

# The Ragtop



June 2013

## Hill Country Triumphs

By Steve Johnson

**A**re you ready for July, and August? Well the afternoons are bound to be hot from now on. That leaves us at least a little time in the morning to exercise our Triumphs. Evening drives to the Club Meetings should be cooler for us. I hope to see each of you at the Club Meetings.

Speaking of Club Meetings, we had a great meeting last month at Rudy's on RR 620. We do enjoy that place, and tend to have our larger meetings there. At the meeting in June we elected offi-

cers. The Club voted to keep all the current officers for another year. Not all of the officers were at the meeting, so I promised I would work with each of them and see if they would serve one more year. The answer was **YES** from each of them, so here are our 2013-2014 officers:

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](http://www.vtr.org), [www.triumphregister.com](http://www.triumphregister.com), and [www.6-pack.org](http://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](mailto: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.

## In This Issue

- Hill Country Triumphs by Steve Johnson.....Page 1
- Betina's Bits and Bobs by Betina Foreman.....Page 4
- From the Editor.....Page 4
- SCCA Lone Star Grand Prix by Dave Foreman .....Page 5
- HCTC Pool Party.....Page 9
- Upcoming Events..Page 12
- HCTC Classifieds...Page 12
- Next Meeting.....Page 12

**CLUB OFFICE 2013 OFFICERS**

- President** Steve Johnson
- Consigliere** Elizabeth Mericas
- Membership** Nel McPhail
- Ragtop Editor** Dan Julien
- Secretary** Betina Foreman
- Treasurer** Earl McGlothlin
- Webmaster** Jim Icenhower

You'll see a new position listed under the president called "Consigliere." Elizabeth didn't want to be called Vice President since she didn't fill in when the President was on vacation, etc. So she will be the "Consigliere" for the Club which is the title for a Counselor or Adviser. Elizabeth will counsel and advise us on meeting locations, and help get them setup for us. I like that.

Do we need a Vice President? Let me know what you think.



**MotoCancelli - Performance**

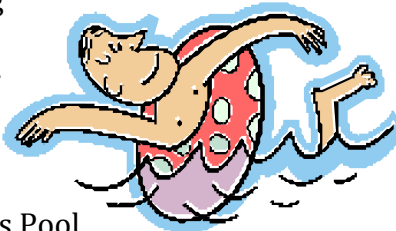
Club Member Chris Cancelli had his MotoCancelli shop Grand Opening on June 29<sup>th</sup>. A few of us were able to stop by and visit with Chris and his staff and it was very nice.

Their Moto Cancelli team builds performance engines for track or street. Hence their location close to the Circuit Of The Americas track I suspect. They work on pre-1980 sports Cars including our favorite... Triumph. Here's their

website [www.motocancelli.net](http://www.motocancelli.net) to find out more about them and see some of the performance items they have for sale. I'll have to let you know how the visit went in the next edition of the Ragtop.

**Hill Country Triumph Club - Pool Party July 20<sup>th</sup>**

Let's beat the heat and have fun in the pool. You are all invited to bring your families to this year's Pool Party at Mike



Schubert's on July 20<sup>th</sup>. You need to let Mike know as soon as possible if you plan on coming and how many you are bringing (information in flyer later in the Ragtop). The Club will pay for Soda's, Chips, Hot Dogs, buns, Chicken parts and dessert. You will need to **bring a side dish** (let Mike know what you are bringing), and your **folding chairs**.

It will be enjoyable to have a bit of fellowship, and fun while we beat the heat.

**2013 CHUMPCAR World Series - June 22nd and 23rd**

Our very own Team FOGHAT won the 2013 ChumpCar World Series at Texas World Speedway in College Station in their modified TR6!! Way to go drivers Dave Foreman, Bobby Whitehead, Richard Ceraldi, John Hamilton, Robert MacKenzie, and Edward Copley. May was a great month for racing Triumphs.



I'm sure the HCTC race team will have more information on this race and their May 17<sup>th</sup>-19<sup>th</sup> escapades at the Eagle Canyon Raceway in this issue of the Ragtop. If you would like to see them in action, take a look at this YouTube video from Richard Ceraldi <http://youtu.be/CHhiuCxtqcU>.

**2013 VTR National Convention - San Rafael California**

The Vintage Triumph Register National Meet is in San Rafael, California, from October 2nd through 6th, 2013. I know a number of our club members are already planning to go. Here's the website with details

<http://www.triumphtravelers.o>



rg. Their flyer is attached to this Ragtop.

