

The Ragtop

March 2015

Hill Country Triumphs

By Steve Johnson

March has definitely come in like a lion. Let's just hope it goes out like a lamb and so that our Regional in April is warm with roads accented with Texas wild flowers. Right now it's just plain cold one day and all of a sudden warm the next. This has definitely

slowed progress of my project to get new floors and show room paint for the TR4A. I'm running out of time to also update the rear main on the engine with a new "leak proof" rear main seal from the Roadster Factory as well as a new clutch. I want to have the head redone while I'm at it but that may have to wait until after the Regional. We shall see.

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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The Club meeting last month was great. We talked about Regionals and other similar events. A number of seasoned club members were at the meeting to talk about their portions of the upcoming regional. They answered questions and gave tips on what to expect as well as how to approach the events. We'll have another question and answer session this month so bring your questions to the club meeting. We'll meet at the warm and welcoming Frisco's again! Breakfast will be at 9:00 AM and our meeting at 9:30 AM on Saturday March 14th.

As you know, the Inn Of The Hills ran out of rooms in early February. If you're looking for a room try this link to find one <http://kerrvilletexascvb.com/places-to-stay/kerrville/>. It's the most complete list of hotels that we've found. It's on the Kerrville Convention and Visitor's website. There's lots of information on that site. They have been very helpful as the Regional comes together and will be providing "Goodie Bags" for us.

The Core Team that is putting together our Regional is making steady

progress. At our upcoming meeting we'll be finalizing many of the activities and classes for the events. We've decided to have team shirts for the Regional. Usually at the Awards Banquet each of the clubs sit together and wear their club shirts. I'll get back to you with more information on how you can order a shirt if you would like to.

Our HCTC VTR Regional Website is at <http://www.hillcountrytriumphclub.org/vtr/index.html>.

New Orleans All British Car Day - March 21st

The British Motoring Club in New Orleans is having their 25th Annual British Car Day on Saturday, March 21st at the Delgado Community College City Park Campus. Registration is at 9:00 AM to Noon. The show starts at Noon with Awards at 3:00 PM.

They invite all British Cars and Bikes. Their website is www.bmcno.org for more information. If you have questions you can contact Don Marpe at (504) 394-6343 (bdmarpe@att.net) or Karen Murray at (504) 236-7509 (karenmurray@cox.net).

Later in this addition of the Ragtop you'll find their flyer and registration form.



Vintage Triumph Register 2015 National Convention

The VTR National Convention will be held August 11-14, 2015 at the Abbey Resort and Confer-

ence 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 are already booked.

Next Club Meeting - Saturday

March 14th at Frisco's

Let's meet at Frisco's located at 6801 Burnet Road in Austin. Be there at 9:00 AM



for breakfast. The meeting will start at 9:30 and run to 10:30 AM if needed. Their website is <http://thefriscoaustin.com>. Our club meetings are on the second Saturday of each month.

Triumphantly yours,
Steve

Steve Johnson
President
Hill Country
Triumph
Club (Austin)



stevenjohnson7@sbcglobal.net
www.hillcountrytriumphclub.org/

March Tool of the Month

By Mike McPhail

Springtime is upon us! It's time to get that little British car out of mothballs and on the road. Perhaps a tune-up is in order. How long has it been since you replaced the ignition wires, distributor cap, spark plugs, contact points, rotor and condenser? Well let's get cracking!

Take a look at the cap and wires. Are the wires clean and flexible? Is the cap clean and are the terminals corrosion free? Does the resistance in the wires fall within the proper range? A little dielectric grease on the ends of the wires might help. Observing the wires and cap with the engine running in total darkness can reveal spark trails on defective parts.

The appearance of the spark plugs can tell a lot about the overall tuning of the engine. A nice light to medium brown says that all is well. A nearly white coating suggests too lean of a mixture or the wrong spark plug. A black soot coating suggests too rich of a mixture. Black and oily suggests a worn engine, probably worn or stuck oil rings. For best results, examine the plugs immediately after running the engine at road speed.

