

The Ragtop



October/November 2013

Hill Country Triumphs

By Steve Johnson



October was full of Triumph activities. We started out with the VTR National Convention in California. Mike McPhail and the trip coordinator Roger Bol-

ick made it back to Austin for the last club meeting, telling wild tales of a great time. I'm sure they will have a great article detailing some of their exploits in this Ragtop. Here are some of the results:

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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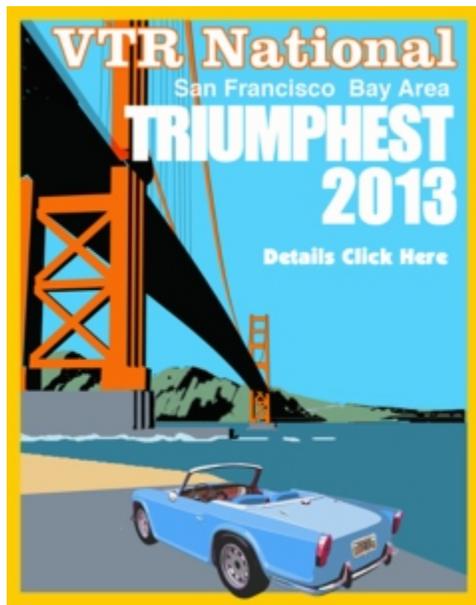
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DATES	EVENTS	LEADERSHIP
October 2-5	VTR National Convention & Triumphest	Roger Bolick
October 12	Lucas-Marelli Tour	Dean and Elizabeth Mericas
October 19	Car Show and Chili/BBQ Cook-Off (Waco)	Tom Harrison
October 25-27	COTA Vintage Racing Nationals	Dave and Betina Foreman
October 26	Boerne All British Car Day	
October 27	Rolling Sculpture Car Show	Dean and Elizabeth Mericas



You'll see articles on all of our October escapades in this Ragtop and next month's edition. I'm writing this note in October. At this point of October we will hear from Dean Mericas on the Lucas-Marelli Tour, Mike McPhail on the VTR Nationals, and Dave Foreman on the Vintage Nationals. Next month you'll see the rest. We have some of our best events at the end of October so stay tuned.

Bastrop Veteran's Day Car Show — Saturday November 9th

Veteran's Day is on Monday November 11th this year. Bastrop will be honoring veterans on Saturday November 9th with a downtown Car Show. This is their biggest event of the year. They expect over 11,000 to attend and expect to have well over 250 vehicles. I thought you would like to know some of our Hill Country Triumph Veterans (please send your information to me if you should be on the list):



Why don't we show our appreciation for all veterans this year and attend Bastrop's Car show? Here's their website

<http://bastropdba.org/vets.html> with more information including registration which is due by **Octo-**

2013 VTR Nationals and Triumphest Results

AutoCross

- Art Graves TR6 40.237 seconds
- Mike McPhail Prepped Spitfire 38.748 seconds

Time-Speed-Distance Rallye

- Art Graves and Mike McPhail - score of 296 (good showing just out of trophy range)

FunCours (Peoples Choice)

- Mike McPhail - Prepped Spitfire - Silver Award
- Bill Waller - TR6 - Bronze Award

Concourse

- Jim Herter - Early TR6 - First Place (He did it again this year. Way to go Jim.)

NAME	SERVICE	FROM	TO	WHERE
Greg West	Army	1968	1969	Vietnam - Ashau Valley
Mike Jankowski	Army	1992	1998	South America and Africa
Sam Dixon	Army	1970	1971	Vietnam - Tehn Mihn
Mike Schubert	Army	1963	1966	
Willis Thorstad	Air Force	1963	1965	Schilling AFB, Salina, Kansas
Vince Maggio	Navy	1966	1969	
Dean Mericas	NOAA	1973	1979	National Oceanic and Atmospheric Administration
Steve Johnson	Army	1970	1971	Vietnam - Pleiku

ber 31st if you want to participate in a drawing for \$300. You can register by sending a copy of your completed registration form to CarShow@bastropdba.org and pay with PayPal by selecting the **Buy Now** button. You can also mail in your registration with a check or wait until the day of the show for an additional \$5.

One problem will be parking together. It's open parking, first come first serve. Unless we go through registration as a group we probably won't be able to park together. We can meet early and drive in together. I'll send out information on the best place for us to meet before going as a group to their registration. Please plan on meeting in Bastrop at 8:30 AM. We can leave for the registration as a group at 8:45 AM. Call me on my cell phone 512-258-5340 if we need to wait for you. If I'm driving I may not hear the phone but will check my phone so just leave me a note.

This is a judged show. Awards will be given out beginning at 3:30. There will be a raffle, door prizes, great music, and lots of goodies. Those registered will get a free t-

shirt made especially for the event!

