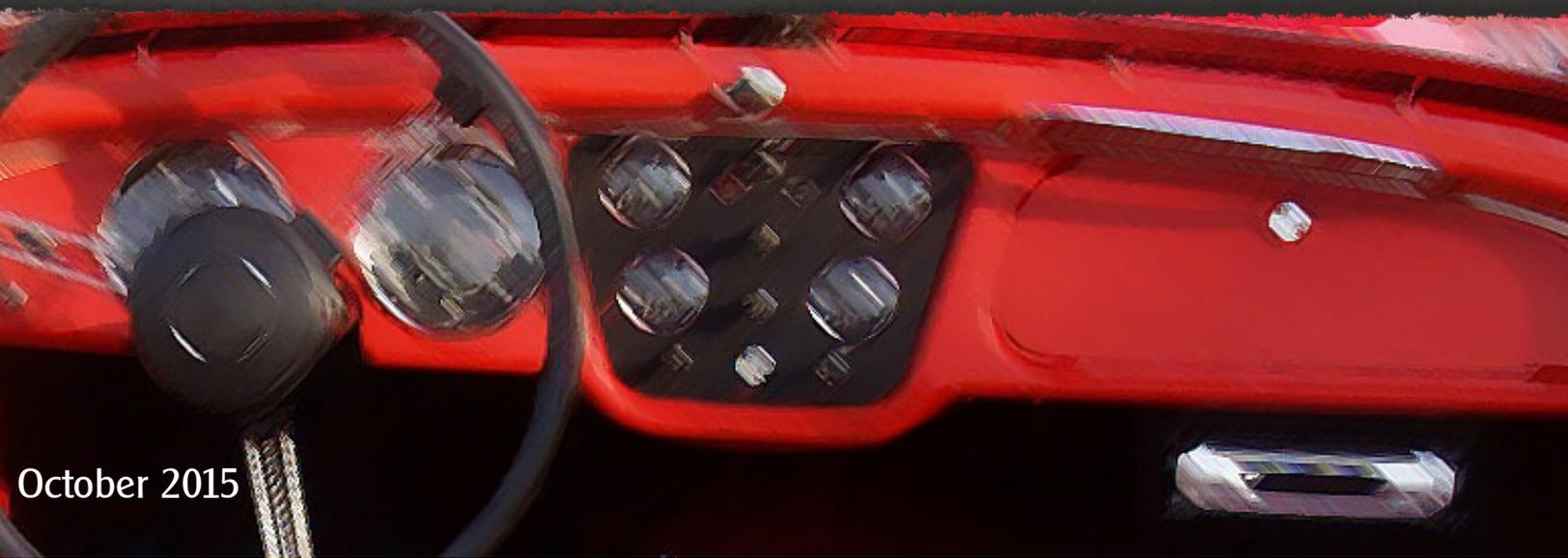


The Ragtop



October 2015

Geared Up

By Emily Barrett

Dear Club,

It's hard to believe September is in the rear-view mirror and we are turning into the home stretch of 2015!

Kudos to the All British Car Days!

I would like to thank everyone who came out to the All British Car Days. The volunteers were amazing. (As always!) I had a chance to observe a little more closely this year and WOW, our volunteers are simply the best. It was also a really nice way to raise some money for the Open Door Preschool, while spending time with friends and fellow British car lovers. If you missed the winery tour, you need to get the directions and head out there. The drive was fun and the wine was delicious!

It's never too early to register for the next VTR Regionals! The website is now up and running. It can be accessed directly at

www.triumphsokc.org/#!/scvtr-regional-2016/ch5d or thru the [COVTR website](#).

Dennis and Lorna Duke told me about this great production on YouTube. It

will give you an idea about what to expect. [2016 VTR](#)

October 16-17 the Red River Shoot Out in Paris, TX

October 16-17 the Houston Club will be in our neck of the woods for their Falling Leaves Tour Keep an eye out!

November 1, 2015 The Rolling Sculpture Car Show

November 7th - the SVCA (Sportscar Vintage Racing) car show at the Circuit of the Americas

November 13 & 14 the Bastrop Veterans Day car show.

I'm sure I'll leave something out, if I do, please let me know and I'll be happy to add it to the list!

The next meeting is Saturday! Please come, the drive in should be beautiful. Just set the alarm and wake that little car in the garage up. It wants to see the sunrise. :)

Be safe and have fun!