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 2013 VTR Nationals this year. He'll send you the information and add you to our list. His email address is [rgb@exact427.com](mailto:rgb@exact427.com).

### 2014 VTR South Central Regional - Kansas City

Next year the Regional will be near Kansas City. Mark your calendars for April 27<sup>th</sup> through the 29<sup>th</sup>. We'll be in a historic Kansas City area hotel known as "The Elms Hotel and Spa" in Excelsior Springs, Missouri. The Kansas City Club was my first Triumph club. I joined them right after they started in the late 1970's.

### 2015 VTR South Central Regional - Bastrop

As you know, the regional in 2015 will be ours to organize. Last month I sent out a note to the clubs to see what they thought of the \$150 per night rate. The low-

est discounted rate I've found for the Hyatt Lost Pines Resort is \$269 plus \$25 usage fee and then local taxes. If we decide to go with Lost Pines, I'm optimistic that we can contract for a \$150 rate per night that includes the taxes, and leaves out the fee for usage of the facilities since we'll be spending our time with the Triumphs.

The feedback from the other clubs is mixed. Some feel that Lost Pines is a wonderful place to have the Regional, and at \$150 is a great value. Other's feel that the \$150 will cut out a number of participants that would ordinarily attend. While another group feels that some may drop out, but others will attend because of the extraordinary location.

Many of you have already sent me input. If you haven't, please do it quickly so that Fil Valderrama and I can talk to the Lost Pines manager.

[stevenjohnson7@sbcglobal.net](mailto:stevenjohnson7@sbcglobal.net)

### 2013 Holiday Party - December

The Hill Country Triumph Club Holiday Party is our best attended

event every year. This year I'm looking for someone to offer their home for the Holiday Party. The club will help with the food and drinks while the club members bring a side dish. If you would like to help out this year send me a note

[stevenjohnson7@sbcglobal.net](mailto:stevenjohnson7@sbcglobal.net).

### July Club Meeting - Tuesday the 9th

Our July 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](mailto:stevenjohnson7@sbcglobal.net)  
Our Website - [www.hillcountrytriumphclub.org](http://www.hillcountrytriumphclub.org)



Chump Car racing with Team FOGHAT!

# Betina's Bits and Bobs

By Betina Foreman - HCTC Secretary

Betina's Bits and Bobs will return. In the meantime, Betina has sent these photos from the F1 race at Silverstone in the UK.



## From the Editor

By Dan Julien

I am slowly progressing toward getting the TR6 back on the road. Here's a quick recap of what's going on. It all started out with needing to replace my brake master cylinder and steering column bushings. With those already off the firewall I decided that I should address the paint damage on the firewall and below it caused by a previous brake fluid leak. While prepping for paint, I found rust under the battery that needed to be repaired.

A friend helped me trailer it over to my son Martin's welding shop, where it sat until he had some free time. That turned out to be last weekend. He did most of the work, and I assisted where I could. He

cut out the rusted metal, cut a piece out of a repair panel to replace it with, and welded it in. He still needs to grind it smooth, but the biggest part of the repair is done. Prepping and painting are

still to come, so there is lots left to do.



Rust damage!



Rusted metal cut out.



Repair panel tack-welded in place.

# SCCA Lone Star Grand Prix

By Dave Foreman

***Sports Car Club of America (SCCA)  
Lone Star Grand Prix Double Rationals  
May 25-26, 2013 Memorial Day Weekend  
Texas World Speedway, College Station, Texas***

**B**etina and I met Robert MacKenzie in Del Valle on Friday morning at Gilfus Racing. Robert's white WestStar Aviation #62 1962 Spitfire race car was already on Steve Hudson's Dynamometer. With Chris Cancelli of MotoCancelli (Triumph performance engineer, located in the same Del Valle complex) under the hood, Steve and Robert completed their testing and fine tuning. With time left on the Dyno clock, Robert encouraged me to put our BRG Beanitos #24 1964 Spitfire up on the sophisticated machine. Even though we knew this race weekend at Texas World Speedway (TWS) in College Station would be the cars' last on this drivetrain (and suspension, and brakes, and electronics, etc), we figured what the heck, we were already there and so was the car. It appears Robert was able to get some good readings, but several factors (mostly time constraints) yielded few results we could use on our car, though Chris was able to dial

in the carbs. Fortunately, I had installed a low-cost and simple GPS-based data acquisition unit in the #24. It provided replays of laps at each of the tracks including position of the car on the track map, speed, G-forces (in the same fashion you'd see on F1 race coverage), and other factors. Using the micro SD card plugged into the laptop, it fires up a live program to review. Alternately, you download the CSV files to Excel, and some 12,500 rows (in one race-it records readings every 10 seconds) of all of these measures become a permanent record. On future races, we will be able to feed in additional data about the car itself and it will add HP to its measures. When you see the F1 drivers strapped into their cars in the garage with a couple of computer screens in front of them, this is the type of stuff they are reviewing. Of course, they have many, many more metrics and readings, but then again, we don't have a \$600 million + racing budget for the year. We did, how-

ever, have top notch crew chief (Chris) and race support (Betina) for this race!