The highlight of the day is their veterans' ceremony which begins at 11:00 a.m. It honors those who have served both past and present, and remembers those who made the ultimate sacrifice. The Veterans Walk is the beginning of the ceremony and all veterans are asked to join in.

Since the event is held downtown, during the day we'll be able to enjoy live music; explore Bastrop's numerous antique shops, art galleries, gift shops, clothing stores, and street vendors where you are sure to find that special one-of-a-kind Christmas present. You won't go hungry either. They have first-class restaurants that will satisfy any palate!

This is a good time for us to take a look at Bastrop and start coming up with ideas for the Regional we will host in 2015.

November Club Meeting — Tuesday the 12th — **NEW LOCATION**

We're going to try out a new location for the November Club Meet-

ing. Our November Club meeting will be at All Star Burgers. It's in the Hill Country Galleria shopping center. You'll find their address and website along with a map later in this Ragtop.

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

Triumphantly,

Steve

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From the Editor

By Dan Julien

A week ago, I was afraid this was going to be the most boring *Ragtop* ever. We decided to extend the deadline a week, and boy did it pay off! We have articles on cross-country road trips (Jim Herter to Michigan and Mike McPhail to California), on the Lucas-Marelli Tour in the Hill Country by Dean Mericas, and the Vintage Racing National Championship from Dave Foreman. We've got some great photography by Don Couch, who took all of the racing pic-

tures. We could have had a lot more photos, but time is up for getting this thing out the door. There is more stuff from this month that will be in the next issue.

I am designating this issue as October/November. When I took over, my first issue came out at the end of the current month, and that is how it has been ever since. This will allow me to get most issues out **early** instead of **late**.

I've been keeping you all up to date on my progress with getting the TR6 back on the road, and I am happy to report that I am almost there, having taken several spins around the neighborhood. At this point, I just need to bleed the brakes one more time, and get my expired inspection sticker replaced. There are still a few minor things to take care of, but none of them will keep me off the road. I hope to join you all driving again soon!

6 Pack Trials, Traverse City, MI

By Jim Herter

Since resuming my 30 some year restoration on the old TR6 in 2007 I've spent way too much time on the 6-Pack forums. During that time I've become acquainted with quite a few forum members from afar and have seen lots of pictures and discussion of past Trials. I had set my sights on attending last year's Trials at Niagara Falls, Ontario, but thanks to delays from my paint shop and my chrome shop as well as my general slowness the car was not quite ready in time.

Back in April at the South Central VTR in Waco I asked Art Graves if he had any interest in attending the 2013 Trials in Traverse City Michigan in late September and although he indicated he would like to, he didn't think he could because his job keeps getting in the way. Well, it turned out that his job did get in the way of the Roadster Factory's summer party that he was also planning to attend and that freed up some time to allow him to attend the Trials.

Art and his lovely wife Karen were kind enough put me up in their house in Tulsa as well as to wine and dine me; well, actually it was burgers and beer, more of my type of cuisine.

The trip up was more or less uneventful, other than the Gully Washer that hit us as we crossed the border into Michigan on I94 from the Chicago Burbs. It lasted a good 30 minutes or more with visibility at times down to practically nothing. It was probably shortly after the rain that I started to no-

tice the small hum I'd been listening to from the rear end of the car progressively turn into a pronounced growl with a slight vibration.

We arrived at the host hotel in the afternoon and soon discovered a party beginning to develop in the patio bar area that later turned into the welcome reception with a keg of Newcastle (the official 6-Pack beer) and lots of good food. After the band stopped playing and the keg ran out it seemed like a good time to retire for the night, **but no**, many of us retired to the inside bar where some obnoxious karaoke was going on. I guess the only thing that saved us was that the bar closed at midnight.

The next day (Friday) Art was my navigator on the fun rally as we crisscrossed through the country side of the Leelanau Peninsula on very lightly traveled roads looking for the answers to the rally questions. It was my first rally and we put a lot of effort into it, but Art had to suffer with all the stops, turns and backing up I did. During the rally I noticed quite a few clunks and clanks from the drive train, but thinking it might be a u-joint, couldn't get it to consistently clunk when alternating between 1st and reverse.

Later in the evening, many got lost trying to follow a roundabout map on the dinner run to the Long Lake Inn. Eventually everyone found their way and it turned into a nice outing with some good food and suds.

Saturday was the car show at the seaside village of Empire on Lake Michigan. As soon as we arrived we had a series of on again, off again light showers. After drying the car two or three times I decided to just let it bead up on the car. The show was on the main business street, but the business district was so small it extended well into a residential area. Lots of visitors happened by and had a lot of interest in the cars.

