

The Ragtop



May 2013

Hill Country Triumphs

By Steve Johnson

May was great for driving Triumphs. I hope every one of you enjoyed your Triumph as much as I did. As I talk to sports car owners in the US, it's hard to find a place with more enjoyable weather for as long as we have it here in Texas. Nor do you find more beautiful country to enjoy while driving.

Speaking of having a great time with your TR, the Regional April 24th through 27th was really great. We all had fun and enjoyed ourselves. There were 10 of us driving eight Triumphs. What I didn't have for you in the last Ragtop was the official club awards

status so you will find those on the next page.

Bob Skewis looks like the Big Winner. In addition to picking up a new Spitfire, he also picked up the most awards! I might add that Mike McPhail was only two one hundredths off the best time of the day in the Autocross. I included the more complete results from the regional later in this Ragtop. Here's the Red River Triumph Club website in case you want more:

www.redrivertriumphclub.org/regional2013.html.

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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WINNERS	AWARDS
Bob Skewis	Photo Scavenger Hunt 2 nd Place Concourse TR4/250 3 rd Place Autocross Stock TR250-6 5 th Place 22.895 seconds
Tom Harrison	Participants Choice 1 st Place
Jim Herter	Concourse TR6 Early 1 st Place
Steve Johnson	Concourse TR6 Late 1 st Place
Art Graves	Concourse TR6 Late 2 nd Place Autocross Stock TR250-6 Third Place
Mike McPhail	Concourse Modified Prepared 3 rd Place Autocross Exotic Prepared 1 st Place 18.395 seconds
Bill Waller	Autocross Stock Late Spitfire 2 nd Place 20.457 seconds
Jim Icenhower	Autocross Stock TR250-6 1 st Place 20.218 seconds

Blanco Classic Car Show - May 18th

The Blanco Classic Car Show made for another memorable day. We

started out with a great Hill Country drive through the cool of the morning, reaching the Blanco State Park in time to roll in and find a great spot under the trees by the river to spend the day.



Many of the cars were there when we arrived. This is always an impressive group of meticulously built and maintained Hot Rods, Muscle Cars and Sports Cars. In addition to our Triumphs, there were four or five MG's (all modified with six cylinders), three Tigers, and a beautiful red Austin Healey 3000.

As always, it was a great day in Blanco spent with folks who really enjoy their cars and talking about the. I hope to see you on the run with us next year if we decide to go.

Racing in May - Eagles Canyon Raceway - May 17th-19th

Corinthian Vintage held the British Small Bore Festival at Eagles Canyon Raceway (Slidell, TX) just west of the DFW Airport on May 17th through the 19th. Bob Blake, Greg Blake Dave Foremen and Bob Kramer all raced.

I think they had over 100 vintage cars for three days of wheel-to-wheel excitement. You'll see their antics in an article later in the Ragtop.

2013 VTR National Convention - San Rafael California

The Triumph Travelers Sports Car Club, of the Greater San Francisco Bay Area, is hosting the Triumphest 2013 and Vintage Triumph Register National Meet in

San Rafael, California, from October 2nd through 6th, 2013, and we'd like your club and its members to join in on this awesome multi day event! Here's the website with details

<http://www.triumphtravelers.org/> and their flyer is attached to this Ragtop.

The Embassy Suites in San Rafael will be our host hotel, but they have sold out of rooms. Fortunately, Roger Bolick is organizing the drive across to San Francisco, and trying to get us all in a close hotel so we are together. Please let Roger know if you will be attending Triumphest 2013 this year and he'll send you the information and add you to our list. His email address is rgb@exact427.com.

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.

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. There are a number of great hotels in Bastrop so I'm not worried at all about getting a great Hotel for us to call our headquarters for 2015.

June Club Meeting - Tuesday the 11th

Our June Club meeting will be at Rudy's on RR 620. It's just North of

RM 2222 on RR 620. Here's their website with the menu and directions [PRESS HERE](#).

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

Our Website -

www.hillcountrytriumphclub.org/



Betina's Bits and Bobs

By Betina Foreman - HCTC Secretary

HCTC—May 2013

Attendees—12,
Triumphs Driven—8,
Ladies—1

Waco Regional was a huge success! We had numerous HCTC members come home with trophies. See attached list for details. Steve Johnson took 1st Place in the Concours Early Class. Bob Skewis took 2nd Place in Photo Scavenger Hunt. Jim Icenhower won 1st Place in the Autocross. Bill Waller won 2nd Place in the Autocross. Jim Herter took 1st Place in Concours

for Late. Tom & Nancy Harrison from HCTC & Red River Triumphs won Participants Choice.

