

# The Ragtop

November 2015

T R I U M P H

## Geared Up

By Emily Barrett

**D**ear Club,

Well, that was an interesting October. The weather threw a wrench in our plans for any fun in the Triumph department, but I can't complain because we need the rain. Hopefully all of the folks who attended the South Texas Regional and Rolling Sculpture Car shows had safe travels. Hopefully the weather will cooperate for the Veteran's Day car show this Saturday in Bastrop. Our club meeting is also this Saturday, but if you can't make it there is another option.

I've heard from a lot of folks who would like to resume the Tuesday meetings. I think this is a great idea. We are such a diverse group of people. Trying to get us all in one room one day a week just isn't going to work. I propose we have a second meeting on Tuesdays in the evening. This meeting would be in addition to the Saturday meetings. Those meetings are well attended and many people have after work / school activities which prevent them from attending on a week night. So let's do it! Tuesday, the 17<sup>th</sup> of November, we will have the

meet at the Rudy's BBQ @ 7709 North FM 620, just north of 2222 at 7:00 pm.

*Club calendar* - What better way to keep track of our meetings and events than on a 6-PACK calendar? The Triumph 6-Pack Club is now accepting order pledges for the 2016 6-Pack calendar. This is a very high quality 24" x 11" calendar featuring photos of TR250 and TR6's submitted by club members.

Pledges must be submitted **No Later Than Friday, November 13, 2016**. If and when the required number of pledged are received, you will receive a PayPal invoice for \$28.00 per calendar. Please note that a Pay Pal account is not required for payment. All you will need is a valid credit card. Let me know if you would like more information and I will send you the original email.

I look forward to seeing you at one (or both) of the next meetings.

Have a beautiful day,

Emily

President  
Hill Country Triumph Club



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# First TR-Series Triumph Completes Journey with Restoration

By John Gunnell

**W**hen Mark Macy of Macy's Garage in Tipp City, Ohio recently re-restored a 1952 Triumph TR2 with commis-

sion number TS1/LO he found the word "Canadian" written in pencil underneath the door cappings. The reason, he learned, was because

this particular car was made for the 1952 Toronto Motor Show. It was also the first Triumph TR model to come off the assembly line.



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](http://www.vtr.org), [www.triumphregister.com](http://www.triumphregister.com), and [www.6-pack.org](http://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](mailto: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.

TR stands for “Triumph,” with the same abbreviation used on a series of different cars that lasted until the late 1970s. There were TR2, TR3, TR3A, TR4, TR4A, TR5 (Europe only), TR6, TR7 and TR8 models made over the years that the TR Series was produced. But there was only one first TR made and it was TS1/LO.

Car No. TS1/LO was used as a factory demonstrator for about a year after its debut in Toronto. It went through a couple of owners before a man named Joe Richards found it and gave the Triumph its first restoration. But Richards didn’t have the available resource of a

well-established shop with the necessary equipment. He restored it to the standards of that time period.

Richardson eventually sold the car to Robert Smith, who lived on the Big Island in Hawaii. After four or five years, Smith sold the car to Dr. Phillip Hoopes of Salt Lake City. Hoopes wanted TS1/LO to be properly restored and Mark Macy got the job.

Macy’s Garage is a shop that specializes in TR2 through TR6 models. “We do these cars exclusively,” Macy told THE SHOP while at the Vintage Triumph national meet in Lake Geneva, Wisconsin. “We are a company of 10 people

and we get cars from all over the U.S.”

When Macy’s staff started working on the historic Triumph, the members suspected that something was “going on” with the metal work and Hoopes agreed that it had to come apart and be done right. There were voids in the metal that needed to be corrected. Macy’s shop had the tools and talent to get the car back to original condition. The restoration took fewer than two years.

“We were honored to work on this car,” Macy said. “All my guys made sure that everything we did maintained the history of the car as much as possible.”



# November Tool of the Month

By Mike McPhail

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

Yeah, in your dreams! In reality, at the very least, you will need to hold the thing in a large vise and beat the hell out of it with a two pound sledge hammer and cold chisel. A blow torch might speed things

along. If you direct your aggression only at the old joint, the yoke may emerge unscathed. If this is the case, proceed to installing the new joint.