As we departed the show my car really started clanking and clunking and the growl and vibration was much more noticeable. I could now get it to consistently clunk when shifting back and forth between 1st and reverse and knew the problem was a u-joint.

I borrowed a spare U-joint from Art and with the help of the hotel desk found a garage that could replace the u-joint. It turned out to be a large tire store and they wouldn't replace the u-joint unless they supplied the replacement themselves. Well, as you might imagine, they couldn't find a replacement late on a Saturday afternoon and no amount of begging or



The U-joint.

brining would change the manager's mind. I did however, get the car on a lift and found it was the rear joint on the driveshaft.

Back to the hotel and with the help and ideas of other 6-Packers we considered positioning the car half way onto one of the car trailers and attempt to replace the u-joint as darkness was about to fall and the banquet was about to begin. Then the organizer of the Trials, Mark Anderson, heard of my dilemma and offered the use of his garage complete with jack, jack stands and vice at his Summer Cottage in Empire.

I'm sure glad I didn't miss the social hour and banquet, they tapped the 2nd keg of Newcastle and the food was far beyond your normal

banquet food. They had two serving lines loaded with several foods that might have been considered an entrée, but at the end of the line they also carved a generous slice of prime rib.

Art won 2nd place in the TR6 Late Concours and I suppose I should humbly report that I had 1st place in the TR6 Early as well as the award for the farthest distance (1460 something miles) driven in a Triumph. Oh, I also won the Guess the Parts Contest where they placed about 20 TR6/250 parts into Crown Royal whiskey bags and you had to determine what they were by the feel and shape of the part inside the bag.

Sunday morning, a little later than we had hoped and after helping

load the remaining items from the hospitality room, Art, Mark and I were off to Mark's cottage and after fighting the u-joint that was a little more stubborn than it should have been we were on our way home by 1 PM, about 5 or 6 hours later than our original schedule.

We made it to our planned stop in Rolla, MO around midnight. The next day Art only had around 300 miles to Tulsa and I had another 700 uneventful miles back To Copperas Cove.

It was nice to meet many of the 6-Pack forum members, I hope some of y'all can join me and most likely Art at next year's Trials in Oxford, Mississippi.



Hill Country Triumph Club on Tour

VTR National Convention 2013

By Mike McPhail

DAY ONE: AUSTIN TO ALBUQUERQUE

Friday morning, September 27, the boys met for breakfast in Lampasas. Bill Waller and Jim Herter were piloting TR6s, Mike McPhail driving the TRX7 and Roger Bolick in the TR-uck. Apparently, Roger could not decide on which of the three TR6s he owns to take, so opted for the Dodge Ram. Everyone was eagerly anticipating the adventure of driving two thousand miles to San Rafael for VTR. We enjoyed perfect top down autumn weather most of the day, with pit stops in Brownwood, Lubbock, Santa Rosa, and for me anyway, Muleshoe. My shifter broke off, necessitating a stop at Bubba's Blacksmith shop. The burly proprietor insisted on \$2 for the welding and although twenty seemed more appropriate, I dared not argue. It was dark and quite cool by the time our 700 mile day was behind us. Jim's Garmin led us to the Brew Pub where Art Graves was patiently waiting. It was a joyful reunion indeed.



DAY TWO: ALBUQUERQUE TO LAS VEGAS

A good night's rest made for an early departure. The scenery was becoming more magnificent with every mile. Our route would have us on IH40 most of the day and we were making very good time. After a pit stop in Holbrook, we were on to Flagstaff, where Art had identified yet another fine Pub. By this time, our convoy had separated somewhat and it took a little while to re-group. None the less, we were soon sharing a table and reveling in our success as intrepid travelers. We bought more gas in Kingman, then made a turn North on Hwy 93 to Las Vegas. Our route took us past Hoover Dam, so naturally we had to stop. It was quite dark by the time we checked in our hotel and took the shuttle to the Strip to find Roger and Tina. She had flown in the day before and was booked in to the fabulous Caesar's Palace. After dinner and a walking tour it was off to bed, since we had a driving schedule to maintain. This had been an easy day covering only 575 miles.

DAY THREE: LAS VEGAS TO MAMMOTH LAKE

This was the day we were most excited about. Roger had insisted we enter California through Death Valley! It turned out to be quite a lark, with the temperature only in the low ninety's. Of course, the scenery was breath taking; even



more spectacular than Arizona and Nevada. The speed limit was 60 miles an hour most of the way and the traffic light. We rose from below sea level to over 4000 feet as we left the park, and discovered...you guessed it...a Brew Pub at the top of the mountain. The temperature had dropped as the elevation went up and it was most pleasant on the patio. We were well into the Sierra Nevada Mountains by the time we stopped for fuel at Lone Pine. The scenery had changed dramatically to Redwood covered peaks, lakes and mountain meadows. Our destination was Mammoth Lake, a ski resort that attracts tourists all year around. We had reservations at a lovely ski lodge for two nights, so that we might enjoy the many nearby parks. Another lovely short drive: only 325 miles!

