

The Ragtop

December 2014



Hill Country Triumphs

By Steve Johnson

It's hot... it's cold... it's rainy... it's not... It must be November in the Hill Country. It seems like the weather is trying to shift gears and is having problems getting it done. I have a good friend that lives outside of Chicago. If you think we have bad weather, it's nothing compared to the show, wind, and rain they have been having. He couldn't even get from the house to his shop to work on his cars. I think I'll stay in Texas.

I hope your Thanksgiving was as good as ours this year. We spent



the day with family and friends. When asked what I was most thankful for in 2014 one of the things I mentioned was "having a wonderful Hill Country Triumph Club to be associated with."

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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Thanks for what each of you do to make our club great. I'm looking forward to 2015.

We had our November 15th club meeting at Frisco's in Austin. There were 33 members and 12 cars that joined us for the meeting on that slightly rainy day. Those attending found the food and service very good. The parking lot is large and suited for our needs. The lite traffic was a welcome change from our usual rush hour. But one of the most positive things I saw was the number of ladies that joined us. This is a family club and it definitely looked like it.

Although many of our members liked the thought of a Saturday Breakfast meeting, there were others that wanted to keep our current Tuesday evening meeting and some who thought we should alternate between Saturday mornings and Tuesday evenings. In order to find out how many of us wanted which alternative, I put together an anonymous survey, sent it out and gave everyone a week to think about it and reply.

The majority of us thought that Saturday Breakfast meeting would be best, so we'll start those in January. I want to thank all those who participated in the survey. At times, change is good and helps keep the club vibrant. I'm optimistic that this is one of those positive changes.

Salute to The Texas All British Car Days — September 26-28

Our TXABCD is Texas' largest All British Car Day in Texas and is enjoyed by Vintage Triumph Register members from all over the

state and some from out of state. The "Austin Motor Scene" website has a great video on this year's TXABCD that I thought you would enjoy. Here's the link to it <http://vimeo.com/110851823>.

Thanks again to all those that helped to make this year's show the best in Texas.



Next 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.

2015 Hill Country Triumph Club Kickoff Party - January

Dean & Elizabeth Mericas cordially invite you to a Hollywood Happy Hour, Saturday, January 17th at Casa Mericas. So, mark your calendar for this costume party as well as libations, food and folly.

Walk the red carpet. Capture the money, the fame, and the glam of your favorite Hollywood actor or go as one of their famous characters. You've got time to plan this one, so know your lines — and make it REEL. Prizes awarded and everyone gets a backstage pass to the "photo shop". Details forthcoming.

Sorry, the media is not invited to this function. What happens at Casa Mericas, stays at Casa Mericas.

2015 VTR South Central Regional Convention - Kerrville Texas

As you know, our Hill Country Triumph Club is responsible for hosting next year's VTR South Central Regional Convention. Now that we have the Inn of the Hills Hotel and Convention center booked for the event, we'll be laying plans together for the April 22nd through the 25th, 2015 event. We'll need lots of help from the club for this event. I'll send you a list of openings for you to choose from in January along with who to contact. Putting on Regionals is always fun for all of us.

Inn of the Hills is also a convention center with everything we'll need at one location from accommodating rooms, to a world class banquet hall, trailer parking within walking distance of our rooms and a special car washing area that is always setup for car clubs. All we need to do is move in. Their web site address is <http://www.innofthehills.com/>. To learn more about Kerrville see their website at <http://www.kerrville.org/>.

We initially reserved have 75 rooms. The room cost will be \$104 per night and that rate is good for three days before and after the regional if you would like to come early and/or stay late. Reservations can be made by calling 800-292-5690 and asking for the "Hill Country Triumph Club Block".

As of today over 30 of those rooms are reserved. I'd recommend you call for reservations as soon as possible. Please send me a note if you will be attending so that I can put you on the list to help a bit while you are there.

I'll keep you posted as plans come together.

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.

2015 LeMons Schedule Is Out

Love racing really crappy cars with really fun people? The [24 Hours of LeMons](#) is here for you. They just released their 2015 schedule.

February 7-8: [Barber Motorsports Park](#), Birmingham, Ala.

February 28-Mar 1: [Eagles Canyon Raceway](#), Decatur, Texas

March 21-22: [Sonoma Raceway](#), Sonoma, Calif.