The **Blanco Car Show** was held on May 18th. Steve Johnson headed up the convoy to the show. I expect he will have an article on that event to share. They met at the Jim's at the Y in Oak Hill at 8:00 to drive the scenic route to Blanco.

Steve is working on putting together a tour of the **Lost Pines Resort**, in preparation for our hosting the Regionals next year.

Dave Foreman was the only HCTC member to go to Hallet and race this month. He says it's a great track with lots of elevation changes and it's a really fun drive. If you get the chance you should drive this track in your Triumph. Expect more details from him on this event.

COMING UP

Mike McPhail wants to gather more attendees for the **Arkansas British Car Week**. This event is held on Memorial Day. There will be a convoy heading out to this

event. The usual suspects are: Mike McPhail, Art Graves, Roger Bolick. For more details please call Mike.

The 4th Annual Classic Car Show at Ginny's Little Longhorn is a little closer to home and its for a good cause. On Sunday May 26th please head over to Ginny's Little Longhorn Saloon on Burnet Road. There is a car show to raise money for Children's Cancer. Floyd Rutledge is putting this show together. Dale Watson is going to perform. They are selling plates of BBQ to raise some money for the Make A Wish Foundation, which helps children battling cancer. The

Hey Cupcake Trailer will be there with yummy deserts. If you can't bring your car, consider going and grabbing lunch. Everything helps!

The 13th Annual Father's Day Car Show is Sunday June 16th from 12-4. You may register or pre-register online for this TOTALLY FREE event: www.RoadRelics.org. Set up is at 11:00 and the show starts at noon. All cars entered must be at least 25 years old. It will be held at The Winters Building parking lot at 51st & North Lamar. There will be prizes and giveaways for participants. Trophies will be distributed at 3:45 PM. Must be present to win. If you

need more information please call Phil Meeks—512-514-0279.

October 24th-28th is the largest US Vintage Race in the USA. This race will be held at the new COTA Track! Dave Foreman, Bob Kramer, and Robert MacKenzie, Andrew Kramer and Greg Blake will be racing representing HCTC. Please come out and support our vintage racers! There are over 500 racers entered so far. We want to put together a mini car show for this event. Surely we have enough non-racing members that can bring a few Triumphs to show off.

From the Editor

By Dan Julien

Keeep the newsletter contributions coming! I appreciate every one of them.

My TR6 project has grown way beyond what I had planned. While derusting the firewall in preparation for paint, I found places under the battery tray where it was rust-

ed right through, so I am going to have to have a repair panel welded in. (Good thing my son is a welder!) While reassembling the suspension to move the car to the shop, I found the threads in the trailing arm for one of the axle-mounting studs were stripped, so I had to disassemble that side again

to repair it. It's finally ready to go the welding shop.

This issue we have race reports from Dave Foreman and Greg Blake, plus the results from this year's Regionals in Waco.

I hope to see you all at the meeting at Rudy's!

HCTC Classifieds



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.

I have a 1973 Triumph Stag for sale, it is in good condition, not show quality but a good driver. Approx 50,000 miles, Weber carb conversion, electronic ignition, good tyres, brakes etc, hard and soft top (new). Interior is all original. No A/C (but can be replaced) Electric windows. Email me for pics at ampalmer4@gmail.com

Alan

SCCA Racing School

By Dave Foreman

With plans to expand our 2014 racing schedule to some of the great, historic tracks in different parts of the country, it became apparent that an additional racing license from a governing body besides the Vintage Motorsports Council (VMC) would ensure we'd be able to participate with the maximum number of racing organizations. An SCCA license was decided upon. One way to get that license is by participating in the three-day courses put on at various locations. The closest to Austin was at Motorsports Ranch (MSR) Houston (actually in Angleton). So I signed up for the class held at the end of April 2013, and I would bring my own race car (or rent one of theirs for \$\$).