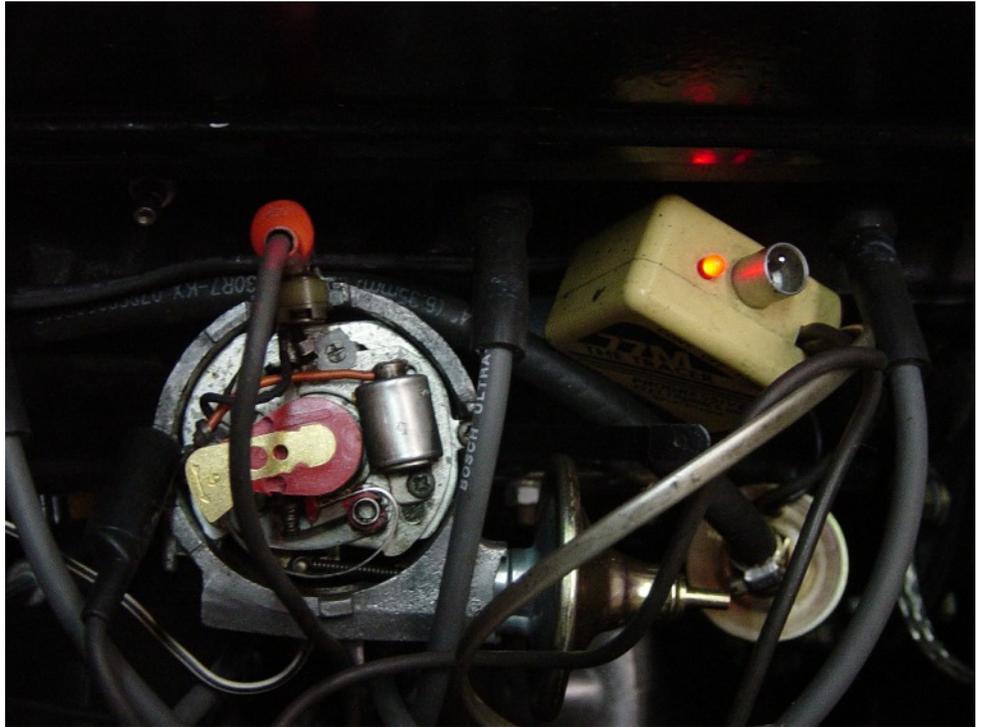


Tuneup tools.

Okay, get your credit card out and purchase a test light, strobe timing light, feeler gauges, carb mixture adjusting tools, micrometer, airflow synchronizer, and two ColorTunes. Remove all the spark plugs, take off the distributor cap, put the car in top gear and roll the car until the distributor rotor points to where the number one spark plug wire would be. The timing marks on the crankshaft pulley will now be nearly lined up with the pointer. Rock the car until the pointer lines up with the mark on the pulley that corresponds to the "static timing" setting from your repair manual. Now replace the points and condenser. Loosen the distributor

clamp and rotate the distributor so that the rubbing block on the points assembly is on the high point of the distributor shaft cam. Use the feeler gauge to set the gap. Use the test light to determine exactly when the points open as you rotate the distributor body clockwise. Remember, we are still pointing the rotor at number one. When you find that sweet spot where the points just open, tighten the distributor clamp. You can expect the car to start and the dynamic timing, as indicated with your strobe timing light to be pretty close to specs. This is a good time to adjust the engine's valves, remembering that if they are nice and quiet, they

are too damn tight! Oh, yeah, and as you roll the car along to do the valves, check that the gap of the distributor points is the same on each lobe of the distributor shaft cam. Variation indicates a bent shaft! Put a little cam grease on the rubbing block and drop of oil under the rotor after checking that the rotor will return to its original position after being twisted counter-clockwise. If not, the mechanical advance springs are probably stretched. If it doesn't turn at all, the two piece shaft is frozen from lack of oil.



Test light in action.

Now that the easy part is done, let's adjust those carbs! Here is the really cool part...Gunnison's Color-Tune. This little gadget is the priciest thing on the list, but worth its weight in lead-tetra-ethyl. Forget that nonsense about the piston lifting pin and what might happen if hear this or that. Install the color-tune spark plugs, one in the first, the other in the last cylinder (you do have twin carbs, don't you?) and start the engine. The clear glass insulator on the color-tune will let you see the actual combustion in the chamber when the car is running. There are detailed instructions with the tool, but basically, you are looking for a pretty blue flame. A yellow color indicates an overly rich mixture. Just a spark and no color and you are not getting any gas at all to the cylinder.

Various tools are required to adjust the mixture. Read your repair manual carefully to understand the proper procedures. Before you dive into adjusting the mixture, it might be wise to remove the dash pots and observe just where the jets are positioned on the SU, or the needles on the Stromberg. Typically, the jet or needle should be between flush and lowered to about the thickness of a penny. A cheap dial micrometer will give you an accurate measurement. Now that you know where you started, you can screw on that adjuster with confidence! Make sure that the pistons still move freely after you put them back on.

Don't forget that you have to balance idle setting on the carbs. Disconnect the left and right carbs from the linkage so

that when you adjust the idle screw on one, it will not affect the other. A length of hose can be used to listen that the "hiss" is equal on each carb, better yet, spring for a synchronizer tool. The throttle on each carb can now be opened independently of the other to check for proper operation. Note that both pistons should move in a similar manner when the throttle is opened. Check that the dampers are full of oil...engine oil works just fine. The pistons should be fairly stiff when lifting with your finger. The slow rise of the pistons is what delivers more fuel upon acceleration, sort of like the accelerator pump in your old Chevy, but without all that flooding!

Luckenbach Rallye Winners



Our own Art Graves and Mike McPhail!

