

The Ragtop



March 2013

Hill Country Triumphs

By Steve Johnson

I really can't believe this early spring... seems like it has been here for three months already. The temperature has been far warmer than usual this year and the weather great for driving Triumphs.

The TR3 roared to life after 21 years of resting on concrete blocks with a frozen engine. I used its racing cutoff as an ignition switch and hot-wired it directly to the

distributor. Then after adding a new battery, gear reduction starter, plugs, ignition parts, temporary gas container, and eyeballing the carburetors that the previous owner had "rebuilt" but never used, it came alive. Of course it sputtered and coughed a bit, but now it's purring like a kitten. So, what's next? ALL OF THE HY-



DRAULICS. What a mess that will be.

Saturday March 23rd was a beautiful day for a Triumph run and what a day we had. Mike and Nel took 18 brave souls in 12 cars on a 70 mile drive

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 editor@hillcountrytriumphclub.org. 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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from Steiner Ranch through Marble Falls, across the new bridge, ending up at Opie's in Spicewood Texas on Highway 71. Many of us think that Opie's provides some of the best BBQ in Texas. The scenery was excellent, the food delicious, and the fellowship superb. Thanks Mike and Nel for another memorable Saturday. I have added a page of pictures later in the Ragtop.

During the club meeting on March 12th we had a phone call with some very bad news. Bill Waller and Bob Skewis were on their way to join us at Mangia's when a Lexus decided to speed into traffic



right in front of Bob. Bill called let us know what happened, and waited with Bob until EMS and the fire department arrived.

Judging from the pictures of "Doris" that Bob asked Nel to share with the club, the car is a mess. Bob is fine and I believe he went into work on Monday after the accident. He's probably still recover-

ing from a sore back and the six stitches in his right knee.

Get better Bob. If there is anything we can do to help please let us know. We missed you on the Marble Falls run. Please drive your TRuck to the April 9th Club meeting. We hope to see you there.

South Central Regional Convention 2013

This month, our big event is the South Central Regional in Waco, April 24th through April 27th. Special room rates will be available until April 9th at the Courtyard by Marriott, 101 Washington Avenue in Waco (254) 752-8686. Ask for the "South Central Vintage Triumph Rate." The special rate is \$105 for King or Two Queens. Details are on the Red River Triumph Club website at: www.redrivertriumphclub.org/regional2013.html

I'd like to see as many of us there as possible. Please let me know if you would like to caravan up with us and I'll put you on the mailing list for instructions. I'll ask Mike and Nel to lead. Candy and I will bring up the rear with the trailer and tools in case anyone needs help. We'll use my cellphone for communications (512) 964-1509, so just call if you need anything at all including a break for gas etc.



HCTC South Central Regional Convention 2015

The regional in 2015 will be ours to organize. We've selected Bastrop as the city. I'll be working with Fil and Angie Valderrama from Bastrop to select a hotel headquarters for us and reserve 50 rooms. Fil is the Senior Vice President of the First National Bank of Bastrop. He knows the area, and is influential in the community. I've given Fil the following dates to work with: April 22, 2015 thru Saturday April 25 or April 29, 2015 thru Saturday May 2nd. Both these sets of dates fit the normal schedule for our Regionals. I really like the Lost Pines Resort, but it may be too pricey. Of course, there are other alternatives. Fil has some other ideas too. Once we get the hotel nailed down, we'll be in good shape to lay in the rest of the plans.

If you are one of those in the club who have worked with autocrosses in Bastrop and would like to help setup the autocross for 2015, send me a note or give me a call at (512) 258-5340. I'll put you on the list.

2013 Schedule of Events

We need at least one major event for the Club each month. Here are some ideas on what we might have in a given month. I have tentative owners down for these events. Please let me know if you'll be able to lead the event with your name next to it in the following list. If you have an event you want to run please let me know.

April 13 - Bluebonnet Air Show (Ralph and Jeffie Herter)

April 24-28 - South Central VTR Regional - Waco (Steve Johnson)

May 18 - Blanco Classic Car Show (Steve Johnson)

June - Open - Need a Volunteer to put together and event for June

If you've never lead one of these efforts before, we have plenty of expertise to help you out, so pick one month and signup. As a "club" it takes all of us to participate in the events to make the Club successful. Thanks for contributing. Let me know what activities you would like to propose, when, and who'll lead the effort for us if you can't. I'll be glad to help you if you haven't contributed before. It just takes a bit of time and practice. YOU CAN DO IT....

April Club Meeting - Tuesday the 9th

Our April Club meeting will be at Mangia Pizza again. Here's their website with the menu and directions: www.mangiapizza.com. It's located between MOPAC and Loop 360 just off Spicewood Springs Road and Mesa. Their address is 8012 Mesa Drive, Austin, TX 78731. Come early if you want to eat. We'll start the meeting at 7:00 PM.

Candy and I are taking a trip to Atlanta to see our son and his wife, so Mike McPhail will be presiding over the club meeting again this

month. Thanks Mike for all you do for the club.