Emily

President
Hill Country Triumph Club



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Lucas-Marelli Tour

October 17 - Lucas-Marelli Tour held by the Texas Hill Country chapter of the Alfa Romeo Owners Club and open to gearheads and their interest-

ing vehicles of all persuasions. The tour consists of a 3-4 hour drive through some of the best roads of the hill country, finishing up in Johnson City for a group lunch at the

Pecan Street Brewery. Contact Dean Mericas (dmericas@austin.rr.com) for details and to RSVP.

8th Annual Rolling Sculpture Car Show

The Hill Country Rolling Sculpture Car Show will return for the eighth year on November 1, 2015. Collector cars, sports and exotics, modern classics, hot rods, art cars, and other motorized eye candy will be parked along the streets of the Hill Country Galleria in a celebration of automotive style in all of its forms. The show benefits the Bee Cave Public Library through paid sponsorships and show car registrations. All proceeds go to the Library, with more than \$33,000 raised over the past seven years. This money allows

the Library to purchase special items or offer special programs that enhance and expand their services to the community.

Begun in 2008 by HCTC members Dean and Elizabeth Mericas and Bill Waller, the Hill Country Rolling Sculpture Car Show has become an institution in Bee Cave, with upwards of 200 examples of rolling sculpture lining Hill Country Boulevard and its side streets. Live music, restaurants, shops, and a multi-screen theater make for a day-long family event.

This year's show will be on Sunday, November 1st from 11 a.m. to 3 p.m. Triumphs have had good representation in past years, and the hope is that even more club members will bring our their own rolling sculpture to share with the crowds.

If you'd like to become a sponsor, please contact Library Director Barbara Hathaway at 512.767.6624 or bhathaway@beecavetexas.gov. To register a vehicle to show, visit www.rollingsculpturecarshow.com.

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.

October Tool of the Month

By Mike McPhail

Last month I went on and on about how a fellow could purchase a brand new distributor and retire that old worn out dizzy. It looks like the same scenario applies to the original equipment carburetors. Now don't get me wrong, I have always been a staunch supporter of OE carbs. It's my opinion that a properly rebuilt SU or Stromberg can be expected to give many years of trouble free service; however, a few of my conceptions have changed over time. I was of the belief that just hanging bigger carbs on an otherwise unmodified engine was tantamount to spitting in the wind. As of late I've had the opportunity to do some tuning on cars fitted

with triple Strombergs, down draft & side draft Webers. In every case, the modifications have provided a noticeable increase in performance. Not only are acceleration and fuel economy improved, but often times the engine starts more easily, warms up more quickly, stops dieseling and idles more smoothly. Also, some of these conversion kits cost no more than a professional rebuild.

Adding a third Stromberg CD175 to your Triumph TR250/TR6 is a very popular option. www.goodparts.com sells a really slick kit that accomplishes this nicely. The manifolds and linkages are first-rate and you can even or-

der an optional cold air box. If you don't use three like-new carburetors with this arrangement, you'll be short changing yourself. When done properly, this is really the hot setup. Price wise, I'd say Richard Good's conversion falls somewhere between the two Weber solutions. The twin Weber down draft kit for the six-cylinder TR utilizes the original intake manifold and most of the throttle linkage. I have found the installation to be very straight forward and a car equipped with this setup is transformed to the point where the driver might think the engine was made in Japan. The only drawback to this upgrade is that it gives the engine compartment a somewhat cheesy look as the Webers and their budget air cleaners seem to look out of place. The triple Weber DCOE side draft arrangement barely seems to fit under the hood and is probably most well suited for competition work. I'll have to admit that on an Austin Healey 3000 or Triumph TR6 those three big Webers with their six integral velocity stacks are mighty impressive!

Four cylinder engines have similar Weber options. Any-





body with a late model MGB, Midget, or Spitfire probably agrees with the conventional wisdom that the single Stromberg is not going to cut it. A brand new two barrel Weber down draft conversion for these models can be had for not much over \$300, including the air cleaner and intake manifold. You can get this carb with a manual or automatic choke, but, of course, the choice is obvious. All Webers feature an accelerator pump and fixed jets, so all you can adjust with a screwdriver is the idle speed & mixture. Other adjustments require purchasing replacement parts. You would expect that the people designing and selling these things have installed

the proper jetting, etc. and that you would never have to fool with it. In reality, no two engines have the same requirements, and my experience is that most of them will have the car running somewhat lean, so therefore a swap to bigger jets might be in order.