DAY FOUR: MAMMOTH LAKE AND SURROUNDING AREA

We were very excited to find ourselves at 9000 feet, surrounded by such natural beauty. The weather had been perfect so far, as it would continue to be our entire trip. We

spent the day driving to nearby parks and marveling at the sights, smells and sounds. There were none of the crowds that we were to encounter as we approached the California coast, and many of the tourists we met were from foreign lands.



DAY FIVE: MAMMOTH LAKE TO SAN RAFAEL

This was the last travel day on our trip to VTR National Convention! The US Government had “shut down” at midnight, and we wondered if anyone would be there to collect the \$20 charged for driving through Yosemite National Park. There was even a rumor that the road might be closed altogether. The Park Rangers were on duty, but waved the fee...that was a hundred bucks saved between us. We learned later that just seconds after we entered the park, the road

was closed for several hours while the Rangers sorted out their marching orders. Incredibly, the much touted scenery of days past was eclipsed once again in Yosemite. Of course, the undulating highway was a joy for those driving vintage Triumphs. The aftermath of the recent forest fires was evident as we exited the park, and extended for miles into the once forested hills. There was a long winding and breath taking descent into the Napa Valley. Traffic was really picking up by the time we entered the wine country. Got grapes? After nearly getting “stuck in Lodi” our intrepid team made a northerly approach to our final destination with a stop in Petaluma. The Lagunitas Brewery was located just five minutes before closing, and much to our dismay, there are no tours on Tuesday. There was, however, a party for the distributors, and with a little Texas charm, we were invited in! The brewery has a dandy outside party area next to the tasting room. We were afforded food and drink, and a private after hour’s tour of the facility. Our good fortune seemed to know no bounds. Once again, while only traveling 315 miles, it was well after dark by check in time at the San Rafael

Travelodge a few miles from the host hotel.

DAY SIX: VINTAGE TRIUMPH REGISTER NATIONAL CONVENTION

Wow! We had left Austin on Friday and it was now Wednesday. The event schedule was pretty light that day...mostly registration and walking rallies and such. Although we were anxious to get registered and meet up with all our TR buddies from near and far, I had to do a little work on the TRX7. The starter on the “Yellow Peril” had decided to “take the day off” at noon each day of the trip, necessitating a push start on several occasions. I had ordered a starter to be sent to O’Reilly’s and picked it up first thing. After a bit of a struggle in the hotel parking lot, it was found not to fit, so a second was ordered for Thursday delivery. Now, I was, as Bill Waller says, “dependent on the kindness of others” for a ride. Not to worry, Art conveyed me to the host hotel. The Embassy Suites was alive with Triumphs of every description and hordes of enthusiasts. We were in TR nirvana!

TO BE CONTINUED NEXT MONTH



2013 Lucas-Marelli Tour

By Dean Mericas



Dean and Elizabeth Mericas hosted the fourth annual Lucas-Marelli Tour on October 12th. This tour has become an annual event of the Texas Hill Country Alfa Romeo Owner's Club



(THC-AROC). The concept is simple: get together an outgoing group of gearheads and their cars for a day of fun driving, interesting people, and good food. As the name implies, the emphasis is on Italian and British cars, but an

open invitation brings out a diverse field of cars.

This year's tour started at the Whole Foods at Mopac and Wm. Cannon Drive. Braving forecasts of intermittent thunderstorms, 25 cars and their owners gathered to get introduced and enjoy looking at the cars over coffee and breakfast tacos. A wide collection of interesting and unusual cars turned out in addition to the unusual collection of Alfa spiders and TR6s. These included Mike and Nel McPhail's rotary-engined Franken-Spit, Terry Sather's orange BMW 1600GT, and three Alfa Romeo Giulia Super sedans, including Dean and Elizabeth's. In what has become a tradition, the "furthest distance traveled to the start" award went to Ian Phillips, who dropped in from Spain to ride with his son Glenn in his TR6.

The tour departed Whole foods for a relatively short 20 mile leg and arrived at Driftwood Estate Vineyards outside Driftwood to enjoy the view from the winery's patio

and try out their recent vintages. From there, the group headed south through Wimberley to pick-up Highway 32 and wind its way through the back roads of the Hill Country. The destination was Ceres Park Ranch in Dripping Springs where the group enjoyed lunch at Stanley's Farm House Pizzeria. Remarkably, the rain held off, and the only incidents along the way were a little unexpected off-



roading by the Mike in the Franken-Spit and an unexpected 10 mile detour when most of the cars followed the rally-master on a wrong turn south of Dripping Springs.