April 25-26: [Gingerman Raceway](#), South Haven, Mich.

May 2-3: [Carolina Motorsports Park](#), Kershaw, S.C.

May 9-10: [New Jersey Motorsports Park](#), Millville, N.J.

June 13-14: [High Plains Raceway](#), Deer Trail, Colo.

June 20-21: [Buttonwillow Raceway Park](#), Buttonwillow, Calif.

July 11-12: [The Ridge Motorsports Park](#), Shelton, Wash.

July 25-26: [Autobahn Country Club](#), Joliet, Ill.

August 8-9: [Thompson Speedway Motorsports Park](#), Thompson, Conn.

September 12-13: [Thunderhill Raceway Park](#), Willows, Calif.

September 19-20: [Carolina Motorsports Park](#), Kershaw, S.C.

October 3-4: [Miller Motorsports Park](#), Tooele, Utah

October 10-11: [Autobahn Country Club](#), Joliet, Ill.

October 24-25: [New Hampshire Motor Speedway](#), Loudon, N.H.

November 14-15: [MSR Houston](#), Angleton, Texas

December 5-6: [Sonoma Raceway](#), Sonoma, Calif.

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

Put this date on your calendar **now** please. Instructions are above under "Tour of Lights." I'm looking forward to seeing you there.

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

Triumphantly,

Steve



Steve Johnson
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The Night Before Christmas

By Mike McPhail

'T was the night before Christmas and out
in my shed
Sat a tired old Spitfire, its battery dead.

The fenders were rusted, the floor pan had
holes
The seats and the carpets had been eaten by
voles

The tires had dry-rot, the gas tank was leaking
A turn of the wheel sent the tie rods a-creaking.

So I put on my coat with a weight on my heart,
And went out to the shed to get it to start.

When the engine turned over, there arose such
a clatter!
I knew from the sound...there was something
the matter.

From under the dashboard there came a bright
flash:
The wiring harness had just turned to ash!

"I've had it with TRs!" I finally swore
"Enough is enough, I can't take any more!"

When what to my red, teary eyes should appear,
But a stout little Englishman with a pint of
warm beer!

"Good Day," I heard, as he tapped my shoulder.
"I'm the spirit of Triumph" said he, while the
Spitfire continued to smolder.

"This one can be saved; there's no reason to
grieve.
All you need is some faith...man, you've got to
believe!"

"A hammer! Some duct tape! Get me more tools!



When you work on these cars, just make up the
rules!

We'll get her cranked over, no way that she'll
stall...

But stand well back, with your face to the wall."

A cough then a sputter...the cacophony stun-
ning.

I couldn't believe it! The damn Spit was run-
ning!

The ghost winked at me and said, kicking a tire,
"Whatever you do, DO NOT TOUCH THIS
WIRE!"

The old man then vanished, oh bless his heart,
and when the smoke cleared he had left me
some parts!

So I opened the shed door and let the top down,
Put the pedal to metal and went out on the
town.

And I thought to myself as I missed second gear,
"Merry Christmas to All and a Triumphant New
Year!"

Pioneer Flight Museum

By Warren Kodosky



but there wasn't as much activity as there was in previous years. Although many of the WWI planes didn't fly because of mechanical issues and wind conditions it was still a nice gathering. There was a WWI style military encampment complete with soldiers dressed in period uniforms. A cop on a vintage Harley Davidson who happened to be the "car club" organizer was present as he was in past events. A Vintage Fire Truck and a Model-T gave rides throughout the day.

It was a nice Saturday morning and people & cars started arriving at the Garageski early in the morning. We had coffee and donuts while we waited for everyone to show up. Several clubs were invited to the tour including the Thunderbird Club, the Triumph Club, the Road Relics, the Lakeway Car Club and the host club: the Antique Car Touring Club of Georgetown.

We had cars ranging from the 1940's through a 2014 Corvette and one motorcycle. We left the Garageski and drove to Central Austin to meet up with some

more car people. Then we started on our secondary and tertiary roads - road trip to the Aerodrome.

The Kingsbury Aerodrome has it all, very old airplanes, very old cars, very old engines and we brought some old people with their old cars. Since this was the Pioneer Flight Museum's fundraiser they provided lunch for a donation. Many of us bought a nice burger and helped out a good cause in the process.