After the Dyno session, we loaded the cars onto the trailers and set out to College Station. A fuel/ice/food/pit stop at Bucee's in Bastrop was on our schedule. Yowza, this place is the most amazing convenience store I've ever seen. And the bathrooms live up to their ads and awards. Worth a stop just to check it out. The tow to TWS is just at 100 miles, and since Circuit of The America's in East Austin (COTA) is generally not available to our groups, TWS is considered our home track and the one where we will log more laps than any other track. So the tow is pretty easy and relatively short.

After arrival, we unloaded race cars and gear (spares, tools, chairs, coolers, compressor, well, the whole dang garage and provisions we haul to these races) into our covered paddock spaces. Good thing, cause just afterwards, the



1st Place!



Number 24 in the paddock at Texas World Speedway.



Loading at MotoCancelli.



Lone Star Grand Prix racing action, with club members Robert MacKenzie (#62) and Dave Foreman (#24).

skies opened up. Though the forecasts had been calling for hot and dry for Memorial weekend since early and throughout the week, with a token 10% chance of precip, these unexpected torrential rains and storms came in waves until late in the evening. Two good things: we stayed cool, and the rains stopped before we got on the track. The latter not so much for those who had purchased Test & Tune (T&T) lap time during the Friday sessions.

The Lone Star Grand Prix represented my first non-Corinthian Vintage Auto Racing (CVAR) action, and for Robert and I both, our first SCCA live racing since obtaining our SCCA racing licenses. The racing is competitive and fun in both groups. While SCCA racers tend to be a bit more aggressive on the track, this is certainly not to say reckless or dangerous. Our Race Group 4, included our two Spits, a Sprite, and a bunch of Mazdas, Toyotas and other small bore cars, some 40 in the grid, played more nicely than some of the other

groups (are you listening Group 1?). It is worth noting that many of the biggest names in motorsports come up through the SCCA ranks. If there are any that included Vintage, and I am sure there are, I am not aware of them, so the SCCA way clearly has a purpose. While neither Robert nor I have any designs on a pro racing career, this racing is just as fun, and we will be adding SCCA events to our schedules. Keeping that SCCA license active allows avoidance of mini-schools at other events where our Vintage Motorsports Council (VMC) racing licenses may not be recognized. These can be regional, National, or in our own backyard, like at Harris Hill Road in San Marcos.

The Saturday schedule started with 10 minute warm-up sessions for all 6 race groups, included a 40 minute Practice and Qualifying (P&Q) session, followed by the 30 minute feature race for each group. The fastest lap times in the P&Q determined each cars' grid position for the feature race. We

were in the HP car class (based primarily on engine displacement). This put us as the least powerful cars in Group 4, though we qualified well enough that there were still other cars starting behind us in the grid. Robert had an issue with his exhaust system that he and Chris quickly patched together, and I was still closely watching water temps, since we hadn't yet caught the heat demon plaguing the #24. The feature race, at 30 minutes, was a third longer than any the #24 and its driver had done, had driver and crew hoping both would go the distance. They did, and better yet, took the 1st Place trophy on Saturday, with Robert in the #62 taking 2nd Place hardware. The Saturday BBQ and Beer was great (those pulled pork tacos are outstanding), then we retired to our rented, on-site RV for some nice R&R.

Sundays' schedule was the same as Saturday, but without the short warm-up sessions. In lap 6 of the feature, the #24 lap times were suffering due to losing grip in the corners. The last time I experienced this sensation, the water pump had failed and I was spraying water on the tires, so even though the temp gauge read within normal range, I opted to pit. It turns out, the tires had finally given up. Considering these are the tires that came on the car, and had experienced who-knows-how many heat cycles, we got our money's worth out of them. And I now know what it feels like when the tires 'let go'. More importantly, I know what it feels like when they START to let go, and can respond accordingly. Had I known, I would have pitted and put on the brand new set of Toyos sitting in the truck. I may not have won, but I

could have gotten the additional laps needed to make the race count and avoid the DNF (Did Not Finish) recorded in the results. At least Robert kept our paddock happy with his 1st place win.