Remember, you don't have to drive your Triumph to the club meeting to enjoy the excitement!

Triumphantly,

Steve

Steve Johnson
President

Hill Country
Triumph Club

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Our Website -

www.hillcountrytriumphclub.org/





Betina's Bits and Bobs

By Betina Foreman - HCTC Secretary

Recent Events

March meeting had 8 Triumphs driven, 23 attendees (4 ladies) held at Mangia Pizza on Mesa.

As many of you know we missed Bob Skewis and Bill Waller at the March meeting as Bob was involved in an accident on the way to the meeting. Bill went to the hospital with him and called to give us a report that Bob was OK. I am happy to report his injuries were relatively minor, I only wish I could say the same for injuries to his Triumph.

Steve Johnson gave us an update on his 1957 TR3 that is undergoing a serious restoration after 23 years on blocks.

Marble Falls Run on March 23rd. Everyone meets at the Randall's on 620. This was a lovely hill country drive followed by lunch at Opie's BBQ. The usual suspects were in attendance. Mike & Nel

McPhail, Don Couch, Dave & Betina Foreman, Winston and Jo DeFord, Roger Bolick, Richard Ceraldi, Steve & Candy Johnson, Jim Herter, and Charles and Marissa Wagner. If I missed someone I am sorry in advance. This was great fun despite being separated by several slow drivers (not in our group). I think our next rally should drive parallel when there are two lanes to prevent us from getting separated as a group. We had to "re-group" 3 or 4 times and finally gave up and just headed to Opie's. (More photos next page.)

The SCCA Autocross National was held in College Station, as far as I know there were no HCTC members at the event.



Future Events

The south Central Regional meeting will be in Waco this year and Steve Johnson is coordinating the convoy to the event.

2015 we will host the regional. Sites are being discussed, right now Bastrop is first choice with Schlitterbahn as runner up.

Kramer gave a report on CVAR-Corinthian Vintage Automobile Racing. There were 150 cars competing and 9 Triumphs. HCTC was well represented by: Bob Kramer, Andrew Kramer, Dave Foreman, John Hamilton, Greg Blake and Bob

Blake. Robert McKenzie was there in spirit as he was registered, but had an unfortunate and very untimely demise of his Spitfire at the Autocross earlier in the week. **Photos attached

ABCD is already in the planning stages for 2013. We hope to have 25-30 different marques for our fall event. There will be a spring ABCD Rally on Saturday May 4th from The Oasis through the hill country and ending up at the Salt Lick for lunch. So far 200 cars have been invited, but we are waiting to hear from the humans/drivers to see how many actual attendees

there will be. If you have questions speak with Jim Icenhower as he is in charge of this event!

It has been decided that a reminder asking for submissions for the Ragtop will be sent out on the 20th. Submissions are due by the 25th, and the Ragtop will be sent out on the 30th of the month. So please try to get your articles and photos to Dan Julien so they may be included.

Thank you and happy driving,
Betina



From the Editor

By Dan Julien

Thanks to all of you club members for making this job easy! You all have been great about sending in content for *The Ragtop*. Keep up the good work.

This issue features two CVAR race reports. The BBQ Run was obviously a great success—too bad my car wasn't ready.

My TR6 remains off the road, and I am dismayed that I am missing some of the best driving weather of the year!

Finished: new springs all around, inner tie rod boots, outer tie rods and front shocks replaced. Steering column bushings replaced.

I am in the middle of removing the rear axles to replace the boots over the axle splines, and rebuild-

ing the wheel cylinders. I'll replace the brake shoes while I am at it.

To do: Replace brake master cylinder, clean, prep and paint firewall, and install Richard Goode radiator cowl. Then refill the brake and clutch systems with silicone fluid, so I don't have to do this again!

I hope to rejoin you all on the road before too long!

March 23rd Barbeque Run

By Mike McPhail

Eleven Triumphs were on hand for the Hill Country Triumph Club March driving (dining?) event. Our President and First Lady, Steve and Candy Johnson drove their TR4. TR6s were well represented with Roger Bolick, Glenn and Sally Phillips, Dave and Betina Foreman, Wiley and Carol Christal, Vince and Barbara Maggio, and Jim Herter behind the wheels. Lots of Spitfires, too, with Winston DeFord and Jo Warren, Mike and Nel McPhail, Don Couch, Richard Ceraldi (GT6) setting the pace. Unfortunately, Mike Schubert left his TR3 at home...

Randall's at Quinlan Park Road made a dandy meeting place, and we left there right on time at 10:30 Saturday morning. Our route took us by the Oasis to Volente and onto Lime Creek Road, Austin's equivalent to the Dragon's Tail. We picked up Jim, who had come all the way from Killeen, on

FM 1431. From there we proceeded to Marble Falls, admiring the bumper crop of Bluebonnets along the way. After turning East on FM 2147 from Hwy 281, we were just a few miles from Opie's BBQ.