There were many planes that flew into the airport and parked

This year's outing was much better than the previous years because now there were real bathrooms with running water. No more Port-O-potties. My wife was happy and that made it a great outing!

I'm looking forward to next year's event. Maybe the Fokker Tri-wing Plane will not have any issues and be able to fly.

I've attached some pictures of last year's event that shows some of the vintage planes flying.







Dealing with Loss

The Saga of a Sold Race Car

By Bob Kramer

*I have asked myself
How do I deal with this?
And I have asked myself
Where is my beautiful TR4A?
And I have told myself
That it isn't mine anymore!
And I have told myself
This is not my beautiful TR4A!*

During the Kastner Cup race weekend in May Kas asked me if I wanted to sell my car. He caught me totally by surprise with the question and I quickly answered no. Why would I do that? My first thoughts were “what would I do without it?” It had become a part of my identity, a big part. Kas replied, well think about it, and if you would consider selling it come up with a price by the end of the day. He mentioned that he had recommended my car to some hot shoe Triumph racer in Belgium whose TR3 had come to an untimely demise. I took his suggestion as a compliment.

I have some history with selling race cars and I knew it meant that if I sold my race car I wouldn't have a “ride” for a while. I sold my first race car, the yellow TR3A in 2000 because I really wasn't connected with the early Triumphs

and I wanted something better. I bought a TR4 and I campaigned it for four more years but along the way I was offered a rusted out relic TR4A with significant race history. It needed everything, nothing that bags of cash couldn't resolve so I sold that red TR4 off to a guy in Japan in late 2004 to get the money to finish restoring #29. I missed out on driving for over a year while I completed it, and I missed my planned debut at the Kastner Cup in Hallett in 2006.

Things would be different this time. I knew that I had a second race car, the blue #67 TR4 that Andrew races. We could share it for a while. Thoughts started swirling in my head. What could I do with the money from this race car sale?

Kas had seen my car race at four Kastner Cup's over the years. I'd taken it to Heartland Park in Kansas, Watkins Glen, Road Atlanta and now this year at Eagles Canyon. We'd talked about the car's history and he knew that his Cal Sales based Triumph Competition Department had provided the

original owner, Bob Stewart with some sponsorship back in the day. He had a soft spot for the car. He had a soft spot for the car. He had me write an article for one of his books about brake bleeding and in the process I'd sent him a variety of undercarriage pictures of my car for him to choose from for publication. He knew the car, had seen it perform and liked the build quality. Kas also knew that the TR4A was my third race car. He had seen me race at Mid Ohio in the old yellow TR3 and at VIR and Mosport in that old red TR4. He watched from the Canadian hillside when I blew up the TR4 engine and earned the nickname Fireball. At some point in one of our conversations I had mentioned to Kas my desire to build a Devin TR3 or maybe a TR6 like the Kastner Brophy car, and I probably had said something to the effect that it would never happen as long as I had the TR4A to race. Thus, I was responsible for giving him the idea that I wanted sell the car; and I had a decision to make.





vice from my peers was twofold. Some folks knew that I had the itch for something new, others focused more on the money factor. I shared what I had invested to build the car and it was a significant number. In the end I decided to take both pieces of advice and sell it if someone would pay what I thought it was worth and ask a little more to leave room for negotiation. That last piece worked in my favor when the price passed on to Kas was communicated to the buyer and accepted immediately.

What? He'll take it? I had a Kastner Cup race to run!

This would be my last time racing the car. I promptly went out on track and thrashed away. I hadn't had the time to do the Practice and qualifying session so I was working my way up through the pack in Group 2. I caught up to a familiar MG, the #40 of George Curl. George knows me and the car and it is a significant pleasure for him to dice with me. I had an ignition problem (loose wire) at COTA in the fall and I couldn't pass him there. It was an easy fix (once I found it) and I was back to being faster at ECR. He didn't know that, just remembering waving me by at COTA and I couldn't go. He decided to play, chopping off my pass attempts. I saw it as blocking but I could see that he just thought that he could stay in front. After half a lap and a couple of "chop blocks", I set him up for a pass on the paper clip straight before the hairpin that takes us onto the front straight at ECR. Everybody, and I mean everybody comes up the hill and moves to the right to set up the left turn

