

The Ragtop



April 2013

Hill Country Triumphs

By Steve Johnson

It's great to have the VTR South Central Regional in your own backyard. We had thirteen attending this year with the cars below. Roger Bolick also joined us for the regional, helped with the Autocross, but didn't enter his green TR6 in any of the competitive events. Probably wanted to give someone else a chance at winning! We also had a visit from Bob and Barbara Kramer on Saturday as they viewed the Concours/Popularity Show with us.

Thanks to our friends in Waco and the Dallas Fort Worth area. From the breakfast drives, Gimmick Rally, and



Photo Scavenger Hunt, to the Autocross, Concours in the meadow at the Cameron Zoo and Awards Banquet it was an excellent time. We had something interesting going on every minute it seemed. It was simply extraordinary.

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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The official results aren't published yet, but as you can see from the picture, we brought home our share of awards again this year. What a Club!

MEMBER	CAR(S)
Art Graves	Late TR6
Tom and Nancy Harrison	TR3A
Jim Herter	Early TR6
Jim and Karen Icenhower	Late TR6
Steve and Candy Johnson	Late TR6
Mike and Nel McPhail	Exotic Modified Spitfire
Bob Skewis	TR 250 & New White Spitfire
Bill Waller	Spitfire

The atmosphere at this regional was exciting as well as hospitable at all times. For example, the picture on the right shows Bill Waller shopping for parts for his *yellow* Spitfire just before the Autocross.

Waco had it all for us including Triumph parts galore... just for the taking?

Dave Pilcher put this regional together with plenty of help from his Red River Triumph Club. That includes our joint club members Tom and Nancy Harrison who live in Waco and were able to do a large part of the work required in getting everything set up. Thanks Dave, and the entire RRTC for making this one of the best yet. Our clubs should put together something in Waco on a yearly basis. It's a great place to visit, meet friends, go to school, and live the full life.

Here's the website where results will be published



www.redrivertriumphclub.org/regional2013.html.

2014 VTR South Central Regional – Kansas City

Next year the Regional will be near Kansas City. Mark your calendars for April 27th through the 29th. We'll be in a historic Kansas City area hotel known as "The Elms Hotel and Spa" in Excelsior Springs, Missouri.

The Kansas City Triumph Club was founded in 1978, and I joined them in 1980. The organization has grown by leaps and bounds since then, and they are excited to be putting on their first Regional. What a great group. I enjoyed seeing my old friend Gary Davis and meeting their president Jack Edwards at the Regional last week, and look forward to being back in Kansas City next year. It was definitely one of our favorite places to live.

2015 VTR South Central Regional – Bastrop

As you know, the regional in 2015 will be ours to organize. Fil Valderama is working with the manager of the Hyatt Regency Lost Pines Resort and Spa on pricing. Based on the outcome, I'll plan a trip and presentation at the resort for the club. We can have lunch in the Firewheel Café that looks out on the beautiful grounds. I'll keep you posted.

2016 VTR South Central Regional – New Orleans

Yes, the New Orleans folks have at least 5 clubs that get together once a year for their All British Car Day-like event. They want to merge that with our VTR Regional in

2016. Will it be different? Yes. Will it be fun? Yes! So how could you say NO to an offer like that? So we have added Kansas City and possibly New Orleans to the rotation of the Regional. Sounds like fun to me.



Bob Skewis Update – He Has Another Winner

Yes, Bob has a new Spitfire! He purchased it from Dusty Nicholson, who belongs to the Texas Triumph Register club in Houston. Dusty placed in the Autocross and in the Concours with the car at this Regional. It runs great and looks even better. This car is just like Bob...it is used to winning!

If you're wondering how Bob is doing after his accident, well, he's doing fine and spent the Regional with the rest of us.

UPCOMING: Blanco Classic Car Show – May 18th

Get ready for the Blanco Car Show coming up on May 18th. There isn't a pre-registration this year, so we'll be paying \$25 at the gate. It will be held in the Blanco State

Park. Watch your email inbox for driving details. We'll leave from Jim's Restaurant at the "Y" in Oak Hill at 8:00 AM sharp.