The seventy mile trip caused us to work up quite an appetite and we consumed a great deal of smoked meat with true gusto!

SASCA

Autocross School

By Mike McPhail

Fast women! That and more were seen at the San Antonio Sports Car Association Autocross

School on Saturday, March 2. Eight of our club members were entered in this exciting event held in the expansive West parking lot of Retama Park.

Thirty supposedly novice drivers spent most of the day squealing tires on this very fast course. I

don't think that I have ever done an autocross at a VTR event with such high speeds. Duncan Charlton had the best time of anyone in our group. He is well known for his Morgan three-wheeler, and was able to duplicate the trick in his VW R32! He clocked the fastest time of anyone from Hill Country Triumph Club, followed closely by his lovely wife Lee. Roger and Tina Bolick were smoking the track in one of their matching Mini-Cooper S hotrods. Betina Foreman got faster every lap in her Ford Mustang. Joel McKenzie narrowly bested his brother Logan, as dad Philip watched them hurl by in their low flying Spitfire. I had a wonderful time in my recently acquired rotary engine Spit. It is very fast and loud...perfect for autocrossing. My instructor was impressed with it when he took the wheel, while as the passenger, I was scared stiff and holding on for dear life.

With only thirty drivers on hand, and two cars at a time on the course, the drivers got their fill of excitement. Hopefully no one gets to drive like this on public streets!

Corinthian Vintage Auto Racing (CVAR) Spring School & Races

By Dave Foreman

February 22-24, 2013

Texas World Speedway 2.9 mile road racing course

<http://www.corinthianvintagerace.com/>

“Attention in the Paddock, Group 5 to the Grid...”

A number of our HCTC brethren have been involved in vintage racing for a number of years. This particular event was my 1st foray into the sport, and I can see why they have been doing it for so long. I only have one regret, and that is that I didn't get started vintage racing sooner! I'm gonna leave out a lot of back-story here, but am happy to verbalize it over a cold one with anyone with time to kill!

I'll start with a very recently acquired 1964 Spitfire that has been raced since the 70's. There are a number of possible storylines here, but I will stay focused on themes that many may experience getting into vintage racing. To provide a framework about vintage racing, consider from the CVAR website homepage:

As Corinthians, we are ladies and gentlemen who support and race vintage automobiles. We are dedicated to high standards of safety, conduct, and ethics. We share a love of cars authentically prepared. We compete for the satisfaction of racing vintage cars, not for the glory.



Dave Foreman, John Hamilton, and Bob Kramer at CVAR.

And, from the Vintage Motorsports Council:

Mission Statement of VMC

The primary objective of the sport of vintage and historic automobile racing and the VMC is to promote the preservation of these great old cars in a racing format which emphasizes driver safety and etiquette. The sport is intended to provide a format for friendly wheel-to-

wheel competition with vehicles faithfully prepared to their era. All racing is dangerous and only the proper attitude of the driver and the careful preparation of the cars will diminish the danger and will enhance our appreciation of this sport.

The following are some truths about vintage racing (some are generally known, some are my own additional observations).

- Vintage Racing is real racing, in real race cars, is real fast, and really fun.
- Vintage Racing requires a love of vintage cars and a competitive spirit.
- Vintage Racing will stretch your mechanical abilities, and require frequent interaction with fellow racers and those who know cars better than you.
- Vintage Racing is a big kids' sport, and will require a level of commitment of your time, patience and financial resources.
- Vintage Racing will provide introductions to a wide variety of folks, from all over, who share the Vintage Racing passion (many across generations), some are very likely to become long term friends
- Vintage Racing, there is nothing quite like it, and tons of these benefits can be enjoyed even by the non-driver.
- Vintage Racing is unique in motorsports racing in the level of civility, camaraderie, respect for others, and putting safety first, and The Corinthians are widely regarded as maintaining the highest stands of these.

Getting Ready

I bought the car out of Georgia, about 3 weeks before the CVAR School and Races. Got it in my possession less than 2 weeks before the event. Ran like a mad man for that entire time making sure I got my medical forms done, the car was race ready and all needed



1964 Vintage Triumph Racing Car

tools and supplies were packed, and that the car and all safety gear (helmet, fire suit, gloves, socks, shoes, etc.) would pass the Tech inspection required by CVAR. There are a lot of details going in, like the size, stroke, contrast and placement of the car numbers, a transponder for recording lap times, and a zillion other details that are not always so apparent. But my fellow HCTC CVAR racers were a huge help at making this less than a daunting process, and I appreciate their patience with this newbie. I was able to autocross the Spit at Retama Park in San Antonio to give it at least a brief shake down and make sure the wheels stayed on—mission accomplished. Then there are logistics. For this event, the class started early on Friday. This required a store stop for some missing miscellany, some food and drinks and getting to the site on Thursday. After arrival, off-loading car, finding where in the paddock (garage areas) to locate car



and gear, parking trailer, and setting up accommodations—many camp in tents, racing trailers or motor homes (or in my case checking in at the HoJo a few miles down the road). Fortunately, the majority of this process is front-end loaded, and after passing the annual tech, one can focus on the education and actual racing.