SVRA Vintage Racing National Championship

By Dave Foreman

This was the Big One. Racing in my own car in a huge event on the world-class Formula 1 track at Circuit of The Americas (COTA). This was the first ever Vintage Racing National Championship, hosted by the Sportscar Vintage Racing Association (SVRA), October 25-27, 2013, in Austin Texas.

All of my race-related activities in 2013 have been a means to this event. I had to satisfy requirements to gain my Vintage Motorsports Council (VMC) National Racing License in time to qualify to race in the National Championship. That meant CVAR school in February, followed by 3 successful race weekends. And that meant every

CVAR race from February through September. Of course, that meant keeping the car together to do so. This would prove the most challenging part, as it always seems with a Triumph.

You'll recall I bought a (well) used race car earlier in the year (yes, this is still my rookie year), a 1964 Spitfire. Race car may be an exaggeration. It had been vintage raced since the 70's, with logbooks from 4 or 5 different organizations over the years. Had 4 previous racer/owners. Had a roll cage, fuel cell, fire extinguisher and numbers on the doors. But other than a mild cam and straight-pipe exhaust, it was pretty a stock 64 Spit, refitted



from the original 1174 to a 1296 motor.

In order to qualify for SCCA (an SCCA license combined with a VMC

HCTC Members Racing in this event:

Racer	Car #	Group	Class	Year	Make	Model	Color/Livery
Duncan Charlton	6	3	DP	1952	Morgan	Plus 4	Red
Greg Blake	4	3	EP	1958	Triumph	TR3	Silver/Black
Robert Blake	14A	3	DP	1963	Triumph	TR4	Red
Bob/Andrew Kramer	29	3	DP	1966	Triumph	TR4	Red/Blue
Robert MacKenzie	62	1	GP	1962	Triumph	Spitfire	White-Westar Aviation/Spitfire Garage
Dave Foreman	24	1	FP	1964	Triumph	Spitfire	BRG-Beanitos/MotoCancelli
John Hamilton*	80	3	DP	1965	MG	B	Orange/Black (The Great Pumpkin)-Beanitos
Edward Copley*	43	9	FB	1980	Ralt	RT4	Red-Seven Mountains Photography/Beanitos
*friend of HCTC							

Note: Don Couch, Richard Ceraldi, and Mike Jankowski, who were key in our pits, were among the numerous HCTC members attending and supporting our racers.

license meant the ability to race in many more events), we had to re-build the roll cage to SCCA spec. It now doubles as a clothes line. The fuel cell was just barely mounted, so it got its own roll cage. Installed a new UltraShield 'containment seat'. When removing the old fiberglass racing seat, we found it was mounted using electrical conduit. Ugh. And the first time I sat in the new \$650 seat I hated it. First time I raced in it, I fell in love!

So, we made it through the February CVAR drivers school, then Hallet and Eagles Canyon, and would only need to complete the September races at Texas World to get licensed in time. And we wanted a race car. So a complete re-build was under-taken over the summer. New motor, transmission, drive-shaft, differential and axles, all new suspension and brakes, new hydraulics, new wiring, new dash, new gauges, well, everything except the body got improved, overhauled, upgraded or replaced. BIG pain in the wallet, but we should be competitive and reliable for a while, and that was the plan.

Our little Spitfire racing 'team' (TLB Motorsports—me, and Spitfire Garage—Robert MacKenzie), also began an evil plan to travel together to vintage and SCCA race events at some of the historic tracks in the East for 2014. Sebring, Homestead, Road Atlanta, Indianapolis and others. So a few weeks before the Vintage Nation-



als, we went in on a 48' Race trailer, capable of carrying 3 Triumph race cars, tools, camp gear and more. I upgraded my ailing F150 with a V6 to a newer F350 dually diesel to haul the rig.

And now, it was off to the races. Big trip. Took 10 minutes to go from the shop to COTA in the big rig with 2 spits and various race stuff one always brings. We got loaded in Tuesday, mid-day. The Blake's, Robert in his TR4 and Greg in his TR3 loaded in next to us, and set up a pretty sweet A-Paddock encampment. MacKenzie and I, along with Bob and Andrew Kramer with Bob's TR4, and 2 non-Triumphs (but honorary Friends of Triumph), John Hamilton in his Great Pumpkin MGB and Edward Copley with his Ralt Formula Atlantic, went in on the uber-pricey COTA 20' x 60' garage. This was a GREAT call, as were the golf carts.

Now, it was off to the Tech line. About 2 hours total from getting in line, pre-Tech and finishing tech. It was gonna take a while to Tech 550 cars at this pace. I had had to tech Robert's car, too, as he was stuck working a trade show in Vegas, and would not arrive till Friday morning for qualifying. At least the Aston Martins having a track day provided a diversion.