hairpin. George did exactly that, until he saw that I wasn't. I was taking him on the left and coming fast. He didn't recognize how fast I was coming so he simply turned left to block. With no choice but squeezing him and risking contact I stabbed the brakes and tucked to the right. A monster spin ensued. Talk about Red Mist, I had blood in my eyes! I did manage to pass him in the next race and worked my way up to a reasonable starting position. I had a great race with Tony Drews in the Group 2 race preceding the Kastner Cup race and we continued that dice into the cup race until my clutch called it quits. I made sure I got in some serious laps, my last laps.

Back at home reality hit, and after a short period of remorse I delivered the car to the shipper. I became a man without a car. OK, that's a little dramatic since I do have that other TR4, but a piece of my identity was being loaded into a container in Houston. I'm pretty practical by nature and I set to planning pretty quickly. I noted that I had proven what I suspected when I built #29; that it is possible to recoup the money spent on restoring a race car with history. For now I would focus on getting the Blue #67 more competitive and dependable while I kept my eyes open for a restorable race car with history. Then I looked up in the garage rafters and remembered that I have a Devin body in the attic. Soon I was calculating that if I could find a TR4A roller with nice frame I could recreate #29 but this time more race car than restoration. This led to further day dreaming. I have a complete TR4 "for restoration" car in a shed and I figured that I could create my own IRS TR4A beater racer if I could find a good TR6 frame using

So there I was, racing at Eagles Canyon, leading the TxFOt Kastner Cup team, dealing with T-shirt sales, collecting fees and all that is involved and he throws a deadline at me. I suppose he had a backup plan and needed an answer so he had time to move on to the next car. Fortunately I had my peer group of Triumph friends and family right there at the track to counsel me. Let's be real, I had thought about selling the car. There is a part of me that didn't want to go to the very edge with a car that had this history and so much of my time and treasure invested in it. Although the "red mist" occasionally takes over I rarely spin and I mostly back away from tight passing, not wanting to ruin the sheet metal. That is the vintage way of racing but sometimes I yearned for a "beater" to thrash around in. With all that thinking I had come to the conclusion that I would sell this car if I could cover what it cost to build it. I just didn't think that was ever going to happen. The ad-

that body. I found myself searching eBay for available Triumphs during “Love it or List It” commercial breaks and soon found a gem, a rust-free TR6 body tub and frame cheap. Yes, it was a little modified for a planned 289 project but nothing that wouldn’t work for a race car. The car was in Kansas City, but the guy was coming to Austin for the Sport Car races at COTA. I got it delivered for a bit over \$500.00. I knew that I could sell a TR6 frame for more than that if I trashed the tub and ground off the extra mounts, so I bit.

I wasn’t even there when the “she-bang” arrived. They dropped it and ran, but it was better than the pictures and the tub was too good to toss. That darn brain of mine started turning again and thoughts of TR6’s race cars developed. I’ve raced a 3, a 4 a 4A, what other conclusion could I come up with? I made a few calls. I had seen a picture of a TR6 race car ensconced in a shed in Arizona. It had plenty of history and always on the prowl I had contacted the owner in the past, vintage racer Jeff Durant, and been rebuffed. I thought I’d give him another try. After a few more emails he suggested that we talk. I figured I had set the hook and it was time to reel it in but there was no way I was going to talk him out of that car. There are a lot less TR6 racers than there are TR3/4 guys and he just wanted to connect and encourage me. Like I needed encouragement, hah! I still heard wheels turning in my head. The conversation convinced me that I had to take this tub project and turn it into a TR6 race car. I’d met Sam Halkias, a TR6 racer for over 30 years at Heartland Park and knew him well enough to ask for advice. Sam is a former SCCA EP champion in his well known Valvo-

line TR6. I sent him a note looking for tips on building a TR6 race engine and mentioned my conversation with Jeff. In passing asked if he knew of any old restorable TR6 race cars that were available. Sam replied that he would be happy to help with advice but that he didn’t know of any restorable cars, but he had a complete car that he might sell.