Our FoT (Friends of Triumph) team member and upcoming co-driver for Team FOGHAT at the Chump race at TWS, Bobby Whitehead, came down from Weatherford with his Nascar-looking v8 behemoth GTA Pontiac. Bobby normally races his GT6 or square-tailed Spit, but both are currently sidelined. After his car-versus-tree in turn 7 on Sunday afternoon (he is OK, car: not so much), he confessed his GT6 will be back on the track sooner than later. That is great news and we are very happy Bobby is OK (and coming to his senses)! Bobby: fuel, tires, and brakes are a LOT cheaper on the Triumph than that GTA car!

This race was also the second time we were scanner radio-equipped. We were able to listen to race control and the corners for the other race groups. This makes the action much more fun and engaging, knowing what is going on at any moment. The fact that Chris and Betina were also able to listen in when Robert and I were on the track was even better. She and Chris were back at the paddock right after I retired, since they heard the Hot Pits report to Race Control that I had returned to the paddock. Had we been using two-way communications, they could have advised me that I only needed two more laps to make that race count, and we could have done the tire change and gotten back out. Looks like racing radios are in our future.

The Lone Star Grand Prix is a Double Rational (Regional + National = 'Rational'). This means Saturday and Sunday Races are actually two

separately scored events. Our team came home with two 1st's and a 2nd. Not bad at all! And we had a blast. Many thanks to Chris and Betina for all the 'heavy lifting' they did supporting Robert and me and keeping the cars on the track, you guys definitely made our weekend much more enjoyable (and delicious!).

Our two Spits were quite popular with the SCCA crowd, and many drivers sought us out to talk about the cars, many reminiscing about the Triumphs in their past lives. Those SCCA guys aren't bad at all...



More Chump Car racing. Thanks to Dave Foreman for the photos.



# HCTC POOL PARTY

Bring your suits, towels, beverages (in cans or plastic only) and a side dish to Mike's house on July 20<sup>th</sup> from 1:00 PM to whenever. We will supply soda, chips, dogs, buns, chicken parts and dessert. If you have a folding chair, please bring it.

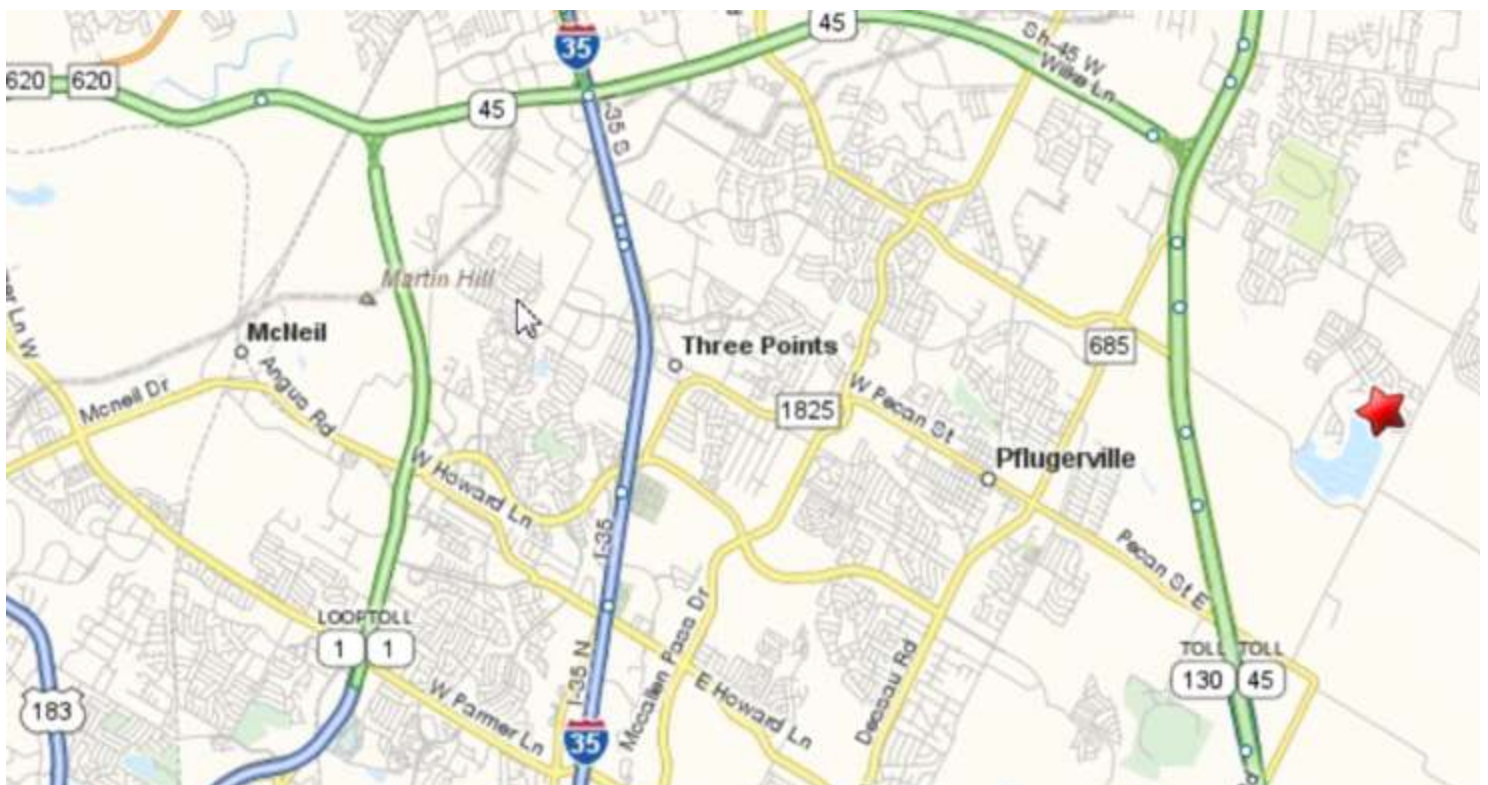
Please RSVP to Mike Schubert at 512/252-2767 or [trebucs@sbcglobal.net](mailto:trebucs@sbcglobal.net). Also let me know what side dish you are bringing.