Car check-in is from 8 AM to 11 AM, and the event runs from 9 am to 3 PM, with the awards presentation at 2 PM.

Here's their website for more information

<http://www.blancochamber.com/calendar/event/274/blanco-classic-car-show---25th-annual/>

They expect over 200 classics including "muscle cars", Corvettes, MG's, Triumphs, and may more.

From Street Rods to British, it's always a pleasant day on the bank next to the Blanco River. The drive there and back is very nice as well. Please let me know if you will be going, and send me your cell phone number for contact during the trip. My email address is stevenjohnson7@sbcglobal.net and my cell phone is 512-964-1509. I'll get a flyer out along with reminders.

UPCOMING: Racing in May – Eagles Canyon Raceway – May 17th-19th

Here's your chance to see our club do a bit of vintage racing. Corinthian Vintage is holding the British Small Bore Festival at Eagles Canyon Raceway (Slidell, TX) just west of the DFW Airport on May 17th through the 19th. Bob and Greg

Blake will be racing, along with Dave Foreman and Bob Kramer.

They are expecting over 100 vintage cars for three days of wheel-to-wheel excitement.

If anyone wants a road trip up for the races, just contact Greg (ablake2@austin.rr.com) or Bob (rblake36@yahoo.com). I attached the racing poster later in the Ragtop

**May Club Meeting—
Tuesday the 14th**

Our May 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.

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

Just be there....
Triumphantly,

Steve

Steve Johnson
President
Hill Country
Triumph Club

stevenjohnson7@sbcglobal.net





Steve and Candy Johnson



Jim Herter



Art Graves



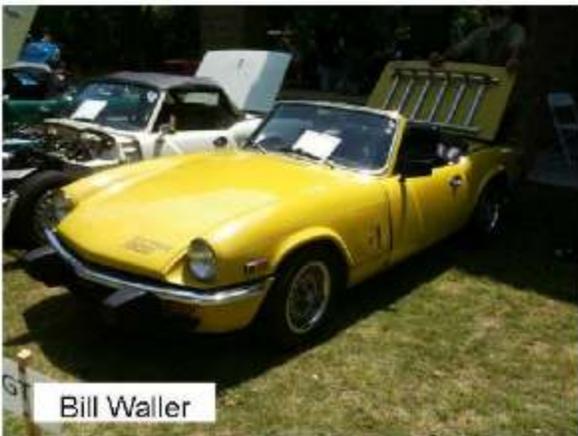
Jim and Karen Icenhower



Bob Skewis



Tom and Nancy Harrison



Bill Waller



Mike and Nel McPhail

Betina's Bits and Bobs

By Betina Foreman - HCTC Secretary

April 2013

Attendees-27

Ladies-5

Guests-6 (I think this is a record!!)

Triumphs Driven-12 (not a club record, but an excellent showing)

We were graced with several guests this month. Colin Thatcher came from England to visit Mike McPhail. Clayton Dee has a 1976 Spitfire and is a mechanic that specializes in Triumphs. Chris Cancelli has a GT-6 and just opened a racing preparation shop in Del Valle and he specializes in Triumphs. Larry, Leann and Lindsey Farrcurir came to visit from our sister club in Amarillo TX. They have a black TR-6.

Waco VTR — Steve Johnson set up a convoy of HCTC members to head out to Waco. Expect photos

and stories from several members that attended this years Regional.

Jim Icenhower is setting up a "multi-marque" Rally. He has been the ABCD Chairman for several years and has gotten more people more involved each year and he plans to schedule more rally type events through the year.

Bob Skewis is looking to resurrect his Spitfire. He needs frame, hood, and fan. amazingly his engine and transmission seem to be repairable! More important he attended this months meeting after his crash last month. I am happy to report he is on the mend!! He also brought up the Triumph Spitfire Group. There are some wonderful Spitfire posts from around the world. Please ask him about it. He texted me the website, but when I switched phones this month sadly that information was lost.

Mike Jankowski is headed to the Bastrop Stadium Autocross. He wants to try to set up a Google calendar for our club events and local race and car show events.

Dave Foreman went to Tulsa to race at Hallet in the 1964 Spitfire. He was hanging out with owners of some MG's and a Lola. See his article later in this issue for details.