Learn to Race

I have made a living driving in the past, logging millions of miles over the years. Done a ton of pleasure driving. Done some rallies and autocrosses. But wheel to wheel racing is an animal unto its own, and all the bad habits you've developed over the years need to be corrected to be safe and successful. Racing school provides that education. The Spring School offered by CVAR (there is another in the fall) is the first step to getting a competition license issued by the Vintage Motorsports Council (VMC: <http://the-vmc.com/>). Using VMC training guidelines, re-



64 Spit on the grid with coach.

gional organizations like CVAR from all around the US and Canada are the accredited 'feeders' to the VMC for licensing. A VMC license is recognized beyond North America, including in the UK and other countries, and also satisfies some training requirements of other (non-vintage) racing organizations and events. But the real benefit is that the student gets a solid foundation based on safety first, proper skills building, and all the fundamentals that will result in a safe, respectful, competitive driver in the end. Successful completion of the school and three additional race weekends without incident are the requirements to obtain the VMC license. I personally found the CVAR school well organized, thorough, and enjoyable. Doesn't mean I studied my flags as much as I should have, but I learned, via one particular race, when the instructors used all of them at various times—much to all of the student's surprise! Lesson learned! On signup, each student is assigned and introduced to an individual instructor from their home area (in my case, John Hamilton of P'ville with a hot MGB racer), and sent some pre-event reading materials. On arrival at

the event site, the Instructor helps orient the student. The student body spends time in the classroom and on the course as a group on Friday. Beginning that evening, remaining training and coaching comes from the assigned instructor and many of the other instructors. Every one of them that I encountered were genuinely happy to have the students, very welcoming and helpful, and it was clear they enjoyed being in a mentoring position. The wise student capitalizes on this! The individual instructor works with the student through the rest of the events required to get the VMC license. Fun fact, this CVAR school was that largest class in their history, with more than 30 students. We were missing one from HCTC, Robert MacKenzie in his 62 Spit. It experienced a serious mechanical at an event a previous event. (Fortunately, Robert has already completed an SCCA class that satisfies some CVAR requirements, is working on the fix for the car and he is expected to join us at the next CVAR event in April in OK). To be clear, I am still a totally rookie novice, and it will be some time before I have the confidence in my car and my abilities before I be-

come competitive. But with the help of the CVAR training and community, the foundation is there and improvement is already happening to get me to that goal.

Racing

High adrenaline, requiring major concentration, fast action, serious fun, will scare you—with an ear to ear grin. OK, admittedly grammatically gross, but definitely descriptive. This is the most fun an adult can have with clothes on (well, LOTS of clothes in this case). It takes some getting used to all the gear you have to wear for racing. It is bulky and seems at first to be counter-intuitive to being an efficient driver. But the way the racing works, in groups with 15-20 minute race sessions for each group, you begin to get comfortable in the gear and being very tightly strapped in to race. In fact, you feel MORE comfortable the tighter you are strapped in, as then you only have to focus on the driving and the bulkiness of the gear disappears. As I was driving to College Station, I was still wondering how those arm restraints worked (required in open cars), how in the world they would NOT interfere with driving, and more



'64 Spit TWS Start



'64 Spit Autocrossing Retama

importantly, how in the world did they attach and how would I be able to get suited up and strapped in like a space man without help. Guess what, after some instruction and practice, it became routine and simple. No less complicated, requiring a certain order (helmet next to last, gloves last, the final cinch-in of all the belts). Again the Corinthian Racers, everyone to a fault, were there to help, often without an ask from me. Everyone is looking after everyone else—at least that has been my brief experience. They all made it clear that each and every one of them has been in exactly my position, and they all provided just what I needed, just when I needed it. Pretty cool, eh? A shout out here to Lou, an experienced racer and instructor racing in an MGA. During one of the races, we did some cat and mouse, loads of fun. Better than that, Lou, from her perspective, was able to pinpoint exactly where I needed improvement. We talk about the right approach to certain turns and when to break for them, etc. Guess what, the in next race I shaved more than 4 seconds off my time (best of the weekend for me). Please re-read the first section under 'Racing', above. If you'd

like to see a video that gives a great perspective from this race weekend, let me know and I'll send you the YouTube link. It is start to finish in a fast car with a good driver who keeps a pretty good line at TWS. You also get glimpses of some of the others listed herein, on the track.