My first session was Wednesday morning at 8 am, for the 1st of 4 twenty minute Test and Tune sessions. I made one sick lap before returning to the garage. I had to feather the accelerator, and even then had 'congestion' at anything above about 5,000 RPMs. This on a motor built to do 8,000. We tweaked ignition and carbs, and awaited session 2. This time, at first it seemed better, but on exiting the grid, it was clear we had

actually made it worse, not better. I peeled off the grid and headed back down to Garage 2. On the way, it felt like it had cleared up, so I u-turned and went back to the grid where I was waved onto the track. It took no time to realize it wasn't better, so I rolled back down the hill and into the grid, where it died. Called the garage on the radio and got a golf-cart tow back to the garage for more tweaks.

The next two sessions went similarly. I was not happy about the car, but was still having a big time being right where we were. And, for the first time, I was able to sleep in my own bed between races! Sweet! Next up on Thursday was the beginning of the practice sessions. Again on track at 8 am. I note this because when you round turn six, at that hour, this time of year, all you see is this huge Sun. The track that you don't yet know completely disappears. Then, you get the same effect in the rearview on turns 13, and 15. And you hope no one is there. The good thing is everyone else on the track has the same problem, so they hopefully know to stay clear. Yup, they did. Breathe... Fortunately, for Friday qualifying and Saturday racing, we are on track just enough later to avoid the Sun Syndrome. Group 3, where John, Bob, Robert B and Greg ran, were not so lucky, and they got it Friday and Saturday.

I finally got a full 20 minute session in, though now I don't recall if it was during practice or qualifying, but even so, the car was still not right. We did all we could do the rest of the day, basically re-working the carb and replacing the entire ignition system, save the distributor itself. It seemed better in the garage after all that. On Sat-

urday morning, we decided to do additional carb work, as Don Couch, resident Weber guru, had arrived to document the event in pictures. The carb was disassembled, everything blown out, and a slight clog cleared on one of the accelerator jets. We then had a former Weber technician, who now wrenches for Regogo Racing (with cars like Mario Andretti's 79 John Player Special F1 car under his charge) put the final tune on it. Had we fixed it?, boy, we hoped.

By now, Robert had replaced his differential and water pump (after an unusual failure: the factory pressed-on pulley came loose from the pump). But on inspection, he found a bent rod. He was out for the duration. With the hour long Enduro up next, followed an hour later by our feature race, it was decided he would co-drive my car in the Enduro. He would give his pre-paid Enduro entry to John and Ed, as Ed had little track time due to problems with his Formula Atlan-

tic. I'm sure that other race reports will provide more details on the Enduro, so I'll just offer this: This was a huge grid with a bazillion cars in it, big bore, small bore, closed and open wheel. A lot of passing happened in that race. And though the #24 still was not running right, it was running better than it had all week, and we actually finished the Enduro! Not before an early-but, as it turned out, well timed pit into the garage due to smoking and oil smell. Well timed, as just after we pitted, the race was red-flagged, giving us time to figure out what the problems were. The higher revs were blowing oil up the dipstick tube and it was hitting the exhaust (smoke), and the gear box must've been a bit overfull. We band-aided, refueled, and put Robert in the car. Then joined the pack from the grid. And finished!

My feature race did not have quite as good an outcome. We did a quick fix on the oiling from the

dipstick using fuel hose from the tube to the oil catch tank. It worked. I made the pace lap then to turn 11 on lap two, when I lost all torque, and saw the temp gauge at its 250 max, shut it down and rolled to the side on the long straight. I would watch the race out of the car from behind the guardrail, then got flat-towed by one of those fancy COTA trucks back to our garage after the finish. The upside is a 1964 Spitfire driven by Rick Parent of NC took 1st overall in group and class. He and I have now connected!

For the rest of Saturday and all day Sunday, we spectated, from all around the track. This place is amazing. And this event was epic, with historic and modern car porn/eye-candy at every turn. Too bad if you missed it, but this is supposed to be an annual event, so look for us again next year at the Vintage Racing National Championship at COTA. I promise to have the car sorted out by then!