Side draft DCOE Webers are available for a little more money, and that race-car look is worth every penny of it. I have tried four different carburetors on my Sprite, and the 45DCOE is definitely King. They really sound off when you step on it! You can even get dual DCOE kit for the Spitfire and I don't think that you have to have a race engine to make good use of it. You will

find a complete assortment of Weber conversion kits for LBCs at

www.piercemanifolds.com.

The prices range from \$315.95 for an MGB 32/36 DGV down draft to \$1840.85 for triple 45DCOE for the Big Healey.

I guess a fellow trying to knock the Weber conversions might say that it's too easy to flood the engine or that there's nowhere in most cases to connect your vacuum hoses. Non-vacuum distributors with mechanical advance are designed to make up the difference, and are available brand new, for peanuts.

Flooding shouldn't be a problem as long as you remember that Webers have an accelerator pump and that you should be careful working the gas pedal before starting the car. Sure, you'll have to get rid of all of that anti-smog plumbing, and you may be in want of a manifold vacuum connection. In a pinch, the aluminum intake manifold can be drilled and tapped for a vacuum connection. All Webers are very well designed and built, and are somewhat more sophisticated than their British counterparts. I think the main reason to keep what you have, is that we know the original stuff can be made to work well with little effort, and that some of us actually enjoy the idiosyncrasies of the British carburetor!

25th Anniversary of the Texas All British Car Days

By Jim Icenhower



2015 Round Rock, Texas

Silver Jubilee

The last weekend of September is traditionally the weekend we hold Texas All British Car Days (TXABCD). Close to 200 British cars came out for the three day event and had a great time!

This weekend is the culmination of a lot of work by the committee that organizes it. The amount of work soliciting donations, organiz-

ing registration, creating a rallye that is different from last year's, laying out the show field for Sunday and all of the other tasks that make this work is really enormous. The success can be credited in large part to the HCTC members who work so hard to get it done: Barbara Kramer, Bob Skewis, Bill Waller and Dan Julien. Thank them when you see them! We also

had help from Charlie Cluck and Brian LeGrand from the Jaguar club, Mark Barrington from the MG club and Phillip Reese from the Rolls Royce/Bentley club. We have two goals for this show: put on a great British car show and raise money for the Open Door Preschool. Clubs contribute baskets for our silent auction and this year HCTC contributed two! Betina created one and Emily created the other one. It takes a lot of work and creativity to build these baskets and we sincerely appreciate the work these ladies have put in and the contribution by the Hill Country Triumph Club!

Friday

This is the second year we started the weekend on Friday with a happy hour in Round Rock at the Brass Tap

(<http://brasstapbeerbar.com/RoundRock>). We had over 40 people there for a casual get-together to discuss British cars and drink beer. A great way to get the weekend started!

Saturday

This year we added a drive on Saturday morning. Brian LeGrand of the Jaguar club organized a drive, wine tasting and light lunch at Perissos Vineyards. Fifty folks joined Brian for this drive and we heard that everybody had great wine a great drive and fun! Every-

one was back in time for a little time in the hospitality room and then the rallye. Mark Barrington was the rallye master this year and create another great drive with a challenging game. The tie-breaker was a drawing submitted by teams. You can see some of the drawings at our [Facebook page](#).

The rallye ended at Centennial Plaza where we held the dinner in the Baca Center. Pok-e-Jo's catered the dinner with excellent fajitas.

There is only one person who has been with Texas All British Car Days for all of it's twenty five years. In deference to her modesty I won't mention her name (BK) but I will say that we presented her with a silver tree of life necklace. A very small token of our appreciation of everything she has done to make TXABCD a success!

Sunday

Sunday dawned clear over Centennial Plaza in Round Rock as we were setting up. This was our sec-

ond year at this venue for us. It's a very pleasant place to hold the car show with paved parking and indoor bathrooms!

Almost 200 cars and motorcycles including 49 Triumphs came to the Sunday Car Show and we added entertainment this year. Sonny Morgan of Late European Luxury Cars invited JoAnna Lee to play from noon until two. She's a wonderful singer/songwriter and I hope we have the opportunity to see her again. Speaking of Sonny, he brought several new Rolls Royce, Bentley and Aston Martin cars to show on the plaza. One of them had a sticker price of over \$500,000! Nice car.

A complete list of winners is available from our home page at www.txabcd.org.

With another creative effort by Bob Skewis, the Hill Country Triumph Club again won the best club display. He created a "Triumph Lane" street sign which

looked perfect at the head of the street with Triumphs parked on both sides for it's entire length.

