

The Ragtop



November 2014

Hill Country Triumphs

By Steve Johnson

TOPS DOWN CLUB! Outstanding weather during October. It was a month that was full of events:

- 2014 6-Pack Trials — October 9th through 12th
- 2014 U.S. Vintage Racing National Championship at the “Circuit of the Americas” October 10th through 12th
- 2014 Lucas-Marelli Hill Country Tour — October 11th



- South Texas All British Car Day — Saturday October 25th
- 2014 Rolling Sculpture Car Show — Sunday October 26, 2014

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.

In This Issue

Hill Country Triumphs, by Steve Johnson.....Page 1

Rolling Sculpture Show Photos, by Steve Johnson.....Page 4

November Tool of the Month, by Mike McPhail.....Page 5

Upcoming Events.....Page 12

HCTC Classifieds.....Page 12

Next Meeting.....Page 12

I'm hoping that we see articles on all of these events this month. With everything going on and this beautiful weather, we may not slow down enough to write them.

I thoroughly enjoyed the Rolling Sculpture show on Sunday October 26th. Dean Mericas with help from Bill Waller couldn't have picked a better day for the Rolling Sculpture Show. The weather was beautiful. The Club had 10 Cars, lots of visitors, and lots of fun. We all had our traditional car show lawn chairs to sit in, a cool day in the sun and enjoyable car people to visit with. We definitely took advantage of the day and the event.

NAME	Car
Duncan Charlton	NSU Racer
Jay Cook	81 TR8
Paul Dick	74 TR6
Tim McDonnell	74 TR6
Dave & Betina Foreman	75 TR6
Steve Johnson	67 TR4A
Vince Maggio	59 TR3A
Dean Mericas	63 Jaguar
Bob & Julie Presley	60 TR3A
Steve Richards	57 Jaguar

Our day started at McDonalds on the Highway 71 side of the Hill Country Galleria, arriving at 9:00 AM. Coffee, breakfast and restrooms are always welcome. Once the cars were all together we drove into registration as a group so that we could park that way too. Registration was to officially open at 10:00 AM. We arrived at registration at 9:30 AM thinking that would be enough time in advance. When we drove in we found there wasn't a line and that most of the people had already arrived and parked. We were fortunate to find some dandy parking spots for our Triumphs even within the crowd of beautiful cars. Unfortunately we were short one spot. Betina and

Dave Forman had to park around the corner. You'll see a set of pictures of this great day later in the Ragtop.

Bastrop Veteran's Weekend Car Show — Saturday November 8th



Saturday November 8th is the Bastrop Veteran's Weekend Car

Show. Every year Bastrop puts on one of the largest Veterans Day events in the Hill Country. Our club has quite a few Veterans:

We all had a great time at this event last year. Why don't we show our appreciation for all veterans again this year? More information is on the [Bastrop website](#). We can meet at the "Coffee Dog" in Bastrop and drive to registration together for a better chance to park as a group. Just send a note to me at stevenjohnson7@sbcglobal.net and I'll send you the instructions.

I'd like to see as many of us there as possible attending. It should be a pleasant day of visiting with car lovers and those honoring our veterans.

NAME	SERVICE	FROM	TO
Bob Baker	Army	1968	1969
Don Burkley	Air Force & Army	1967	2006
Richard Ceraldi	Air Force	1972	1976
Jay Cook	USAF	1960	1997
Gene Darling	Army	1961	1964
Paul Dick	Army	1965	1971
Sam Dixon	Army	1970	1971
Art Graves	Navy	1972	1978
Jim Herter	Air Force	1966	1970

Pioneer Flight Museum Tour — Saturday November 8th

Our second event on Saturday November 8th is a tour of the Pioneer Flight Museum in Kingsbury for their annual Fly-In of WWI planes at the Kingsbury Aerodrome, Kingsbury, TX 78638 <http://pioneerflightmuseum.org/> on November 8th. There will be two meeting places.

- If you live in the North-NW Austin Area & beyond and want to meet at 8:45 AM, then meet us at the Kodosky's Garage (The Garageski, 8600 Black Oak St, Austin, 78729). The gate will open at 8:30 AM for coffee and donuts.
- The second meeting place is in Central Austin area at the Givens Recreation Center, Located at: 3811 East 12th Street, Austin, TX 78721 around 9:45 AM. We will leave from there around 10:15 AM.

