are responsible for making your own room reservations. The Texas Triumph Register has reserved a block of rooms at The San Luis Resort, Spa & Conference Center. <u>Please call 800-392-3937 to make a reservation, mention Triumph VTR.</u></p> | | | | | | | |
| <p>Signatures and date:</p> | | | | | | | |
| <p>Driver A _____</p> | | | | | | | |
| <p>Driver B _____</p> | | | | | | | |
| <p>Send signed form and check to: Texas Triumph Register PO Box 40847 Houston, TX 77240-0847</p> | | | | | | | |

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

HCTC Classifieds

Lovely TR3. 89,000 original miles. Original spoke wheels. All gauges except the gas gauge are in good working order. Car runs great. Was maintained by an excellent mechanic and knew the ins and outs of this car. I've had it for fifteen years and have enjoyed it so much but don't want to let it fall into ill-repair. It needs a good home at this point. Asking \$18,000/OBO. Was taken all apart about three years ago and rebuilt it with new paint and chrome stripping. I have all refurb photos for those interested.

Lisa Lawler

512-9229790

llawler45@hotmail.com

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

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



Sir Stirling Moss



Sunday car show and Concours in the Park at Lime Rock.

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>