Bob also created the logo for this year. He's been creating the logo every year for years now and always does a great job. Having an event logo every year in addition to our standard logo helps distinguish TXABCD from other shows. Thanks Bob!

Please take a moment to join our Facebook group at the link below. You can stay informed and we may create some events in addition to the annual car show. Keeping an eye on our Facebook page allows us to keep you informed. Once you join please post about your experiences at #TXABCD.

Photos

There are some pictures from the show available at the following links:

<https://www.facebook.com/groups/115499245141733/1076779615680353>

www.txabcd.org



2015 All Triumph Drive In Oregon Gardens

By Sam Bass

We planned a drive down the Oregon Coast to attend the 2015 ATDI. We rendezvoused at Linda's home in Everett with Mike and Dale Holliday, from Canada. This planned two day drive down the Oregon coast began on Wednesday the 12th of August.

After coffee and looking over the planned route we departed in three beautiful TR6's for the Edmonds to Kingston ferry. After a breakfast stop in Silverdale at the Oak Table we were

ready for a day's drive to Astoria, Oregon. The weather was great for top down driving and we took the back roads down to the coast. The drive was excellent except for the traffic jam in Aberdeen where bridge work caused one lane to shut down making a 30 minute delay. After leaving Aberdeen the rest of the drive was smooth sailing. Light traffic on Highway 101 made for an enjoyable drive with photo stops in Astoria around 3pm.

Once checked into the hotel it was time to explore Astoria. We walked downtown on the River Walk to visit Fort George Brewing and enjoy a pint of beer to wash away the road dust. Then we ventured on a short walk to Buoy Brewing for dinner and another pint. The oysters were some the best I have ever had in the northwest. All in all delicious food, good beer and great company for dinner along with a fine drive, now time to retire and get ready for the tomorrow's drive.





Thursday was clear and cool in the morning. A quick breakfast at the hotel and we're off. Of course we made a quick stop at Tillamook so the boys could purchase their favorite beef jerky and yes, fuel for the cars. Lunch was at Pelican Brewery in Pacific City, and after lunch we took Highway 22 to Salem then Highway 213 to Silverton. We arrived in Oregon Gardens at 2:30 pm having a 30 minute wait for our room; so decided to visit the bar where we met Dennis and Bonnie Baxter. Many PTOA members began to arrive and we renewed old friendships. What a great day for LBC driving and happy to arrive without any car troubles.

On Friday we explored Silverton and some of the roads around the town. Along with washing and waxing our cars for the show on Saturday we enjoyed the arrival of 130 Triumphs to Oregon Gardens. It just so happened that the last Triumph to arrive belonged to Tom Sewell. Unfortunately his car broke down 60 miles short of Silverton so arrived on a tow truck flatbed. After the meet and greet party we were able to repair Tom's car, and it was up and running for the next day. Obvious to us, is that Tom deserves the Hard Core trophy in the near future!

Saturday was bright and sunny which proved to be

perfect for a car show. The Oregon Gardens was a wonderful setting for the show with cars parked by 9 am and show ending at 1 PM. After the car show we participated in the cover bridge tour with 15 cars in each group. The tour was on back roads and lasted 3 hours; a fun way to spend the afternoon. Now back to the hotel, time to get ready for dinner and awards.

The awards were presented at the cocktail hour prior to dinner. The following Tyee members were presented awards:

Early TR6

Linda Allen, 1970 TR6, 2nd place



Julis Abellera, 1972 TR6, 3rd place

Late TR6

Tom Sewell, TR6, 2nd place

Spitfire

Steve Kundson, 1967 Spitfire MK2, 2nd place

Terry Howells, 1967 Spitfire MK3, 3rd place

TR8

Larry Engersol, 1980 TR8, 1st place

Unique/Special

John Gebert, 1948 2000, 1st place

Other awards were presented after dinner.

The dinner was delicious and the raffle was fun. I

won \$75.00 gift certificate to British Parts Northwest. The last awards were presented and again Tyee members were well represented. Linda Allen won the President's Award and John Gerbert won Best of Show. The BC club announced that the 2016 ATDI will be held at Fort George on Victoria Island. Now, time for a good night's sleep to prepare for the drive home.