First, remove the grease fitting and then, fill the bearing cups with chassis grease, using a finger to pack it in. This will help to keep the bearing needles from escaping during the arduous process that follows. Prepare the yokes by sanding the bearing holes and cleaning the snap ring grooves with a Dremel tool. Position one the bearing cups in the yoke and squeeze it into place with the vise, or a large c-clamp. Use a little extra grease and check the alignment as you go. If the

cup does not move into place with the force available from these devices, use a punch to carefully back the cup out and sand a little more. Press the cup into the yoke until it begins to protrude on the inside. There will be (barely) sufficient room to place the u-joint “spider” into the cup. Some spiders will have a grease fitting angled in one direction usually towards the driveshaft. Remove the fitting until finished in order for the excess grease to escape. Check to see that the spider goes all the way into the cup. If it does not, then one or more of the needles have been dislodged. The opposite cup can now be carefully pressed into place. Use a suitable sized



U-joint



2-ton shop press



Arbor press

socket to press the cups into their final position and install the snap rings, being sure that they are firmly in the grooves. Follow the same procedure for the other yoke. An extra pair of hands will make this job a lot easier.

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

the thrill of victory and the agony of defeat. A large assortment of sockets will insure the ability to put the force where it is needed.

The dainty arbor press is handy for seating more delicate items, for instance, brake caliper pistons. Christmas is coming up, and this \$50 deluxe nutcracker is the perfect gift for the woman in your life. After the holidays, you can relocate it to your workbench! By the way, the rack and pinion action gives the most feel of any press, since it has the least mechanical advantage. Use a cheater bar at your own risk!

Pullers are often need to get things apart, and can be used in many of the same situations as a press. Don't waste your money on those silly three jaw pullers, as they are rarely up to



Bearing puller kit

the task. A proper puller should bolt directly to the object, or have a clamping device which firmly holds the object to be destroyed.

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

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

2015

## ROLLING SCULPTURE SHOW

NOVEMBER 1<sup>st</sup> 2015

By Steve Johnson

This year's Rolling Sculpture Show had great weather and lots of rolling sculptures including our Triumphs and other vintage sports cars we drove. Sunday November 1<sup>st</sup> turned out to be absolutely wonderful. We started out with a temperatures in the 60's which made it a bit cold with your top down as is usual for the fall. The day warmed by noon and became one of the best days we've had in the Hill Country for a while.

We started out by gathering at the Hill Country Galleria's parking lot behind McDonalds for coffee and breakfast at 9:00 AM. Then at 9:30 AM we left for entry into the show area to park and register. The first people I saw as we drove in was Dean and Elizabeth Mericas. The Mericas always put this charity event on for the Bee Cave Library. They and their crew had carefully blocked off the primary streets in the middle of the Galleria making it a great place for the show. They had saved a large area

for our Triumphs and other cars to park so we were grouped together. Thirteen of us with our assorted 10 cars were all close together and we did enjoy each other's company. Below are the participants:

I put together a few pictures of the cars later in the Ragtop.

Thanks to all who participated. These events give us a chance to drive the cars that we love and show them to people that really enjoy them (and they tell you so). Attending the events your club

puts together for you gives us time to get to know each other, to build club relationships and to just plain have fun as a team. I'd encourage all of you to attend the various events our club members put together for us like this one. If you haven't attended an event like this, or one of the club drives through the Hill Country, or other events ***JUST TRY IT...*** You'll definitely like it.

Triumphantly,



## WHO ATTENDED

## CARS DRIVEN

Steve Johnson	1959 TR3A
John Akins	1966 TR4A
Dan & Francis Julien	1970 TR6
Vince Maggio	1972 TR6
Paul Dick	1974 TR6
Betina & Dave Foreman	1975 TR6
Steve Richards	1957 Jaguar XK 140 Sedan
Mike McPhail	1959 Bug Eye Sprite
Dean & Elizabeth Mericas	1963 Jaguar Mk2 Sedan
Richard Ceraldi	1965 AC Cobra