It looks like we will have 2 more Spitfires and very possibly one other Triumph (Andy Reed—get busy!) at the CVAR drivers school in February! *Amici Triumphi!*





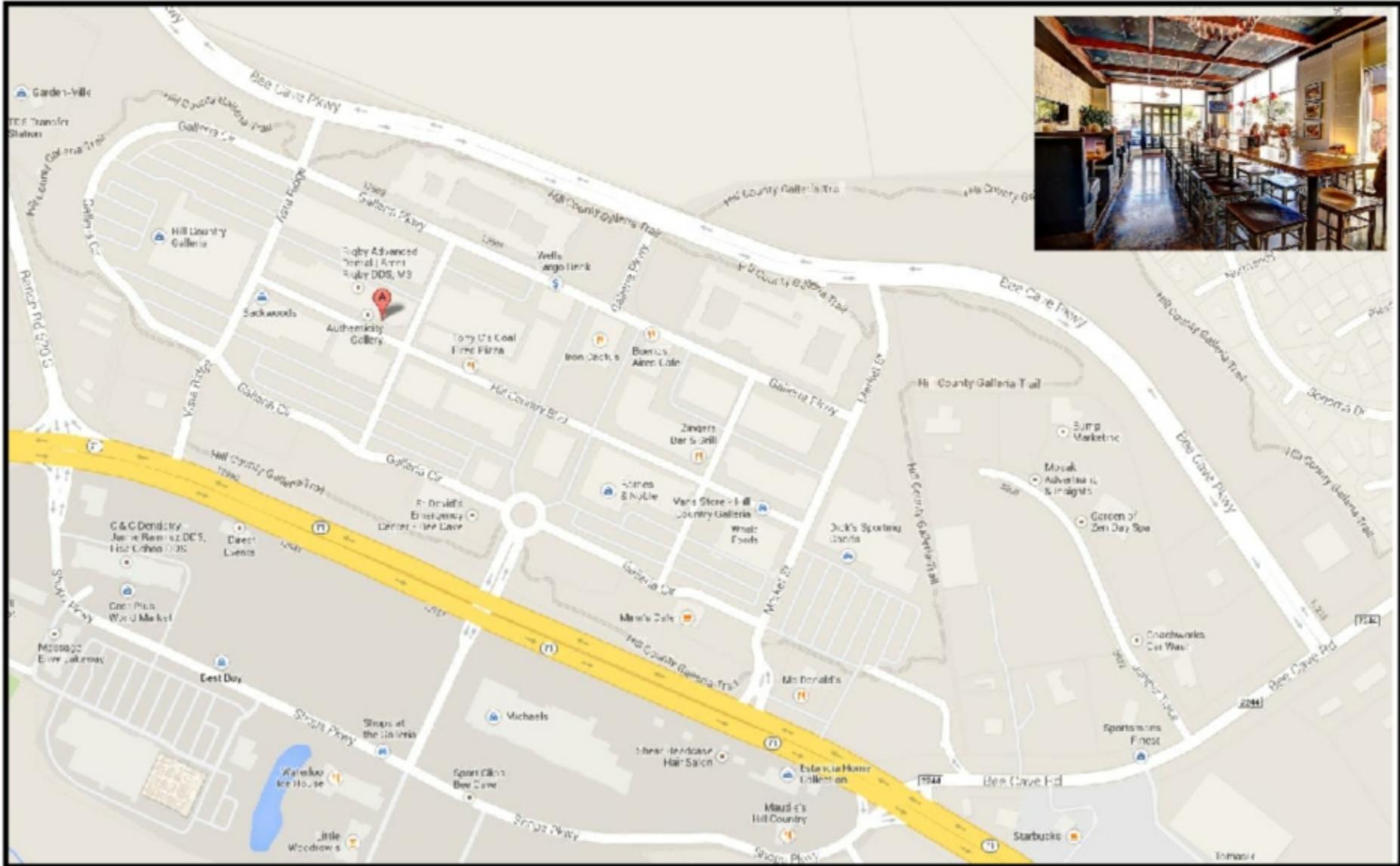
I bought my car 10 years ago on ebay. It was delivered through San Francisco and spent its entire life in Northern California as I have a bunch of documents. I have the original dealer delivery book and it was delivered by Haron Motors in Fresno CA on December 20, 1974.

On the way to the VTR, I stopped at Haron Motors and went in and talked with them. Back then they sold MG, Triumph, Jaguar and Land Rover (British Leyland). Now they sell Jaguar and Land Rover. Had a nice chat with the salesman working the floor and on my way. — Ed Gowett

HILL COUNTRY TRIUMPH CLUB NAME BADGE	
WHITE ON NAVY BLUE	LASER ENGRAVED
MAGNETIC BACKER	
SIZE: 1 1/4" X 3 1/2"	
\$8.00 per badge, inc. tax	
NAME ON BADGE #1: _____	
NAME ON BADGE #2: _____	
Name: _____	
Address: _____	Phone: _____
City/State/Zip: _____	
<small>Add \$1.50 per badge if you want them mailed</small>	
Send Checks to: Mike Schubert 18340 Masi Loop Pflugerville, TX 78660 512-252-3767	

All Star Burger 
 12921 Hill Country Blvd #105
 Bee Cave, TX
 (512) 263-7300 www.allstarburger.com

In the **Hill Country Galleria**, close to Dillard's.
 Parking is available behind Hill Country Blvd., and
 there is a walk-way from the parking area that runs
 next to All Star to get to the main street. The private
 room is located near the main entrance.