After breakfast and our final goodbyes we were off for a two day drive home to Everett. We drove north on Highway 213 to Highway 224. Light traffic and good roads made for a nice morning drive. We then went around Mt. Hood to

Hood River where we stopped and stretched our legs. We crossed the Columbia River at Hood River and drove Highway 142 to Goldendale. We Picked up Highway 97 to Yakima and then Canyon Road to Ellensburg, our stop for the night. On Monday we drove over Blewett Pass into Leavenworth for an excellent breakfast at the Leavenworth golf course. Then we traveled over Stevens Pass to Everett and home. We had a great weekend in Oregon with all our Triumph friends. Mike and Dale were fun to travel with and we are planning to attend next year's ATDI in Canada. Hope to see you there.

Aluminum Flywheel in a TR6

SHOCKING TRUTH REVEALED

By Roger Bolick

Anudge of the ignition switch to verify the battery was re-connected... WOW, what?? Instantly the ROAR of a jet, a V12 Ferrari coming to life, tachometer instantly bouncing off redline. I awoke from the fog to realize 12 volts had reached the TR6 starter, twisting the engine to 2k, explodes to action racing to redline... my right foot still lightly resting on the "go fast" pedal.

Finishing at 1:30 AM... the critical Pre-Power CHECK LIST of 21 items was "ahhhh" forgotten.

My physical reaction finally kicked in, foot releasing the accelerator, frantically searching for the key... the sound of total silence... as the tach paused at zero... then bounced to 750 RPM idle. I froze awaiting the mechanical breaking, clashing noise, found key in ignition, paused to await the expected mechanical clashing and splattering of metal, but there was none. Just a nice idle, well not nice, engine was thrashing at 650-850 RPM, lumpy would be an understatement.

Back to the beginning... most of my adult life I've heard of installing various "hot rod" items, many tried and under-achieved. The ALUMINUM FLYWHEEL being costly and also required a transmission removal stayed a mystery till NOW!

The original TR6 flywheel cast iron, weighing 27 lbs, was replaced with an Aluminum flywheel weighing 9-10 lbs. Nothing else was changed. It was the PERFECT TEST as this TR6 has been driven a lot in its present configuration. As an aside, cast iron flywheels are known to degrade over time, developing hairline molecular cracks within the granular material. This can lead to stress cracks which at 6,000 RPM result in terrific forces as the flywheels pieces separate. Its more like an explosion! Billet steel or billet aluminum are vastly superior in this respect, i.e. non-granular.

Swapping the TR6 flywheel is a huge time sink, not due to the actual flywheel swap, but the associated interior, etc. etc. Interior "reconstruction" worsens due to "scope creep" to fix various other minor is-

sues in the process. Seems like 4 hours would be enough... but this time, starting at 5PM, I finished at 1:30 AM.

FIRST IMPRESSIONS

1. STARTER spins the engine immediately and effortlessly, its simply unbelievable. The sound due to the increase speed is different and the engine fires instantly.
2. IGNITION SWITCH seems to operate faster and must be released quickly. Its a pleasant, but odd change in driver behavior.
3. IDLE speed does not really change, but everything that isn't perfect now shows up in the idle. It took a day of fine tuning every adjustment to get the engine to idle as before... and its still slightly rougher. Bumped the idle speed adjusters $\frac{1}{4}$ turn, 50-100 RPM to prevent the engine stalling upon rapid release of the "go fast" pedal.

4. REVVING the engine, any minor movement of the "go fast" pedal causes an immediate response. Have to be careful till the new behavior is learned.
5. RELEASING THE CLUTCH in first will require careful throttle application. Seems difficult at first, but in a few days its but a memory. Becomes an ingrained reflex quickly.
6. GEAR changes when trying to match RPM's is a little more difficult as once the clutch is disengaged, the engine is VERY sensitive to blipping the "go fast" pedal. During double-clutching, etc. this turns out to be an asset as the engine speed changes a light speed.
7. TOP SPEED is the same, I do not note any real difference. Some folks claim more HP with an aluminum flywheel, but that's bunk. What actually happens is the lessened weight GREATLY decreases the rotational inertia... brain in gear... weight isn't the issue, its how far the weight is from the axis TIMES the weight. For instance a crankshaft is heavy, but the rotational inertia is small as its mostly on the rotational axis. The flywheel and clutch bits however are weight far from the axis.
8. MID RANGE POWER, this is the gravy, WOW, engine develops the same power and torque, but its application to the TR6's acceleration is much amplified. Car leaps forward like a rocket under your "go fast" pedal. At a nominal 2,500 RPM there is a transformation of the car's personality, it just asks for it and you respond, what a kick!
9. DECELERATION, this was unexpected... but what goes up, must come down... NOW, when you let off the "go fast" pedal, its as if the brakes were applied, very unsettling at first, but WOW what a fun item. Now you rarely have to use the brakes for turns, just modulate the "go fast" pedal. Takes a few days for your right foot to learn, but awesome.
10. STOPPING THE ENGINE, another unexpected benefit is the all but instant stopping of the engine. No engine run-on, no winding down, by the time the ignition switch is "OFF", the engine is already stopped.
11. WEIGHT, no matter how you slice it, the car diet showed a 17.5 lb loss... but rotational inertia is a weird thing, see details below. The effect is much, much more.