Breaking

So, like buying any used car, a used race car is a used car, but with many, many user modifications that may or may not be improvements and overall may or may not be sound and/or reliable. This Spit has been raced since the 70's, so we knew, fundamentally it has been, at least to some degree competitive, and has passed technical/safety inspections by a variety of vintage and non-vintage racing bodies. But it's still a car with many moving parts, many are not immediately visible. In my case, during a school race Friday afternoon, just before the 'carousel' at TWS, I depressed the clutch and nothing happened and it had the feel of the brake pedal. I followed my training and safely came to a stop out of the racing line off the side of the track in view of the corner workers. After some hand

signals, the tow truck hooked a strap to my car and began to tow me back to the pits. He told me exactly where we would go and how, and to use the brakes to stay of the tow line. No problem. We head off into the infield and the tow truck got stuck in some slick (not deep) mud. He came back and apologized to me, saying he'd been doing this for 15 years, and this was the first time he ever got stuck. My luck! Soon another truck pulled him loose with me in tow, and we were on the way back to the pits. Good thing for the full face helmet with all the mud balls flying off those dually wheels!

Back in the pits, before I had unbuckled my belt and removed my helmet my instructor and several other racers were wheeling me in to my space and opening the bonnet asking what broke and what we needed to do to get fixed and back racing. Yowza, wish it was like that at home when something breaks! Turned out the cast aluminum attachment sleeve that slides over the clutch slave cylinder broke, and the slave partially detached from the housing. This is not a part that most folks keep as a spare, so... Robert MacKenzie to the rescue. He knew the part ex-

actly and knew he had one that would fit. Betina was planning on coming down Saturday afternoon, but detoured, in Friday afternoon traffic from far South Austin to Cedar Park to retrieve the part, then back across town to 290 east and headed to TWS. While she was travelling, we discovered that the transmission mounts were some home-fabrication, and one of them broke. We were able to find one of the bigger racing teams with a full on garage on wheels who helped us out with a weld and reinforcement of what we had to get us through the weekend. In the meantime, I knew I had a motor mount to replace, so that got changed, too. In hindsight, I suspect the motor mount fully failed, then the crappy transmission mount followed, resulting in the unusual failure that stopped me on the track. Live and learn. Early Saturday, my instructor and his buddy, Ed, were at the car to help with the install of the needed part Betina brought. It took 3 of us several hours to get everything sorted out and working, both of them missing their own track time to help me get back on the track. Are you starting to get an understanding of the type of folks involved in CVAR? I did make it back to the track, but without help, I certainly wouldn't have. Thank you, gentlemen. I was not the only break, many cars experienced a variety of issues over the weekend, mine was one of the most minor, as it turns out. Witnessed were overheating issues from then-undetected causes (ultimately under-torqued head), numerous electrical gremlins (LUCAS!), blown head gaskets, ring gear separation, total transmission failure, total (and engine-fatal) loss of oil pressure, and a

possible broken crank. And those were just some among folks in and related to cars in or garage (home of the LBCs)! Amazingly, the majority of those failures were cured and cars were back on the track the same day. Even the head gasket and total transmission failures! Even the most major and perplexing problems seem diminished among this group. To be sure, the majority of cars performed without incident, so don't get the idea that everything breaks every time, but these cars get driven pretty hard in these sprints, so there will always be things to do, even it is just tweaking...

Socializing

It should be evident by now what a great group of people are involved with CVAR. And throughout the race weekend, there are a lot of opportunities to meet new people and chat up (or help) others. If you are not preparing for grid, on the track, or working on your own car, there are a number of other things you are likely doing. Watching the other races up close to the track. Walking the paddock visiting folks and looking at some VERY cool historic race cars. Meeting a lot of very colorful people. Helping a fellow racer get his or her (yes ladies are racers, too) car back on the track. Having a snack or cool drink in the pavilion. Checking results and lap times of each groups' races. Or even taking a quick nap. I did all of the above, and (happily) walked way more than I do on a normal weekend. Pretty good, clean (well, except under the fingernails) fun. HCTC, Friends Of Triumph (FOT) area members, and Triumph enthusiasts participating included Bob (TR4) and Greg (TR3) Blake, An-

drew and Bob Kramer (TR4s), Duncan Charlton in a TR powered Morgan, Joe Hovey and Bill Collins in Spitfires, Phillip Lee driving his Dad's TR4, and Bobby Whitehead (GT6—but in a NACSAR for this event, I know it's not a pre-1973, but you'll have to ask more seasoned CVAR folks about that one). As mentioned Robert MacKenzie was slated to attend, but mechanical issues kept him home. John Hamilton (MGB) and his English buddy Ed (sorry Ed, forgot your last name) in a Formula Ford (and LOLA) are recognized (by me) as FoT's for all of their help getting my 64 Spit back on the track.

Next

Back home, I log into MyLaps.com to check my own results from the race (as logged by my unique transponder). Now the race-prep cycle begins again, but now that the car (and driver) passed annual Tech, the focus is on a couple of requirements TECH wants done before the next event, and a ton of odds and ends, one of which is installing a proper transmission mount. I won't bore you with the rest, as I am sure everyone has a similar list whether race car, show car or driver. The next CVAR event is at Hallet Motor Speedway outside of Tulsa. Look for the convoy of little vintage racecars headed up I35 the Thursday before the race! NOTE: The 64 SPIT has new permanent number: 24.