Happy Birthday shout out to Barbara Kramer (April 19th,) and Bill Waller (April 14th)!

Ragtop submissions reminder goes out on the 20th, and deadline is the 25th of the month.

Disclaimer—the information contained within "Betina's Bits and Bobs" is to the best of my memory. I had wine at the meeting so my notes are a blurry pinot noir color...

:)

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 (in New Mexico)—1961 Triumph Herald Convertible. This car spent most of its life in southern New Mexico. I bought it as a project from an estate and it had been garaged for the past 25 years. It has a 948 cc engine, new tires, new interior, the convertible top is good. It needs door latches. \$3,500. Call Ron (575) 531-2193.

Triumph Racing at Hallett

By Dave Foreman



Five MGs and a Spit.



New cockpit cover for trailering.



Fast Midget with a fast driver: Bill Gardner.



John Hamilton, Edward Copley, and Ed's Lola.

CVAR held the Mike Stephens Classic Races at Hallett Motor Racing Circuit, outside of Tulsa Oklahoma (and near absolutely nothing!). I was the only HCTC member to make the tow this time around with the (now) #24 1964 Spitfire. I was, however, welcomed once again into the MG Race-Port at Hallett. 5 MG's and a Spit (at least in the beginning).

I met up with John Hamilton (my racing instructor) with his MGB, "The Great Pumpkin" in tow on an open trailer, and Edward Copley towing his beautiful black Lola in a covered trailer behind his rolling house. Leaving the IKEA on I-35, we set out for the 8+ hour trip at about 6:30 am. There was a strong front ahead, and the radar showed lots of red poised to hit the I-35 corridor in a line with 80's in front

of it and 40's behind it. It did not take long till we were right in its cross hairs with driving rain and very strong and gusty winds. This lasted till north of Ft Worth. Fortunately, I commissioned Bartlett Sails in Hudson Bend to design and contract a cockpit cover capable of trailering speeds. It was installed Wednesday afternoon, and worked like a champ. If interested, I would happily put you in touch with John Bartlett. We also passed through West, Texas, just hours after the huge fertilizer explosion. Other than about a hundred TV satellite trucks, we did not see anything out of the ordinary and traffic, other than getting hammered by the storm, was proceeding well. After a stop at Starbucks in Hillsboro (where I ran into an old friend who owns Jardine's Salsa in Buda

& I hadn't seen in about 10 years—and who has always wanted to vintage race!), fuel and lunch stop, we finally arrived at Hallett at about 4 PM.

I signed up for the Friday T&T (Test and Tune) to get as many laps as possible before the Saturday and Sunday racing. They did several timed sessions all day, with a large number of cars on the track, separated into closed wheel and open wheel, with the first session for novices and those who have never run Hallett. I missed one of the sessions due to mechanical. The very first session was COLD, just above freezing. My Spit does not like the cold, so I worked on bringing it up to temperature. While on the false grid, the temp gauge would not budge, but was running well. Then the grid workers pointed out that my car had just 'vomited' water, and that was followed by steam. After a quick tow back to the race port and eliminating causes, we replaced the temp gauge with a new one supplied by John (again!). Ran the rest of the day with no issues.

Saturday was P&Q (Practice and Qualifying [to determine grid positions]) followed by races one and two. What fun, this is a great track for quick little cars! Very technical with numerous elevation changes and blind spots. Since I still do not have full confidence in the build of this used race car both from a safety and reliability factor, I am taking it easy on the car, so running in the back of the pack was just fine. It also helped me better under-

stand the best racing line and breaking, shifting, and acceleration points. Near the end of race 2, as I was improving my lap times, I detected some loss of grip around turn 11, before the straight. The only anomaly was a slight rise in water temperature. I have never seen this car go above about 185. After a slow-controlled lap I returned to the paddock, and the temp was above 200. Yep, I had been spewing water on the tires resulting in the grip-slip. After a full cool down, troubleshooting concluded water pump failure. Only one other spit running a 1296 was in attendance, but he did not have a replacement part, so, my on-track racing this weekend came to an end. Earlier in the day, John's MGB suffered engine failure, so he was out. And Ed's Lola was having its own issues, so he was a question mark for Sunday.