So, at the end of the course you become licensed and are required to successfully and without incident complete 2 SCCA races per year. That can be done Memorial weekend at Texas World Speedway (TWS), as SCCA has one set of races Saturday and one set Sunday, and each day counts separately at this event. So now I had to get the car in for a redesigned roll cage to satisfy SCCA Tech and Safety, and as a result don't have a car for the SCCA school. Fortunately (for me,

unfortunately for my 2005 Mustang GT Daily Driver), MSR instructors allowed me to take the course in my street car.

Monday afternoon I loaded up all my driver safety gear and headed to the track. Tuesday morning myself and 7 other students paid our fees and went to the classroom. Wes Cunningham, Chief Instructor, and James Rogerson, Senior Instructor, both seasoned and well respected racing drivers, provided great instruction in a casual, comfortable and interactive setting. But let's meet our class (names have been changed to protect the innocent):

- Me, vintage racer and recent grad of Vintage Racing School and less than 1 year experience
 - ✓ Driving: straight stock 2005 mustang
- James, about my age, kart racer (looking for less brutal ride), no other wheel to wheel racing experience
 - ✓ Driving: Formula Ford (a rental—but he just bought one and it is in St Luis)
- Skip, mid forty-ish, has done track days in his Porsche

911S (with vanity tags: 1 percent)

- ✓ Driving: Formula Ford rental
- Annette, Skips wife, no performance driving or racing experience—not even auto-cross
 - ✓ Driving: Formula Ford rental
- Chet, 50-ish, circle track and motor bike racing experience
 - ✓ Driving: brand new purpose-built race Camaro, about 475 HP
- Junior, 20-something, Chet's son, some circle track and bike experience
 - ✓ Driving: twin to his Dad's car
- Earl, 30-something, I think Chet's brother(?), drag racing experience
 - ✓ Driving: triplet to Chet's car, except the other two are white, this one is jet black
- Emilio, 17, kart racing for about 7 years
 - ✓ Driving: a used Porsche race car (known to the guys



Welcome to MSR Houston!



Pit at SCCA school – one street car.



Pit at SCCA school.

at the track as being a handful to drive, even for experienced drivers)

Out of the classroom, the first exercises were the autocross track and the skidpad. I've done a few autocrosses, so I understood the principles. We'd be running the course in a fleet of brand new, bright red Mercedes C250 Sedans (and one coupe). While 5 of us ran autocross, three of us were on the skidpad with Wes. The skidpad is basically a soaking wet, cone-set loop where low-speed 360's are run to the point of freeing the rear-end of an older Mercedes altered to have really lousy control. The point is to teach the feel of that breaking point and maintain control. It's actually a lot of fun, and appeared I was a natural on the skidpad. Meanwhile, if you've ever grumbled about spending an entire day at an autocross and only running the ± 60 -second course 5 or 6 times, SCCA school will ruin you. As soon as you run the course and line up, you are running it again...and again. In the MB C250's, it's not much of a challenge till you turn off the traction control and switch to manual shift. Then you can have some fun, at least on dry pavement.

After lunch, and other session on the autocross course. Only this time, a passing T-storm provided for a soaked course. As much as I thought I had improved in the morning, that all went out the window, and I was very happy for the traction control and auto options in the car this time around. If you haven't autocrossed on a wet course, you should.

Later in the afternoon, it was on to the track for practice laps and track learning. So, 7 race cars with



Autocross: new Mercedes.

slicks, 110 octane fuel, fire suppression systems and roll cages, and a car with license plates and a state inspection sticker with street tires.

This was the first time I had the opportunity to open up the '05 Mustang GT V8 5-speed. It was a blast and sounded great! I also fully understood the criticism of the Mustangs for being very fast on the straights and lousy in the turns. It was also my first opportunity to understand the cars and car control of my fellow classmates. All over the board. And several 4-off (4 wheels off the track—several times!). And boy oh boy, are those Camaros (with side exhaust) freakin' loud. It occurred to me then that the story I'd have to come up with for my insurance company would have to be quite elaborate! I also regret forgetting my ear plugs—a necessity at any race track.