If you want more of the story or have any questions about CVAR or vintage racing, just ask any of the folks listed here. A nice source that can answer general questions for would-be racers is at www.goaheadtakethewheel.com.



Europe on a Nikkormat FTN and two lenses

You want to buy a good 35mm camera for your trip, and you've been told the "normal" lens is just right for all the pictures you'll be taking. It isn't.

You'll discover that you can't get close enough to the action in the Plaza de Toros for a frame-filling shot of the spreader. Or far enough away to get as much of that quaint Montmartre street as you'd like into the picture.

We offer a solution. A complete travel photo outfit by Nikon. The Nikkormat FTN single-lens reflex with two famous Nikkor lenses: a wide angle 35mm f2.8 for close quarters as well as sweeping panoramas. Plus, a compact 105mm f2.5 telephoto for bringing distant sights within arm's length, and for candid shots without offending the natives.

With this great combination, you'll also handle any in-between situations, so you'll never miss the "normal" lens. Switching from one to the other is a matter of seconds.

Both these lenses offer plenty of speed—enough even for color shots inside Westminster Abbey without flash. And, wait 'til you see

the sharp detail and life-like color they put into your slides and pictures!

As for the Nikkormat FTN, you'll find it a delight to handle—fast, smooth, uncomplicated. It has a unique thru-the-lens "center-weighted" meter system that provides accurate exposure quickly with either lens (or any of the thirty others in the Nikon system). And the meter system works with the lens wide open, so the finder image remains bright and clear. (Two other important points: the FTN has shutter speeds to 1/1000, so you can shoot from a moving car; and it's really a good idea to let your spouse have some of the fun.)

Take a tip from the pros who stake their reputations on this same equipment. Ask your Nikon/Nikkormat dealer to show you the Nikkormat FTN and the Auto-Nikkor 35mm f2.8 and 105mm f2.5 lenses. Or write for details.

Nikon Inc., Garden City, N.Y. 11530
Subsidiary of Ehrenreich Photo-Optical Industries, Inc. (In Canada: Anglophoto Ltd., P.O.) (52)



Word Puzzle

Contributed by Mike Schubert

Twenty English makes or models, plus one model used by two "under the radar" American manufacturers.

Answers on page 14.

N	E	S	N	E	J	I	N	I	M
E	P	A	Q	H	E	A	L	E	Y
S	Y	S	G	A	T	S	H	P	E
T	T	I	D	S	I	E	P	P	R
R	E	N	A	G	R	O	M	X	J
I	F	G	D	R	P	P	U	M	A
L	O	E	D	H	S	P	I	M	G
E	R	R	J	I	P	M	R	C	U
Y	D	O	L	O	M	I	T	E	A
R	O	N	I	M	R	E	V	O	R

Thanks to Don Couch for vintage ad at left.

HCTC Classifieds



I need to locate (purchase) this 13" rim that fits 64 Spitfire and the ones I have are sporting 185/60r13 tyres. These were originally off of a Lotus Seven S4 (perhaps other applications, too) and I need to get at least one. (Note, in this picture the rim/tire is sitting atop another). Thanks, Dave 512-576-1933



FOR SALE - Set of four standard knockoffs also known as "Wheel Nuts." They are 12 Threads Per Inch (TPI). Mine are all 8 TPI so I can't use them. The catalogues indicate 12 TPI knockoffs were shipped on many of our Triumphs, as well as Austin Healey's, and MG's. The parts houses sell a set of four for \$200. These are used and need polishing. I'll sell the set for the price of one \$50. If you would like to have these send me a note at stevenjohnson7@sbcglobal.net. I can bring them to the club meeting so you can take a look at them.

CVAR Race Report

By Greg Blake

We had a very exciting weekend at Texas World Speedway for CVAR's Spring Driver's school weekend Feb 22-24. CVAR politics aside, it was a great weekend. We had a record number (I believe) Triumphs participating. The list included:

- Bob "Fire Ball" Kramer — TR4a
- Andrew "Smokey" Kramer — TR4
- Bob "sticky piston" Blake — TR4
- Greg Blake - TR3 (Can't nick name myself. I am sure someone will offer one)
- Bill "dip stick" Collins — Spit
- Joe "fiddle bits" Hovey — Spit
- Jim Lee and son Philip — TR4 (Philip was taking drivers school so no nick name yet)
- Dave Foreman — Spit (also taking drivers school)
- Duncan Charlton — Morgan
- Piers Gormly — "Morgan" that looked somewhat similar to a green 911 this weekend for some reason
- And of course Bobby "lefty" Whitehead in his super powered monster car. We strongly encouraged Bobby to get that GT6 back into shape.