There will be a potty stop before we take the back roads to the Pioneer Flight Museum/Kingsbury Aerodrome. Once there, we will park our cars and visit the grounds, where we will see very old planes that actually fly. This event is also their annual fundraiser so please buy a burger, Sau-

NAME	SERVICE	FROM	TO
Mike Jankowski	Army	1992	1998
Steve Johnson	Army	1970	1971
Dan Julien	Navy	1969	1973
Vince Maggio	Navy	1960	1966
Clark McKinley	Army	1965	1968
Dean Mericas	NOAA	1973	1979
Mike Schubert	Army	1963	1966
Willis Thorstad	Air Force	1963	1965

sage Wrap or Pulled Pork Sandwich to help support such a worthy cause. The cost of Lunch is by donation.

Please RSVP via email to Warren Kodosky Kodo@KodosKorner.com or call him at 512-633-0413. Let Warren know which place you would like to meet and how many are in your party.

December Club Meeting — Hill Country Tour of Lights — Dec 9th

Put this date on your calendar now please. In lieu of a December club meeting, Mike and Nel McPhail will take the club on our annual HCTC tour of lights in Johnson City, Tuesday December 9th. Our Triumph caravan will depart the Barber Shop (Brew Pub) at 207 Mercer St. in Dripping Springs at 6:30 PM for a scenic drive to Johnson City. <http://barbershopbar.com/>

The entourage will arrive at Pecan Street Brewing at about 7:00 PM for a hardy dinner <http://pecanstreetbrewing.com/>. Afterwards we will stroll over to the Pedernales Electric Co-Op building to view their fantastic Christmas lighting display.

Please send a note to Nel at nmcphail@austin.rr.com and let her know by Friday, December 5th if you are attending. Or, you can call her on her cell phone at 512-656-1456. For the trip Mike's cell phone is 512-695-8637. Call them if you are on your way and are late or having trouble.

Vintage Triumph Register 2015 National Convention

The VTR National Convention will be held August 11-14, 2015 at the

Abbey Resort and Conference Center in Fontana, Wisconsin. The featured Triumph models for this convention will be the TR4A and the Spitfire Mark II both of which are celebrating their 50th anniversary in 2015. For the latest information check out their website at www.VTR2015.com.

VTR members may register online and pay via PayPal. If you prefer, you may print out a registration form and mail it along with a check. You will need to know your VTR membership number and car's commission number to complete the registration. Early registration ends on June 15th.

To receive the VTR room rate at the Abbey Resort and Conference Center call the resort ((262) 275 - 9000) and ask for the Vintage Triumph Register rate. Roughly half of the block of 110 rooms is already booked.

Next Club Meeting — Saturday, November 15, 2014 at Frisco's

Over the past few months, I've been approached by various club members about moving the club meeting to Saturday mornings for a



breakfast/brunch meeting. I've run that by a number of club members and all thought it would be a good idea. Moving to Saturday would eliminate worrying about leaving work early and fighting traffic to the club meeting for example. One member even told me we are the only club in Texas that doesn't have our club meeting on Saturday. Elizabeth Mericas checked on a number of breakfast places with

private rooms, but all of them so far have been booked. Dean had an Alpha Romeo club meeting at Austin's Legendary "Frisco" restaurant, and asked if our Triumph Club could come in one Saturday for breakfast to try them out and they said they would love to have us. They have several car clubs and really enjoy car people (so do we)!

Frisco's is more centrally located just north of 2222 on Burnet Road. Their food is great as many of us already know. There is a large parking lot in the back for the cars. Their private room is large enough for us to grow. Take a look at their website where you can also get directions

<http://thefriscoaustin.com/>.

Here's the plan.... Let's meet at Frisco's at 9:00 AM on November 15th to eat. The meeting will start at 9:30 and run to 10:30 AM if we need to. If we like the change from Tuesdays and like the place we'll vote on the change. If approved, we'll start officially on the second Saturday of each month in January 2015.

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/

ROLLING SCULPTURE SHOW October 26th, 2014



NOVEMBER TOOL OF THE MONTH

By Mike McPhail



One pressing issue in the home workshop is the removal and re-installation of the dreaded “interference fit” auto part. Let me quote an excerpt from the shop manual regarding the disassembly of u-joints: “Holding joint in the left hand, tap the yoke arm lightly with a soft hammer. The bearing should begin to emerge, then turn the joint over and remove the bearing with your fingers.”