Over the course of the next two days, we would practice—live drills at speed, a wide variety of skills to teach car control, racing technique, the racing line, entering, apexing, and exiting corners, acceleration, turning and braking points, three-wides around the entire course, and, the hairiest of them all, passing—in the straights and on the corners. The old saying goes “if you aren't passing, you



Spec racer Fords.

aren't racing”, so this one was practiced heavily. The three-wides had us line up three abreast, and go around the entire course at speeds up to about 90 mph. At the start/finish line we'd change places so each car went around the entire track several times in each position: inside, middle and outside. I was sure Emilio would take out the Mustang, but he got the hang of it soon enough. Thankfully. And of all of us, I probably should have gotten his autograph, as he will likely be the one that goes pro successfully. Skip, Annette, James and me are in it for the fun, but it was clear that the father/son/brother—and Emilio—had pro designs.

Aside from getting a brake job at the track in James's garage at the end of day 2 (the pads we removed looked like burnt brownies), and some pretty severe feathering on the nearly-new Pirelli P-Zeros, the Mustang made it through and got me back to Austin Thursday evening.

I am a far better driver after this course. Plus, I have a great deal more confidence in my skills and the skills of the others on the track. This results in significantly faster speeds and lower lap times. I highly recommend this to anyone with the desire to race, just become a better driver, or simply

have some good clean fun. One big take-away for me, with 4 cylinder (Spit) and 6 cylinder (TR6) race cars, is that consumables (fuel, tyres, brakes) are *much* more costly on a V8. I am not sure how much fuel in total, but I do know that on day one alone, I used more than ¾-tank in 81 miles. And we did well over 300 miles on the track.

I'll be sticking to smaller cars and motors for my racing antics, thank you.

Now, with the VMC license process about 50% complete, and with the SCCA Regional License in hand, the 2014 Racing season should be a blast.

Closing note: It appears all Racing members of the HCTC have been accepted to race at the Circuit of The Americas this year. Mark your calendars for the UNITED STATES VINTAGE RACING NATIONAL CHAMPIONSHIP, October 24-27, at COTA! This is billed as the largest Vintage Race ever staged in the USA. See you at the track!

Student Race Driver at CVAR Eagles Canyon Raceway

By Dave Foreman

Corinthian Vintage Auto Racing (CVAR)

British Small Bore Festival and Races

May 17-19, 2013

Eagles Canyon Raceway, Decatur TX

Picked up the now-repaired (water pump and fine tune) race car (with brand new 'containment seat' and which also now has an all new roll cage from the front hoop back, and satisfies the more rigorous SCCA spec) on Thursday morning for the ±5 hour tow to Northwest of Ft Worth. Of-



flooded the tools and car and staked out the FoT (Friends of Triumph) "Triumph Ghetto" in the 6 spaces of the covered paddock on the North side. On Friday, the rest

of our FoT group arrived, including HCTC members Robert (TR4) and Greg (TR3) Blake, Joe Hovey (Spitfire), Bill Collins (Spitfire), and Piers Gormly (TR-powered Morgan). Missing, due to non-racing-related injury, was Bob Kramer (TR4) and scheduling conflict: Andrew Kramer (TR4). Bobby Whitehead joined us (carless) on Saturday (well, 2 of his 3 race cars were up the hill in the Pinnacle shop).

Friday, I was on Eagle's Canyon for the very first time (and first track time since my SCCA school). My plan was to take it easy and save the car through the weekend. See, in order to gain admittance to the Vintage Racing National Championship at Circuit of The Americas in October, I must possess my VMC (Vintage Motorsports Council) Race License. In order to make that happen, I had to complete the

CVAR Racing School (done in February) and complete, without incident, 3 additional race weekends. And since there are only 3 CVAR race weekends before the COTA race, I would have to do them all. Ironic a bit, since I now hold a valid SCCA regional racing license! So, done is Hallet in OK (good thing, those monster tornadoes came awfully close), and now I had to complete ECR, and then Texas World Speedway (TWS) in College Station in September. Additionally, Robert MacKenzie, with his fresh engine install, and I have the SCCA Lone Star Grand Prix Double Rationals at TWS Memorial weekend, and I would need the car to hold on through that. With SCCA school behind me and Robert, we have to complete two SCCA races per year to maintain our SCCA racing licenses. The Double Rationals count as two separate races, satis-

fyng that. So, 'save the car' would be my mantra. Or so I thought!

The Friday session was a 'Test & Tune', and a great time to get track time and learn the course. I only did a couple of these sessions (so as to save the car for the races), and spent a lot of time on the hill watching others go around the track to better understand braking and turn-in points. This was pretty helpful since there was no track walk made available. I also skipped the Practice and Qualifying (P&Q) sessions Saturday morning. Since I am new to the track, I was fine to start at the back of the pack. This would also help with understanding the racing line by following the pack. And save the car!