It turns out that Sam’s racing program includes his championship car, a backup car, and another backup car that all look just like his champ car. In his stable he also has a Paul Newman tribute TR6 and a Kastner Brophy tribute TR6. I think he also owns a Group 44 tribute TR6 that Jim Stouffer keeps at his place. They brought four of these cars to the Kastner Cup at Road Atlanta a few years ago, but not the one he was offering for sale. That one is what he called an SCCA regional car. It was a TR6 campaigned in the SCCA by Mark Gerdes out of St. Louis from the about 1992 through 2004. Sam bought it from Mark when he retired from racing, thinking he was buying it for parts like the dog gear transmission, but when he took it home he decided to rip out the sub-standard roll cage make it into a vintage car

Sam raced it once in 2006 as a vintage car and then it languished in his garage. In 2013 he decided to convert it to a regional SCCA car and repackaged it as a look-alike to his current car. It doesn’t have the latest and greatest parts being mostly the 1990’s Gerdes car but it is still a great car. Sam’s

roll cage includes mounting points for rear coil over shocks, and the rear sway bar. On the front he cut the spring tower to fit some more coil overs. This resulted in a much lower car and he tuned the suspension. He installed one of his engines, detuned a bit from the full race versions and attached the dog gear transmission from the Gerdes package. He took it to Mid Ohio and won two SCCA Regional races while he sorted it out.

So, all plans and dreams aside I bought it. I didn’t want to negotiate pricing with Sam but I did ask if there was anything I might have that we could trade to bring the price down and he replied that he might be interested in a rust free TR250. Well, as luck would have it, I had one of those. The discussion about how much it was worth on trade led me to listing it on eBay at an unthinkable high price. I just wanted to determine its value. I figured that it would get higher than he would want to pay and that I would just keep it and my



passive aggressive negotiating tactic would fail. As it turned out, two bidders thought it was worth more than I did in my wildest dreams, blew away my unreasonably high reserve and it sold. It is now in Canada! I was going to Ohio, the car needed to get to Toronto so I worked a deal with the buyer to take it as far as TSI Imported, Ted Schumacher's Triumph business in northwest Ohio. This helped with the gas money for the trip to retrieve my new TR6 from Sam near Columbus. I brokered a deal for Ted to take it near the border where the buyer met him and they did a 2x12 trailer to trailer transfer. Gotta love it!

So I'd sold two cars, bought one and have money in my pocket for future projects. The new to me TR6 has the Halkias touch and look but it still has most of the Gerdes original car. The brakes are upgraded to 4 wheel discs, and the rear axles are a Corvair modification that used to be popular before custom axles became available. The coil-overs and rear sway bar are nicely done by Sam, although the sway bar is disconnected to work with the welded differential. The front sway bar looks pretty old in comparison. Since the car came from the Midwest the body and frame aren't the best, but it is a race car and it looks the part. It has that "it is okay to thrash me" factor I was missing in the TR4A. The Halkias paint scheme on fiberglass panels look great and successfully hide the sloppy wiring aging 1990's stainless steel plumbing, but all things considered it is a great race car and I'm already attached to it.

With not much time to get it ready for the November CVAR event, and knowing that Sam had given it the

once over, I completed the only the basic checks. I bought new tires to replace the SCCA legal slicks and replaced a leaking master cylinder. At Sam's urging I bought new plastic Weber floats to replace the bound to fail metal floats the DCOE 40's came with and some spare jets but I didn't mess with them before the races. I had some work to do on the blue TR4 that Andrew would be racing so I loaded the TR6 onto the trailer and crossed my fingers. Once at the track I made sure that I set up the seat belts to fit me, set up some "first try" tire pressure adjustments and filled it with fresh 110 leaded. I hit the track for Practice and Qualifying Saturday morning and worked it up to speed. P&Q doesn't give you much time to get to know a car but I felt comfortable. CVAR offers a practice day Friday for an extra day's fee, but work gets in my way. Regardless, with the TR6 power under the hood and the CVAR's new, trial class DP-2 classification I was placed on track against all the Triumph's, MG's, Alfa's, and Sprites. After P&Q I was fourth on the grid for my first race.