Yeah, in your dreams! In reality, at the very least, you will need to hold the thing in a large vise and beat the hell out of it with a two pound sledge hammer and cold chisel. A blow torch might speed things along. If you direct your aggression only at the old joint, the yoke may emerge unscathed. If this is the case, proceed to installing the new joint.

First, remove the grease fitting and then, fill the bearing cups with chassis grease, using a finger to pack it in. This will help to keep the bearing needles from escaping during the arduous process that follows. Prepare the yokes by sanding the bearing holes and cleaning the snap ring grooves with a Dremel tool. Position one the bearing cups in the yoke and squeeze it into place with the vise, or a large c-clamp. Use a little extra grease and check the alignment as you go. If the cup does not move in-

to place with the force available from these devices, use a punch to carefully back the cup out and sand a little more. Press the cup into the yoke until it begins to protrude on the inside. There will be (barely) sufficient room to place the u-joint “spider” into the cup. Some spiders will have a grease fitting angled in one direction usually towards the driveshaft. Remove the fitting until finished in order for the excess grease to escape. Check to see that the spider goes all the way into the cup. If it does not, then one or more of the needles have been dislodged. The opposite cup can now be carefully pressed into place. Use a suitable sized socket to press the cups into their final position and install the snap rings, being sure that they are firmly in the grooves. Follow the same procedure for the other yoke. An extra pair of hands will make this job a lot easier.

Some operations require more force or a greater range of motion than the vise or c-clamp can provide. A twelve (oh, heck, make it twenty) ton shop press is perfect for moving the immovable object. Even recalcitrant bearings can be persuaded to move along a shaft with this mighty implement of destruction. As an added bonus, the hydraulic jack is detachable for use as...well, a jack. Alignment is critical when pressing objects, and once again, heat and lubrication can make the difference between the thrill of victory and the agony of defeat. A large assortment of sockets will insure the ability to put the force where it is needed.

The dainty arbor press is handy for seating more delicate items, for instance, brake caliper pistons. Christmas is coming up, and this \$50 deluxe nutcracker is the perfect gift for the woman in your life. After the holidays, you can relocate it to your workbench! By the way, the rack and pinion action



gives the most feel of any press, since it has the least mechanical advantage. Use a cheater bar at your own risk!

Pullers are often need to get things apart, and can be used in many of the same situations as a press. Don't waste your money on those silly three jaw pullers, as they are rarely up to the task. A proper puller should bolt directly to the object, or have a clamping device which firmly holds the object to be destroyed.

You don't always have to spend a lot of money on fancy tools. A large nut & bolt can be welded to a spare flange to form a powerful hub puller. An assortment of threaded rod, with some nuts and washers is all you need for many tasks. Nothing works better for replacing coil springs, removing trailing arm bushings, or replacing throw-out bearings. Brackets can be spread or narrowed with precision and gearboxes & engines aligned with these simple but versatile items.

So the next time you need to put the squeeze on something out in the garage, be prudent in your choice of tools, because, as a wise man once told me, “to a hammer, everything looks like a nail”!

FOR SALE

I have a set of 1960 Texas plates for sale. . . Asking \$80.00 for the set

Mike Schubert

H - 512/252-3767

C - 512/740-9937

trebucs@sbcglobal.net



Includes prison rodeo advertisement



Michael Connally
mcfoto@swbell.net
 210-262-0275

1973 Triumph TR6 with Overdrive

Commissioned April, 1973. Full frame off restoration 11/2001-11/2003. Totally disassembled, sandblasted and cleared of any rust. Paint job includes two coats etching primer, two coats of standard primer, 4 coats of color coat (Duco Jet Black) and four coats of Clear Coat. The under carriage is coated with POR 15 which is used to protect oil derricks in the Gulf. The car was voted Participant's Choice at the 2006 VTR National Competition in Dallas. It has won 1st and 2nd Place in subsequent competitions. It cruises comfortably at 70 mph and has been as far as 1,200 miles round trip on more than one occasion. The car is appraised and insured for \$22,000. I am offering it for \$19,500.