Finally, Race 1! The driver (me) got the little Spit around the track pretty well, and certainly with MUCH more confidence in my own skills and also in the car since it had a pretty thorough and pro race prep. The car was running a bit warmer than I liked, so I headed to the paddock short of the checkered flag. The next race would be the same, though my lap times are dropping by like a full second every other lap. A good sign, but water temp was even higher. Again, another race ended before the checker. Gotta save the car. The feature race, the British Small Bore, had a large field! This was a LOT of fun, but I had already planned on pulling out before the checker, and as the water temp rose to intolerable levels, I did just

that. But not before some really fun laps. Including the one where Greg Blake came out of nowhere and blew past on my left! I've got some video, and if I can ever get it posted up on YouTube, I'll provide the link. The new roll cage interfered with my line of sight to the driver/outside mirror. Even after relocating it in the paddock (that took WAY longer than it should have), it was of little use. New roll bar-mounted outboard mirrors will be in place before the next race. And the fire suit is at the dry cleaner—thanks Greg—HA!

Since the car showed no signals as to why it was running so hot, the Ghetto consensus was to see if there was a thermostat. There wasn't, so Greg Blake offered his spare up and Robert and Joe helped with the relatively quick install. This fix, though it still ran warmer than ideal, enabled me to see the checkered flag in both Sunday races. Woot! The way everything worked out, at the end of the final race, we were all able to drive from the checkered flag nonstop to our respective trailers. This made for a pretty fast exit, and Robert led Greg and I for an alternate return to Austin down 281, refreshingly totally avoiding the Sunday I35 crush. That drive from North Texas to the Hill Country on 281 is really beautiful, if you get the opportunity, try it out!

So, the Spit is getting a quick once over including cooling system flush, and will be back on the track at TWS Memorial weekend. Since

the racing season slows in the hot Texas summers, the current plan is to perform major surgery on the entire drivetrain and all electrical and mechanical components to be completed in time for the CVAR September races, followed by CO-TA and beyond. There will be one more race after Memorial Day at TWS, but not with the Spitfire. June 21-23 is the Optima Battery ChumpCar World Series. This is a D7 Enduro (two race days, 7 hours each, non-stop). Well, as non-stop as possible in 'crapcans' valued at no more than \$500 (excluding safety gear, brakes, tires and a few other things). We will be campaigning the 1970 TR6 that Bob Kramer and the 24 Hours of Lemons team built and raced. It is getting 'freshened' in prep for the Chump race. Look for the BRG #22 from Team FOGHAT (Five Old Guys Have A Triumph). HCTC members Robert MacKenzie and Mike Jankowski (and yours truly), along with FoT Bobby Whitehead, John Hamilton (MGB racer, my CVAR instructor, and honorary FoT member), and, representing the Queen, Edward Copley (Lola race driver) make up the team at this event. Watch this space! And once again, thanks to all my Ghetto-mates. I was proud to fly the FoT colors, which can now be expected at the Triumph ghetto at every race.. Look for it!

<http://www.fot-racing.com/>

Look for the regular Race Report from Greg Blake.

CVAR Racing at Eagles Canyon Raceway

By Greg Blake

The 22nd Annual Marvelous May Races were held at Eagles Canyon Raceway May 17-19, 2013. HCTC members in attendance included Dave Foreman (Spitfire), Bob Blake (TR4), and Greg Blake (TR3). In addition, Joe Hovey in his Spitfire, Bill Collins in his Spitfire, and a new to Texas driver John Frymark in a TR4A. John recently moved from California where he has been racing his TR4A for about 15 years. We are excited to see our Triumph numbers growing within CVAR and John makes a good addition. The Blakes drove up on Friday night opting to skip the optional test and tune session on Friday afternoon. This turned out to be a bad choice for both. The TR3 ran poorly in the practice and qualifying session on Saturday morning. It was spitting and coughing up through the rev range and completely falling flat at about 5500 rpm. Coming out of corners at anything below 4000 rpm produced major stumbles and hesitation. After the P&Q, I continued to fool with mixture trying to get it dialed in for the morning race, which I missed because the car would not start. Immediately after lunch, we had the feature race which involved all British cars under 3000 cc. For some reason I was gridded just in front of John Frymark for this feature race, I think it was spot 15. I was excited to be able to race with John as he is in Group 7 and I am in Group 2 so we typically won't be able to race with each other. When the starter