For Sale: TR6 fiberglass hardtop "Snug Top" by Custom Hardtops of Longbeach, CA. Outstanding condition. Located in Dripping Springs. \$500 Contact Benson 361-947-7704 gbtuttle@yahoo.com





*Chairman's Message:
Welcome to Excelsior Springs.*

2014 South Central Regional Vintage Triumph Register
APRIL 27 TO 30, 2014



Excelsior Springs, located just 29 miles from Kansas City, MO, was a worldwide attraction for their healing mineral waters in the late 1800's to early 1900's. Our host hotel, The Elms Hotel & Spa was built in the 1880's to serve affluent mineral spa devotees.



Excelsior Springs is just 29 miles from Kansas City, MO

The Elms today

The Elms completed a multi-million complete update and remodel in 2012. They have one of the largest spas west of the Mississippi for your enjoyment. Head to their web site for information about this beautiful resort hotel <http://www.elmshotelandspa.com/>



Spa at the Elms

Area Attractions

You will also want to see the **Hall of Waters** and try their soda fountain of mineral waters. The Hall of Waters was placed on the Clay County Historical Landmark Register in 1981 and listed on the National Register of Historic Places on June 9, 1983.



Jesse James This museum features the largest collection of James family artifacts, and is accompanied by outlaw Jesse James' family home and farm in Kearney, Missouri. Tour the museum and restored home, and view an informative video that relates the story of Frank and Jesse James and their bank- and train-robbing escapades. There's also a gift shop where you can procure Jesse James tee shirts, coffee mugs and other souvenirs. Jesse James' home and grave is about 10 miles away

Events

- | | |
|--------------------------|--------------------------------|
| Monday Welcome Reception | Concours |
| Gimmick Rallye | Funkhana |
| Autocross | Dinner Runs |
| Photo/Model/Craft | Concours 'Participants Choice' |
| Awards Banquet | |

The committee has worked for the last eighteen months planning this event. They have planned rallies, tours, and secured the accommodations and a host of other things that go into making a successful and enjoyable event.

It is the planning committee's hope that you will have a great time at the 2014 South Central Regional Convention. During your stay, you will be able to identify the committee members by their fluorescent green vests. They will glad to answer any questions or give directions to local sights for you to visit.

The Excelsior Springs Police Department has worked closely with us, and they will be glad to assist you in any way they can. Be sure to thank them for the security services they are providing us when they assist you. Please join me in thanking the planning committee and the rest of the KC Triumphs for all of their efforts. We hope you find this program useful as it will give details of the events, history and places of interest in Excelsior Springs. I encourage you to contact any of the 2014 planning committee members with any questions or concerns.

Welcome to Excelsior Springs! I look forward to visiting with each of you. If you see any way we can improve the event please let me know your thoughts.

Jack Edwards
Chairman 2014 SC Regional
Kansas City Triumphs Host

Registration will be available beginning August 15, 2013 at
<http://www.kansascitytriumphs.com/> .

Those registering between August 15 and December 31, 2013 will be entered in a drawing to be held Jan 6, 2014, for one (1) night's stay at the host hotel (The Elms Hotel & Spa). There will be six (6) winners; the night's stay has a value of \$104.00 + taxes.

Good Luck!!

FOR SALE



1960 TRIUMPH TR3

JUST SERVICED NO RUST

NEW TOP NEW BATTERY

TONNEAU COVER & STICK COVER

TIRES ARE FAIRLY NEW

SOME SPARE PARTS

DOES NOT HAVE OVERDRIVE

Needs Side Curtains

\$17,900 or best offer

MIKE 512/252-3767 or trebucs@sbcglobal.net

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.

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
(512) 656-1456
nmcphail@austin.rr.com

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Ragtop Editor

Dan Julien
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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: _____

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
Nov. 8-9	Veterans Day Car Show	Bastrop, TX	bastropdba.org/vets.html
Nov. 12	HCTC Meeting	All Star Burger	www.hillcountrytriumphclub.org
December	HCTC Holiday Party	TBD	www.hillcountrytriumphclub.org
April 27-29, 2014	VTR South Central Regional Convention	Kansas City, MO	www.kansascitytriumphs.com

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.

For Sale

1958 TR3A

Frame off restoration completed 2002. Runs great. Mostly original with few upgrades. Less than 5000 miles on rebuilt engine. White with black interior. Lots of extra parts. Detailed history of car repairs.

\$20,000

Carol Pennington

Next meeting: Tuesday, November 12, 2013

In the Hill Country Galleria at

All Star Burger

12921 Hill Country Blvd #105

Bee Cave, TX

www.allstarburger.com — Phone: 512-263-7300