Bobby already posted a pretty good recap of the weekend, to summarize, it was great. From my perspective there were several significant things that made this weekend so special. First, CVAR decided to break up group 7 which typically has CP, DP, and BS. DP and BS went to group 2 which is

the home to EP and FP along with a few others. This meant that we had all of the Triumphs (except those in school) on track at the same time. The second thing was that "sticky piston" Blake finally got a checkered flag in the Sunday PM race. For most of us that have had the good fortune of the TR gods looking over our engines and keeping them together this does not seem like some great accomplishment. Well, for Dad, it was. This was the first checkered flag in 18 months. In the past 18 months the engine has been out for full rebuild twice, head off countless times, and liners/pistons replaced multiple times. He seemed to have solved the sticky piston issue he was having and finally made it through a weekend. We were all very excited to see him take the checkered on Sunday afternoon. I am looking forward to watching dad get more seat time and less wrench time, it is well over due. Some of you will remember he got only 7 or 8 laps at Road Atlanta back in April.

The group 2 races were fun. Saturday morning I was having trouble getting any temperature into my engine and only did one full lap during P&Q. This led to a fun back of the pack start for the race. [Video link:

http://youtu.be/Nzv_4V_ZfGI] I had to cut the video in editing so it ends right after making the pass of the B Sedan. Not much in the race happened after this. I eventually caught but could not safely pass a BDA powered Escort. Fireball bought some new tires on Saturday evening and was ready for bat-

tle on Sunday morning. About through the race my mirror was filled with Bob's grill, I knew he was coming. Turn 14 and I found myself watching the mirror and my normal braking point was a distant memory when I finally clamped the binders. I went a little deep. I recovered only for a horrible entry to 15 and I went 4 off to the outside after being unable to coax the overwhelmed front tires to turn in. Since this was the penultimate lap, and I was right at the entry to the hot pits, I went in. I later told Bob that he was the reason for my first 4 off in the TR3. Needless to say he was all too happy to have picked up the position. Video link:

<http://youtu.be/suOf6DvcVf0> .

I was ready for a rematch in the afternoon when it seemed fate took another turn with Dad's car. There were electrical issues brewing and after a quick look around we found a half melted battery in the trunk. Apparently the positive post did not like to be in contact with the metal hold down strap. Dad had a minor off of his own earlier and we figured the battery moved around a bit. We quickly loaded my car on the trailer and put my battery in Dad's car so he could get more seat time. That turned out to be a great choice since he finally got his checkered in that last Sunday race.

A great weekend in all. We welcomed 2 new TR racers to the Tx-FOT, removed two transmissions, fixed two rear mounts, changed a head gasket, removed a broken ring gear, re-plumbed two cooling systems, swapped a battery,

swapped a clutch slave cylinder, and fixed a smoky TR4. Oh, and we watched Piers simply climb in that 911 and turn the key.



Answers to Word Puzzle	
ETYPE	SPRITE
MINI	DOLOMITE
STAG	MORGAN
SINGER	ROVER
MG	TRIUMPH
FORD	JAGUAR
MIDGET	JENSEN
AC	MINOR
RILEY	HEALEY
HRG	IMP

Hudson and Muntz "JET"

Andrew Kramer at CVAR, College Station (photo: Betina Foreman).

Back issues of The Ragtop are available on our website:

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

All Aluminum TR2

Mike McPhail says "I saw this all aluminum TR2 at the 502 Auto Club in Louisville recently..."





Burnet "Bluebonnet Air Show" – April 13th



April is a great month for Triumphs and drives through the Texas hill country. Ralph and Jeffie Herter have invited us to go to the Burnet "Bluebonnet Air Show" again this year on April 13th. After the show we'll relax at their lovely home and have lunch before driving home through more of this beautiful wildflower landscape.

We'll be able to watch the show from across the street from the Airport in Burnet at Burnet Eye Car where Jeffie works. Let's meet there at **10:30 AM** for the show. A map follows on the next page. There's plenty of room for parking, and a restroom inside. Then at around **1:00 PM** we'll travel to Ralph and Jeffie's for Lunch.

Please bring your favorite side dish (e.g. potato salad, beans) or a dessert, and whatever beverages you would like while you are enjoying the outing and lunch.

Ralph and Jeffie will need a good count so they can prepare for all the Triumphs and enthusiasts like you. **If you are going to attend let Ralph and Jeffie know ASAP by email at ralphherter@ymail.com or calling (512) 755-5937**

As always this will be a great get together and a great drive.