gave the call for 1 minute, I pushed the start button and the engine whimpered to life on two cylinders. I could tell the plugs were fouled and I'd have no chance of clearing them all suited up and strapped in. I killed the engine and let the grid of 40+ cars go out without me. The plan was to do a pace lap and stop at the starter tower for a photo, then take a second pace lap for the start of the race. After the grid went out, I got David Littlefield's attention and he and a few other spectators pushed me down a steep hill where I was able to coax the engine to life. I did a quick U-turn and waited at the end of the hot pits. By the time I

got to the end of the hot pit lane, the rest of the cars were done taking the picture and were starting the second pace lap, I rejoined them at the back of the grid. This was a pretty uneventful race for me as the car was still not running well, so I took the laps and got reacquainted with the track. About half way through the race I noticed Dad's TR4 pull off the racing line and come to a stop in the grass. I assumed as I went past that he was having trouble overheating again. He had been having his own troubles with his car that morning. In the first session, he had come back in with a coolant hose completely blown off and dumped



The Triumph Ghetto at ECR. Dave Foreman's Spittie in the foreground, hood down. Greg and Bob Blake's big bore TRs in the background, hoods up. Luxury sleeping accommodations artfully arranged amongst assorted tool boxes and spare parts. Ah, the ambiance!

about a gallon of water into our paddock area. While on track, his car had been stumbling and hesitating as well. Turns out that his car was getting hot during the feature race so he pulled off rather than risk another sticky piston. For the afternoon race on Saturday, I prepared the TR3 by leaning out the mixture a bit after a plug check indicated the front carb was still a little rich. I also decided to check the timing again, what do you know, it was about 8 degrees retarded from where it is typically run. I have not figured out how the timing got that far off but correcting it sure helped the car run better in the afternoon. I pulled a few seconds a lap off my best times from the morning sessions. After the afternoon race, Dave came up and said he had not seen me sneaking up behind him in the race. I had been following/watching him for a little bit longer than one lap. He is becoming quite the Spitfire racer.

Anyway, I thought he had seen me back there so when I went to pass I was a bit surprised to see his reaction. No harm no foul, there was plenty of room for both of us. Dad did not do so well in the afternoon race. The TR4 came back in hissing from underneath the trunk. Apparently he was charging the battery a little too aggressively and it let go of its contents. Joe Hovey moved quickly to open the trunk and take care of the spill. Upon further inspection of the TR4, the head gasket was showing signs of having let go again. Dad was presented with several racers willing to help change the head gasket Saturday night but he opted to pack it in for the weekend and help us keep our cars running. I was sad to see No. 14 sidelined again. We were all so happy to see Dad's car run well at TWS in February only for the Gremlins to reappear last weekend. No doubt he will have it ready for the next race in September at TWS.

On Friday night we had a CVAR marketing meeting in which we kicked around several ideas to help promote our group. One of the more obvious options is to ensure that all of the various car clubs we all belong to know what CVAR is all about and how fun it is to actually drive our old vintage sports cars in wheel to wheel action. We all committed to doing a better job of getting the message out there. Part of that is providing consistent race reports to the HCTC news letter. The other part is actually getting people out to the races to see if it is something they'd be interested in some day trying. If there is an interest in attending any CVAR event, please let one of us know. We figure out a way to get you to a race and get as involved as you want. Who knows, after one trip to the races, you might get hooked like I did and decide to build a racecar.