HOPE TO SEE YOU HERE!!!

**DIRECTIONS: The easy way. . . .**Take 45Toll Road East to Kelly Lane, continue straight past Stone Hill Shopping Center, under Toll 130, past the schools on your right, past Blackhawk golf course on your left, past The Plantation on your right. Then turn right on Hidden Lake Drive, turn left at second Stop (Hidden Lakes Crossing), past the Stop and the pool, turn right on Dawson Creek, left at Stop, right at Stop. You are on MASI LOOP and I am the fifth house on the right (18340). The house with the **RED DOOR!!!!**

**Another way to get here. . .** Take Pecan Street (1825 exit from I-35). Go past the high school, go through Pflugerville, past the HEB on your left, cross over Toll 130, turn left at Weiss Lane (1<sup>st</sup> left), go past Pflugerville Parkway and the park. Turn left on Hidden Lakes Crossing, turn left on Rolling Water (1<sup>st</sup> left), turn right immediately on MASI LOOP and follow it around to 18340. The house with the **RED DOOR!!!!**

Address is 18340 Masi Loop, Pflugerville, TX 78660 Page 439T in your Mapsco book





# 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](mailto:krigibbon@volcano.net)  
Cregg Cowan  
(650) 966-8651  
[cregg.cowan@sri.com](mailto:cregg.cowan@sri.com)  
Get complete details at:  
[www.triumphtravelers.org](http://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](mailto: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.

Back issues of The Ragtop are available on our website:  
<http://www.hillcountrytriumphclub.org/newsletters.php>

## 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

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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

# Upcoming Events

Dates	Event	Location	Where to Find Information
July 9	HCTC Meeting	Rudy's BBQ	Below
July 20	HCTC Pool Party	Mike Schubert's Pool	This newsletter
Aug. 13	HCTC Meeting	TBD	Watch this space
Sept. 10	HCTC Meeting	TBD	Watch this space
Sept. 28-29	Texas All British Car Days	Old Settlers Park, Round Rock, TX	<a href="http://www.txabcd.org">www.txabcd.org</a>
Oct. 2-6	VTR National Convention/Triumphetst	San Rafael, CA	This newsletter
Oct. 8	HCTC Meeting	TBD	Watch this space
Nov. 12	HCTC Meeting	TBD	Watch this space
December	HCTC Holiday Party	TBD	Watch this space
April 27-29, 2014	VTR South Central Region-Kansas City, MO al Convention		Watch this space

## 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.

Next meeting: Tuesday, July 9, 2013

Rudy's BBQ

7709 Ranch Road 620

Austin, TX 78726

[www.rudysbbq.com](http://www.rudysbbq.com) — Phone: 512-250-8002