CONCLUSION

Expensive → yes,
PITA to install → yes,
FUN factor → off the charts!

NOTE: Aluminum parts usually have reduced thread torques from their steel counterparts and one should be careful, very careful about threads into aluminum OR bolts clamping to it. I use the flywheel specs OR the low end of car manf torque range and locktite if any question. Check all bolts for depth of engagement and bottoming out prior to usage. AND I use a RE-THREAD tap (Sears Craftsman has a set) to clean up all threads every time, especially on old parts and new ones!!

Different length attachment bolts may be required for the Pressure Plate OR Crankshaft! Double check everything, leave nothing to chance. Use a torque wrench on everything. Baby the aluminum threads!

2015 TXABCD Photo Essay

By Dan Julien





TXABCD Photos

By Jay Cook



Here is my son Sean working on painting his trunk in the rare and near perfect 20,000 km 1982 TR8. He did not get any recognition at the show but he is still trying to finish the trunk and match the exterior color. Silver leaf metallic. MME. He took off work today so he can continue with the painting. This makes 4 weekends he has spent on just the trunk area. The GHOST will be ready for the VTR in Dallas next year as well as the 1981 TR8 JOSE that placed Best of Show in Kerrville. Jose is getting new Cat converters now.



FOR SALE**'67 TRIUMPH SPITFIRE MK 3, RIGHT HAND DRIVE**

I am Dave Griffith and I am considering selling my Spitfire. Some history:

She has been in my hands, in various locations, since 1979, when she was acquired in Singapore (hence the right hand drive). She was a daily driver in Singapore, Oklahoma and Louisiana. She still is.

The engine was rebuilt in 1984 with a rebuilt short block installed.

In the fall of 1989, she was garaged in Salado, where she remained until the spring of 2013.

Work began late 2013 to get her road worthy and she was on the road again in the summer of 2014.

You in the club may have seen her at the 2014 All British Car Days and the 2015 Regional in Kerrville.

Work done during 2014 and 2015 include complete brake system, clutch hydraulics, many engine accessories, full restoration of the SU H2 carburetors and a new fuel tank. She is not restored; she is still a daily driver.

She has been valued by Steve Johnson, Ron Harrison and Art Petri, independently, at \$7,000. Since we are moving and it will be a long time before I can begin working with her again, I am asking \$4500.00 for her.

If interested, I can be contacted at (512) 618-9203. My email is davegrif@consolidated.net.



Triumph TR6 For Sale

I bought this TR6 online for my first restoration project. After getting it delivered, I decided it was too much of a project for me. The body seems to be in good shape. The floor pan is rusted through. It doesn't run, but was represented to me that the engine turns freely. It will be priced right for the serious restorer. I'm in Driftwood.

Tom Glass
Tglass@glasscpa.com
512-964-6650





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. If it says Jul-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

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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

October 10 — HCTC Monthly Meeting. Information below.

October 17 — Lucas-Marelli Tour. See [page 3](#).

October 24 — Houston British Motor Expo. Information and registration at houstonmgcc.com/2015-houston-british-motor-expo.

November 1 — 8th Annual Rolling Sculpture Car Show. Hill Country Galleria, Bee Cave, TX. See [page 3](#). Details are at RollingSculptureCarShow.com.

November 14 — HCTC Monthly Meeting.

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

Alan Palmer ampalmer4@gmail.com

RH and LH Trunk Side Panel TR3, TR3A, TR3B. These are new steel panels, made in the U.K. They have never been fitted or installed. \$70.00 each. Carol 512-971-6778.



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

Next meeting:

Saturday, October 10, 2015, 9:00 AM

The Frisco

6801 Burnet Rd

Austin, TX 78757

thefriscoaustin.com — Phone: 512-459-6279