Schedule of remaining events:

Sep. 6-8, 2013	Fall Driver's School & Races	<u>Texas World Speedway</u>
Oct. 11-13, 2013	Thunder on the Cimarron	<u>Hallett, OK</u>
Dec. 13-15, 2013	Vintage Fall Festival	<u>Texas World Speedway</u>

Back issues of The Ragtop are available on our website:

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

2013 South Central Regional Awards

Le Mans Start

- 1st - Mike Hathaway, 9.72sec, Spitfire
 2nd - Jiri Prevratil, 9.82sec, TR3A
 3rd - Mike Hado, 9.95sec, TR3B

Funkhana

- 1st - TD Hathcock & Samantha Wood, TR6
 2nd - David Kuykendall & Tim Skinner, TR6
 3rd - Dusty Nicholson & Louise Carter, Spitfire

Gimmick Rally

- 1st - Jiri Prevratil & Judy Hooper, TR3A
 2nd - David Kuykendall & Tim Skinner, TR6
 2nd - Sam & Jeff Jeffries, Spitfire
Spitfire Challenge
 1st - Mike Hathaway, 1:48.646
 2nd - Arthur Petri, 1:49.490
 3rd - David Pilcher, 1:50.771

Photo Scavenger Hunt

- 1st - Sheila Wood
2nd - Bob Skewis
 3rd - A.J. Cummings
Participant's Choice
1st - Tom Harrison, TR3A

- 2nd - Tommy Cook, GT6
 3rd - Ray Josey, Spit6

Gary Johnson Award

Cecil Wise and Mia Gans, Spitfire

Concours

Preservation

Millie and Norman Philips. #13. 392 points.

Historic Class

1st: Paul Higley #6, 390 points.
 2nd: Dave Pilcher #2 389 points.

TR3/3A class

1st: Randy Deruiter. #32 393 points. 2nd: Bill Hovestadt #69 392.5 points.
 3rd: Eric Schumann #40 387 points.

TR3B class.

1st: Mike Hado. #22. 394.5 points.
 2nd TD Hathcock #57 367.5 points.

TR4/250

1st: Larry young #31 382.5 points.
 2nd: Lance & Leland Felix. #76 363 points.
3rd: Marilyn and Bob Skewis #77 343 points.

TR6 Early

1st: Jim Herter #74 395 points.
 2nd: Richard Dicks #68 378 points.
 3rd: Samantha Wood #50 357points.

TR6 Late

1st: Steve Johnson #42 382.5 points.
2nd: Art Graves #34 378.5 points
 3rd: Dave & MJ Hogan #27 371.5 points.

TR7 &8

1st: Eric Diehr. #19 375 points.
 2nd: Eric Diehr #81 363 points.
 3rd: Sean Close #55 361 points.

Stag

1st: Louise carter #44 377 points
 2nd: Shane & Kathy Nicholson #39 343 points.

Spitfire, early

1st: John Barrett #36 352.5 points.
 2nd: Sam Jeffries #53 321.5 points.
 3rd: Tere Jeffries #54 319 points.

Spitfire Mk4 &1500

1st: John Reynolds #21 392 points.
 2nd: Max & Linda Speegle #24 371 points.
 3rd: Jack Edwards # 35 333 points.

Modified Touring

1st: Tim Skinner #45 395 points.
 2nd: David Kuykendall #46 389 points
 3rd: Gary Kinney, #75 375 points.

Modified Prepared

1st: Mike Connally #28 391 points.
 2nd: Bill Derkson #37 349 points.
3rd: Mike McPhail #25 339 points.

★Best of Show★

1935 Gloria Southern Cross, Paul & Jane Higley

2013 SCVTR AUTOCROSS RESULTS

Waco, TX

Driver	Run 1	Run 2	Run 3	Run 4	Best
S1 - Stock Early Spitfire					
Arthur Petri	21.493	21.032	21.023	20.966	20.966
Jeff Jeffries	23.259	21.715	21.352	21.584	21.352
Sam Jeffries	24.606	23.395	23.704	22.569	22.569
S2 - Stock TR2, TR3					
Jack Carpenter	21.687	21.522	20.539	20.956	20.539
T.D. Hathcock	24.567	22.241	21.944	21.063	21.063
Chuck Murphy	26.287	25.522	24.043	23.588	23.588
Bill Hovestadt	30.349+DNF	28.703+DNF	28.771		28.771
54 - Stock TR4					
Randy Deruiter	23.535	21.868	21.03	20.972	20.972
Eric Schumann	25.413	24.248	22.818	22.342	22.342
55 - Stock Late Spitfire					
John Reynolds	21.695	20.889	20.659	20.064	20.064
Bill Waller	29.881+DNF	20.457	20.735		20.457
John Barrett	23.491	22.739	22.861	22.229	22.229
S5 - Stock TR-250 and 6					
Jim Icenhower	21.545	21.102	20.321	20.218	20.218
Mike Sabelhaus	21.015	20.75	24.701	20.26	20.26
Art Graves	22.44	21.111	20.946	20.731	20.731
Brian Graves	24.348	22.201	22.532	21.072	21.072
Bob Skewis	22 .. 895	23.16	22.973	24.096	22.895
John Hanten	22.294	25.03	23.94	23.873	23.873
S7 -TR7					
Sean Close	24.41	24.337	27.292	21.604	21.604
S8 - TR8					
Eric Diehr	22.213	20.767	19.494	19.008	19.008
Sherry Diehr	22.076+DNF	22.197	20.281	20.492	20.281
L4 - Ladies' Stock 4-cylinder					
Tere Jeffries	31.919	29.187	30.242	27.512	27.512
Michelle del Carpio	46.873	37.873	37.242	34.133	34.133
L6 - Ladies' Stock 6-cylinder					
Samantha Wood	25.286	22.99	22.192	21.06	21.06
Janice Wilkinson	29.813	26.338	24.369	23.397	23.397
Nancy Money	26.79	37.686+DNF	25.952	26.328	25.952
L8 - Ladies' Stock 8-cylinder					
Louise Carter	24.415	21.989	21.745	21.121	21.121