I warmed the tired for the race start and lined up behind one of two ridiculously fast Spridgets. These cars are light and fast. I don't know how they do it but there are fast Spridgets all over the country. When the green dropped I punched it expecting to spend a little time in the draft like I always did in my TR4A, but I closed the gap immediately and pulled around the Sprite. I dove down into turn one into the lead. I took to driving deeper into the turns because I had more power to exit. Soon I had "moment", I was driving like those fast guys in Mustangs, 911's and 240Z's, the ones who pulled away and I would catch in the turns. I looked in the mirrors and saw two sprites staying with me in the twisty bits. Yup, that used to be me. After a few laps



I noticed that it was just me and the two Sprites with a gap back to Dave Foreman in his 914 and Greg Blake in his TR3. I wanted to check my gauges and get a feel for the car and make sure everything was as it should be. I pulled off line on the back straight to let the Sprites pass and race each other. They gapped me pretty quickly at 90 mph so I had to get right back after it. I didn't want to let Dave and Greg by! Not knowing what to expect I was surprised that I caught the Spridgets again within a few turns. I settled in behind them and followed them for a couple of laps while I checked out my car. About the time I was comfortable that everything was A-OK we were running nose to tail, three in a line through the turns. The lighter blue Sprite took turn 7 a little too tight, caught the curb hard and drove off the track to the right to avoid a 90 mph spin. That did it for their race so I passed the remaining Sprite and spent the rest of the race and the next out front.

Saturday was two races and two wins. Wow! Due to the fact that we race in groups of classes, I have often won my class, but only once before, in the rain, when everyone else spun off, had I won a race outright. I couldn't touch those Sprites in the 4A and all those years of racing against Porsche 911's and 240Z's in Group 7 had kept me far away from the front. It was cool to win, but in reality the TR6 out-classed all the other cars on the track and any other result would have been underperforming. It really belongs in Group 7 challenging the P and Z cars but it is a "post-historic" car and they are only allowed in Group 2, and even there it is just a trial basis. It gets in because TR6's were moved from C

Production to D Prod in 1975. I may have to convert it back to a CP car in the future but for now I guess I'll have to be content with mopping up the Group 2 competition.....and the brake fluid.

You'll notice I didn't mention Sunday. The TR4 clutch decided that it was like Chick Fil-A and wouldn't work Sundays so we decided that Andrew would run the TR6 on Sunday. Saturday had been cloudy, damp and misty at times but it had rained hard over night. The track was wet and Andrew ran the

warm up session getting in a few laps. He came in saying that it was hard to shift. Kid's, always complaining! He still wore a huge smile and for my mild mannered son he was fairly ecstatic about the driving characteristics of the car. We both felt that same way about the car, we could drive the track like it was meant to be driven. Instead of worrying about carrying momentum through the turns we had to watch the tachometer and worry about exceeding the rpm limit. There were to be two races Sunday and Andrew would have to start from the back due to the driver change. I had visions of him passing most of the field on the start and passing the rest as the race progressed, but it was not to be. The clutch hose, the darn thing had a pinhole leak that relieved



Sam Halkias and Bob Kramer at Sam's house in Westerville Ohio

the line pressure. In his shoes I would have continued and used the dog gearbox for its intended crash shifting but he wasn't going to risk it his first time out. With more rain on the way we called it a day rather than work up a track-side bandage repair.

So that's it! All the planning, thinking and dreaming aside I have some money in my pocket from selling two cars, a Devin body in the rafters with a TR3 frame and race engine waiting and a TR6 tub and frame. Hmmm, what am I to do?

*And you may ask yourself
What is that beautiful car?
And you may ask yourself
Where does that race track go?
And you may ask yourself
Am I right?...Am I wrong?
And you may tell yourself
MY GOD!...WHAT HAVE I DONE?*



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

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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

Dec. 9 — **Hill Country Tour of Lights.** See [page 2](#) for information.

Jan. 17, 2015 — Holiday Happy Hour at the Mericas' house. See [page 2](#) for information.

April 22-25 — VTR South-Central Regional Convention. Kerrville, TX. See [page 2](#) for information.

Aug. 11-14 — 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

1972 Triumph GT6

it starts but needs work , have extra parts
Needs a good home

Call Ched # (210)-304-9021
asking \$950



Next meeting: Hill Country Tour of Lights

Tuesday, December 9, 2014, 6:30 PM

Starts at The Barber Shop

207 Mercer St.

Dripping Springs, TX

See [page 2](#) for more details