All suspension bushings replaced.
 Wheels sandblasted and powder coated.
 5 Yokohama 203 x 5.5 Tubeless Tires
 All new rugs and door panels
 New Dash Crown
 New Convertible Top

Engine:
 New Rings and Valves Ground
 New Rod Bearings and Crankshaft Bearings and seals
 New Clutch and Bearing
 New Slave Cylinder
 Carburetors Rebuilt
 Distributor Rebuilt (Advanced Distributors)
 Modified Cam
 Headers
 Monza Exhaust
 Radiator Rebuilt

Richard Good Triple Manifold with three Stromberg Carburetors
 MSD Multiple Spark Distributor and Heavy Coil
 New Master Cylinder and Vacuum Booster
 Richard Good HD U-Joints on Drive Shaft and Short Shafts
 All New Discs, Shoes
 Drums and Rotors Turned
 All Brake and Fuel Lines replaced with Stainless Steel Tubing
 Spin off Oil Filter
 Rear Lever Shocks Replaced with Tube Shocks
 Set of Four Koenig 15x7 Rims and Goodyear Eagle Tires
 New Windshield
 Tourist Trophy Laminated Walnut Steering Wheel
 Convertible Top Cover
 Tonneau Cover



1972 Triumph TR6 Sports Car

(CC75356L)

113K Miles

Asking \$15,000

Complete Engine Rebuild at 86K.

With:

&

- Surrey Roof
- Over Drive
- Webber Carbs
- ASA Mufflers
- Rear Tub Shock Conversion
- Front Spoiler
- Oil Cooler
- Premium Fuel Pump
- Leather Seats w/ Seat Belts
- AM/FM Radio w/ CD Player
- Auxiliary Power Source
- Leather Rimmed Steering Wheel w/Triumph Logo
- Wood Crested Shift Knob
- Alloy Valve Cover
- New Tires (5)
- New Battery
- New Gearbox Cover (Polyethylene)
- New Carpet w/Heat Shield
- New Window Washer
- Rebuilt Radiator
- Rebuilt Heater
- Pertronix Electronic Ignition w/Coil
- Wood Created Shift Knob
- Electric Fan Kit (Not Installed)
- Sun Visors (Not Installed)

Vince Maggio

512-514-0138 H

908-240-2514 C

vincemaggio@msn.com

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



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 is earlier than January 2015, you are past due 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

HCTC Officers

President

Steve Johnson
president@hillcountrytriumphclub.org

Consigliere

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

Webmaster

Jim Icenhower
webmaster@hillcountrytriumphclub.org

Treasurer

Mike Schubert
512-740-9937
trebucs@sbcglobal.net

Secretary

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

Membership

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

Ragtop Editor

Dan Julien
512-451-3102
editor@hillcountrytriumphclub.org

Membership Application

Name: _____
Address: _____
City/State: _____ Zip: _____
Home Phone: _____
Work Phone: _____
Email address: _____
Car Make: _____ Model: _____ Year: _____ Color: _____
Car Make: _____ Model: _____ Year: _____ Color: _____



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

Nov. 8 — **Bastrop Veterans' Weekend Car Show.** See [page 2](#) for information.

Nov. 8 — **Pioneer Flight Museum Tour.** See [page 2](#) for information.

Nov. 15 — **HCTC Monthly Meeting.** Information below.

Dec. 9 — **Hill Country Tour of Lights.** See [page 3](#) for information.

Aug. 11-14, 2015 — VTR 2015 National Convention. Fontana, WI. See www.vtr2015.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.

I am looking for a TR250 or TR4a Bonnet for a vehicle I am restoring. If you have one for sale please call me at 512-517-5325 or email me at filv@fnbbastrop.com. Thank you, Fil Valderrama

I recently bought a project 1965 TR4a.... Any advice, help, parts,would be greatly appreciated

Alan Palmer ampalmer4@gmail.com

For Sale: Triumph TR engine parts. One late TR4 engine (has aluminum pushrod tubes in head), unknown mileage and condition. Fan and clutch are still installed, as is valve gear. It's been stored inside but I can't turn it over by hand. One bare early high-port TR3 head which appears to be uncut and in good condition. Three used stock Triumph crankshafts. Three used TR camshafts of unknown specification. One set of used 83mm pistons and liners. If there is any interest I will check condition and clearances/undersizes for interested parties. I would like to buy/trade to obtain two TR6 steel wheels.

Contact Duncan Charlton at 512-965-7583 or duncan.charlton54@gmail.com

Next meeting: Saturday, November 15, 2014, 9:00 AM

The Frisco

6801 Burnet Rd

Austin, TX 78757

thefriscoaustin.com — Phone: 512-459-6279