2013 SCVTR AUTOCROSS RESULTS (cont.)

Waco, TX

Driver	Run 1	Run 2	Run 3	Run 4	Best
M1 - Modified Early Spitfire					
Mike Piggott	20.62	20.259	20.21	21.446	20.21
M2 - Modified TR2, 3					
Mike Hado	18.705	18.786	19.19	18.719	18.705
Jiri Prevratil	21.011	20.421	20.146	20.325	20.146
Paul Higley	21.419	20.243	20.205	20.147	20.147
M4 - Modified TR-250, 6					
Tim Skinner	21.165	20.189	19.755	19.129	19.129
Dave Kuykendall	19.485	19.909	19.387	19.232	19.232
Dave Northrup	20.036	19.418			19.418
Len Myers	23.568	22.051	22.132	21.02	21.02
Matt Young	23.06	35.014	24.017	23.653	23.06
Joe Kboudi	23.386				23.386
Gary Kinney	27.649	25.528	24.503		24.503
Larry Young	24.720+DNF	26.284	25.485	25.057	25.057
Mike Connally	34.434+DNF	24.761+DNF	26.895		26.895
M5 - Modified Late Spitfire					
Cecil Wise	19.698	18.907	19.344		18.907
Dusty Nicholson	20.121	19.289	19.368	20.797+1	19.289
Dennis Duke	21.07	20.937	20.601	19.869	19.869
MS - Modified TRS					
Bill Derksen	19.03	18.831 +1	18.834	18.292	18.292
Doug Trapp	19.849	19.583	19.628	19.254	19.254
LM4 - Ladies' Modified 4-cylinder					
Judy Piggott	40.994	30.515	28.071		28.071
PS - Prepared 1500cc or less					
Ray Josey	19.887	19.571	19.488	19.369	19.369
PSL - Ladies' Prepared 1500cc or less					
Ruth Josey	19.697	20.032	19.356	19.275	19.275
PX - Exotic Prepared (TR bodied OR engined)					
Mike McPhail	20.315	19.24	19.177	18.395	18.395
Tim Malone	21.227				21.227

FASTEST TIME OF THE DAY: Bill Derksen TR8 18.292

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ENGINE: *4 cyl. (OHV) 1991 cc*

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512-291-6775
emericas@austin.rr.com

Webmaster

Jim Icenhower
webmaster@hillcountrytriumphclub.org

Treasurer

Earl McGlothlin
512-292-3387
connieandearl@gmail.com

Secretary

Betina Foreman
512-771-6318
betinaforemanrealtor@yahoo.com

Membership

Nel Mcphail
512-656-1456
membership@hillcountrytriumphclub.org

Ragtop Editor

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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:
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Auction Alert!

Brooklands Historics is offering this restored 1962 TR4 police car for auction. It saw years of duty as a "fast pursuit car" before eventually being retired from service. It is expected it to sell for £35,000-£40,000 (about \$50K-\$60K).

More information is available at the [Brooklands Web site](#). See also the discussion on [Jalopnik](#).

Better hurry, though. Tim is short. The auction is June 1.



Next meeting: Tuesday, June 11, 2013

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