Working a corner for one race day is a requirement of the CVAR should requirement. So I checked with the Chief Steward to see if I could do my corner on Sunday. After some finagling, they said I could. So, if Ed was out for Sunday racing, we would head back Sunday morning, but if he was racing, I would work. Work I did, in the tower that operates the Start/Finish! This was a lot of fun, and gives you a whole new perspective. One of the best parts was being wired in to Race Control communications. Much more to it



BRG 24 Spit in Hallett Race port.

than most of us in the cars realize, and you hear everything that is going on at all points on the track, including the emergency and tow operations. They are always looking for corner workers, so if you have any interest in doing this, I can get you in touch with the right folks. It pays a whopping \$75/day and usually a free lunch, but certainly is a great way to experience the sport without being in a race car.

In race 1, Ed retired just before the last lap. Apparently, he had gotten a bit loose on the back portion of the track (without going off). He said he kept smelling rubber burning after that and decided to play it safe and return to the paddock. That was a shame, as he had made his way from starting in dead-last, through the pack to a strong second. He did not detect any issues, and figured the tires had simply gotten too hot. In race 2, he leaped from behind the pack to near the front before turn one—like a rocket! Turned out, his throttle had stuck and he had to ditch in the



Vintage factory MG race car.

grass. John and I had both loaded up Saturday evening, so once Ed loaded up, we began the trek back to A-town. You know, when you start toting around a race car, you really start noticing how many racing rigs are on the roads, going every which way. I think this racing thing may be here to stay!

PS: By the end of Sunday, of the original 6 cars in our Race Port, only one was racing till the end. One had an obligation and left after race 3. But the other 4, including me, were out with mechanicals. Goes with the territory! Still, with the fun I had, I'd do it again in a minute!



And then there were two...

Back issues of The Ragtop are available on our website:

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

Corinthian Vintage Auto Racing presents the 22nd Marvelous
May Races Featuring the 3rd Annual

British Small Bore Festival

The "BSBF"

May 17-19, 2013

Eagles Canyon Raceway

Slidell, Tx (minutes west of DFW)



➤ **100+ vintage sports racing cars in 3 Days of Wheel-to-Wheel Excitement.**

- **All Race Classes (Big Bore, Small Bore, Open Wheel)**
- **British Small Bore Feature Race on Saturday**

For more information including Schedule and Registration information go to:

www.corinthianvintagerace.com

Or Contact Race Chairman Steve Coleman @ 817-734-7347

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



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 – Triumph GT6 Mark III HCTC Member Price \$2500

This is a project car and will need some work to get back on the road after being in storage for over 30 years. Older restoration, body in good condition. Paint fair with some flaking/cracks. Floors have been replaced with fiberglass pans. No holes.

Interior in decent shape. Leather door & sidewall panels. Original seats have splits on seams.

Engine was overhauled in the past.

This car will need to have the carbs re-installed, rear wheel bearings replaced and the brakes overhauled.

Over \$1000 of new parts included with car:

- New rear brake cylinders; shoes, hardware and flex lines.
- Master cylinder seal kit
- Front caliper seal kit
- Up-rated ceramic front brake pads
- New KYB shocks; front and rear
- Zenith-Stromberg Carbs & linkages recently overhauled by Joe Curto. (\$460)
- Pertronix electronic ignition kit.
- Spin-on oil filter kit.
- New air filters
- Two oil filters
- New engine mounts
- Three shop manuals, records showing \$1000s spent on parts.



Clean Texas title and British Motor Heritage Trust Build Certificate. Build date 22 December 1970

This is a project car. Some assembly required. Battery not included. Your mileage may vary. No warranty given or implied.

Contact **Robert MacKenzie** for more information. [robert@mackenzie.aero]

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

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Membership Application

Name: _____

Address: _____

City/State: _____ Zip: _____

Home Phone: _____

Work Phone: _____

Email address: _____

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

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

How on earth did you hear about the Hill Country Triumph Club?

Please mail your application and \$15 check payable to HCTC to:
Nel McPhail, 1105 North Canyonwood Dr, Dripping Springs, TX 78620



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



Next Meeting
Tuesday, May 14
7:00 PM