Triumphantly,

Steve



Steve Johnson
President,
Hill Country Triumph Club (Austin)



Here's their website:
<http://www.bluebonnetairshow.com/>

Bluebonnet Air Show
April 13, 2013, 12:00-4:00
 (Gates Open at 11:00 a.m.)
Burnet, Texas

Sponsor beginning at Wingman-Level for a chance to win a free ride in a Warbird! (click for details)

COMMORATIVE AIR FORCE

TRIUMPHWEST

Triumph Travelers
Sports Car Club

2013

VTR National Convention

Greater San Francisco Bay Area
October 2 through 6, 2013

Events:

San Francisco Driving Tour
Sonoma Raceway Autocross
VTR Concours
Hospitality Party
Funcours Car Show
Funrallye
Awards Banquet
Triumph Vendors and Regalia

Contacts:

Rich Gibbon
(209) 296-8792
krigibbon@volcano.net
Cregg Cowan
(650) 966-8651
cregg.cowan@sri.com
Get complete details at:
www.triumphtravelers.org





VTR South Central Regional April 24 to 28, 2013 Waco Texas Event Registration



www.RedRiverTriumphClub.org

Participant(s):

Driver A: _____
(Name as it will appear on badge)

Driver B: _____
(Name as it will appear on badge)

Additional: _____

_____ Street address

_____ City, State, Zip

_____ Phone

_____ Email

_____ Club Affiliation

(You must be a member of the VTR or a VTR chapter club to receive an award)

Events: (Please indicate planned participation)

- Thursday Welcome Reception
- Funkhana
- Gimmick Rally
- Autocross
- Participant's Choice
- Le Mans Start
- Dinner Runs

Concours

- Stock Modified
- Senior* Preservation*

*Requires pre-registration

Registration: Car #: _____
RRTC Use Only

If mailed, please postmark by 15 April

1 car / 1 -2 Driver(s) \$75.00 \$75.00

Additional Cars \$10.00 X _____

Additional Drivers \$10.00 X _____

Lunch at Concours \$10.00 X _____

Awards Banquet \$30.00 X _____

_____ Chicken _____ Fish _____ Beef

T-Shirts (# each) – See website for pictures

T- Shirt (50/50) TX Star on front/Event Logo on back

S _____ M _____ L _____ XL _____ \$15.00 X _____

XXL _____ \$18.00 X _____

2 button Henley (60/40) Logos similar to T-shirt

S _____ M _____ L _____ XL _____ \$18.00 X _____

XXL _____ \$22.00 X _____

Hat (event logo) \$14.00 X _____

Total: \$ _____

(Make checks payable to RRTC)

Please send payment with completed form to:

George Boley

2013 VTR South Central Regional

706 S. Jupiter Road, #406

Allen, TX 75002

Email: tr3agab@gmail.com, Phone: (972) 439-8040

Vehicles:

Car #1: Year _____ Model _____ Color _____

Car #2: Year _____ Model _____ Color _____

Proof of insurance is required to participate in moving events. Under VTR rules, all Triumphs entering Concours and participant's 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 Auto Cross. 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 not indemnify the organizers, supporting sponsors, the Red River Triumph Club and the Vintage Triumph Register collectively and separately from any and all liability from personal injury and property damage by me or my guests while participating in this convention. I understand that the Red River Triumph Club reserves the right to revoke my registration and retain my registration fee should I or my guests engage in reckless, dangerous and/or unsafe behavior. I have read, understand and agree to this release.

Driver #1 _____ **Driver #2** _____

Jim Icenhower's



Wood, Leather and Vinyl Steering Wheels for Classic Cars At Exceptional Prices

Wood Wheels with Hub	\$219.95
Leather Wheels with Hub	\$119.95
Vinyl Wheels with Hub	\$109.95



I have steering wheels and hubs for almost all British classics as well as accessories like shift knobs, mirrors, light/badge bars and more. Check out my current listings on eBay at <http://stores.ebay.com/specialtypartshop> or email me at jicenhower@yahoo.com for more information.

Listing change as I get shipments from the UK so check back often or contact me for any special requests.

FOR SALE



1960 TRIUMPH TR3

RUNS GOOD NO RUST

DOES NOT HAVE OVERDRIVE

NEW TOP NEW BATTERY

ORIGINAL TONNEAU COVER & STICK COVER

TIRES ARE FAIRLY NEW

LOTS OF SPARE PARTS

Needs Side Curtains

\$17,900 or best offer

**MIKE 512/253-3767 or
trebucs@sbcglobal.net**

Road-Ready Certified

Dave Foreman reports that there is a new service that, for \$300, can tell if the seller on that hot eBay or Craigslist deal is truthful when he says is runs great: www.roadreadycertified.com.

Pay Your Dues!!!!!!!

Please check the latest spreadsheet sent out by Nel. It says the month and year your dues are due. If the year listed next to your name isn't 2013, 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

HCTC Officers

President
Steve Johnson
president@hillcountrytriumphclub.org

Vice-President
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emericas@austin.rr.com

Webmaster
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webmaster@hillcountrytriumphclub.org

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membership@hillcountrytriumphclub.org

Ragtop Editor
Dan Julien
451-3102
editor@hillcountrytriumphclub.org

Membership Application

Name: _____

Address: _____

City/State: _____ Zip: _____

Home Phone: _____

Work Phone: _____

Email address: _____

Car Make: _____ Model: _____ Year: _____ Color: _____

Car Make: _____ Model: _____ Year: _____ Color: _____



Mangia Pizza
8012 Mesa Drive
Austin, TX 78731
Phone 512-349-2126



Next Meeting
Tuesday, April 9
7:00 PM