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: _____

Add \$1.50 per badge if you want them mailed

Send Checks to: Mike Schubert
18340 Masi Loop
Pflugerville, TX 78660
512-252-3767



*“The British are coming”,
Again!*



British Motoring Club New Orleans 25th Annual British Car Day

Saturday, March 21st, 2015

Delgado Community College City Park Campus
Orleans Ave. between City Park Ave. & Navarre Ave.

On-Site Registration: 9 a.m. to Noon

Show: Noon to 3 p.m.

Awards at 3 p.m.

All British Cars & Bikes Invited
Spectators Welcome at No Charge

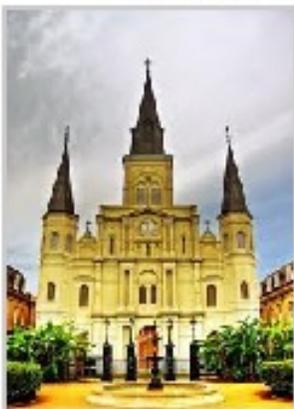
For more information contact:

Don Marpe (504) 394-6343 bdmarpe@att.net

or

Karen Murray (504) 236-7509 karenmurray@cox.net

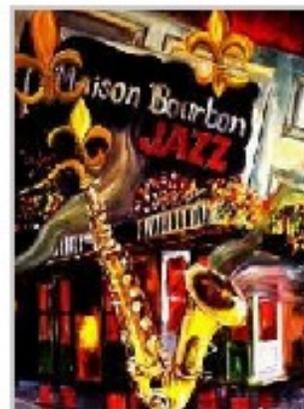
Registration form available at our web site: www.bmcno.org



- Online registration available at BMCNO.ORG *

Ramada Inn
3400 South. I-10 Service Rd W
Metairie, LA 70001
(504) 833-8201

Ask for special BMCNO \$119.00 rate
available until 2/21/15



official entry form
25th Annual New Orleans British Car Day

Saturday, March 21st, 2015 New Orleans, Louisiana

Please print

Name		Guest (for name tag)	
Address			
City		State	Zip
Telephone		Email <small>Request e-mail on Receipt of Entry: Yes / No</small>	
Club Affiliations			

Cars entered \$25.00 early registration \$30.00 after 3-14-2015

Year	Make / Model / Type	Entry Fee
1		

More than one car—add \$10

2		
3		
4		

Special Pre-Show T-Shirt Pricing (Show Price \$2 more per shirt): Size M through XL \$15. size 2XL \$16. 3XL \$17

M:	L:	XL:	2XL	3XL	Shirt Total:
					Grand Total

I plan to attend the Friday night reception with _____ total people.

In consideration of this entry, I waive any and all claims for me and my heirs against the British Motoring Club New Orleans, Delgado College, their officers and any sponsor of this event for injury or illness which may result directly or indirectly from my participation. I also give my permission for use of my name and / or pictures in any broadcast, telecast or any other account of this event.

Signature: _____ Date: _____

[Payment by Paypal or Credit Card available:](#)

[HTTP://www.clubregistration.net](http://www.clubregistration.net)

Make check payable to: "British Car Day"

Mail to: Car Day, P.O. Box 73213, Metairie, LA 70033

Field opens at 9:00 am Saturday, March 21st 2015
 Registration and line up from 9 am to Noon.
 Voting from 12:30 pm to 2:00 pm
 Awards at approximately 3:00 pm

For more information visit our web site: <http://www.bmcno.org>
 Or contact: Don Marpe: (504) 812-8811 bdmarpe@att.net
 Or contact: Karen Murray: (504) 236-7509 karenmurray@cox.net



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



FREE TO A GOOD HOME

I recently cleaned out my attic and need to dispose of several old racing items that are in pretty good shape and might be of use to some of our club racers. I have a 5 gallon plastic racing fuel can which is almost new. I also have a Flip-Chart Pit communication board that is quite serviceable. First come/first serve on these items. If you want them let me know and I will coordinate and bring to one of our meetings. Don Burkley, 512-203-7558 or DBurkley@austin.rr.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. If it says Jan 15 in the dues column your dues are overdue now. Any quite delinquent member who hasn'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
nmcpmail@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

March 14 — HCTC Monthly Meeting. Information below.

March 21 — New Orleans All British Car Day. See [page 7](#) 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

1972 Triumph GT6
it starts but needs work , have extra parts
Needs a good home

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



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

Triumph TR3/TR4 engine parts for sale. Two used engines for rebuilding, unknown mileage and condition. One bare early high-port TR3 head which appears to be uncut and in good condition. Three used stock Triumph crankshafts, one uncut. Three used TR camshafts. One set of used 83mm pistons and liners.

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

Next meeting: Saturday, March 14, 2015, 9:00 AM

The Frisco

6801 Burnet Rd

Austin, TX 78757

thefriscoaustin.com — Phone: 512-459-6279

Be ready for a drive afterwards!