2015 ROLLING SCULPTURE SHOW - NOVEMBER 1ST



Steve Johnson TR3A



John Akins TR4A



Paul Dick TR6



Betina & Dave Foreman TR6



Dan & Francis Julien TR6



Vince Maggio TR6



Mike McPhail Bug Eye



Richard Ceraldi AC Cobra



Steve Richards Jaguar



Dean & Elizabeth Mericas Jaguar

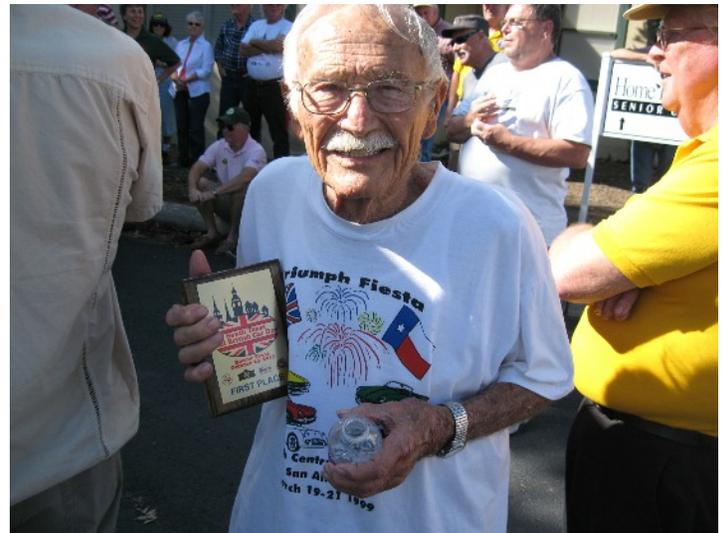


Lots Of Curious Spectators

# South Texas All British Car Day Boerne, Texas

By Jay Cook

After being canceled due to our record rainfall the South Texas All British Car show was Saturday October 31<sup>st</sup>. The weather was iffie in the AM with clouds and very humid. The start time was set back to 11:00. I drove down the hill country roads and arrived in Boerne around 11:15. I was number 60 and there was a number 67 while I was signing in. At least 17 preregistered cars did not show. I placed first in the TR7/ TR8 class. Another member of HCTC, Jim Herter, also placed first in the 1970 TR6 . He is an original car owner and has the very best TR6 I have ever seen. I also have a picture of the oldest driver at the show. Mr. Bill Hovestadt, 93 years young and the original owner of his 1957 TR3. And a very beautiful bug eye sprite.



# ***Bastrop Area Cruisers Present Bastrop's 10<sup>th</sup> Annual Veteran's Weekend Car Show***



**November 13<sup>th</sup> -14<sup>th</sup>, 2015**

## **16 CLASSES**

- A. Survivor Cars and Trucks
- B. Street Rods Pre 49 Modified
- C. Pre 55 Cars
- D. 55 - 80 Cars
- E. 81 - 16 Cars
- F. Pre 55 Trucks
- G. 55 - 80 Trucks
- H. 81 - 16 Trucks
- I. 55 - 56 - 57 Chevy
- J. 60 - 80 Cars Modified
- K. 81 - 16 Cars Modified
- L. 64 - 93 Pony Cars
- M. Pre 84 Corvettes
- N. 84 - 16 Corvettes
- O. Rat Rods
- P. Imports

**Pre Registration - \$25  
Day of Show - \$30**

***Friday Night Downtown Bastrop  
Cruise - in***

*SHOW OFF YOUR CAR AND DINE AT OUR FAMOUS  
DOWNTOWN RESTAURANTS*

## **Saturday Car Show**

*Gates open at 7:00 am - Awards at 3:00 pm*

**BASTROP AREA CRUISERS**



**For more information go to:  
[WWW.BASTROPAREACRUISERS.COM](http://WWW.BASTROPAREACRUISERS.COM)**

# Main Street Downtown Bastrop

## November 14<sup>th</sup>, 2015

### 16 CLASSES

- A. Survivor Cars and Trucks
- B. Street Rods Pre 49 Modified
- C. Pre 55 Cars
- D. 55 - 80 Cars
- E. 81 - 16 Cars
- F. Pre 55 Trucks
- G. 55 - 80 Trucks
- H. 81 - 16 Trucks
- I. 55 - 56 - 57 Chevy
- J. 60 - 80 Cars Modified
- K. 81 - 16 Cars Modified
- L. 64 - 93 Pony Cars
- M. Pre 84 Corvettes
- N. 84 - 16 Corvettes
- O. Rat Rods
- P. Imports



### Show Goes On Rain or Shine

**Early Registration Ends November 1st**

**Pre Registration - \$25**  
**Day of Show - \$30**  
 Includes 1 free T-shirt  
 400 car limit

### Bastrop Area Cruisers Raffle

- 1<sup>st</sup> Place**  
2 nights stay at the Hyatt Lost Pines Resort
  - 2<sup>nd</sup> Place**  
1955 Chevy Pedal Car
  - 3<sup>rd</sup> Place**  
\$100 cash
- Tickets \$1.00 ea.**

Proceeds Benefit Veterans Charities

Drawing November 14<sup>th</sup> During Awards Ceremony

### Entry Form

Name \_\_\_\_\_ Class \_\_\_\_\_ Shirt: M L XL 2X 3X  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 Email Address \_\_\_\_\_ Cell Phone( ) \_\_\_\_\_  
 Year \_\_\_\_\_ Make of Car \_\_\_\_\_ Model \_\_\_\_\_  
 Color \_\_\_\_\_ Club Affiliation \_\_\_\_\_  
 Are you a Veteran YES \_\_\_\_\_ NO \_\_\_\_\_

*In consideration of the acceptance of the right to participate, registrants and accompanying person, release and discharge Bastrop Area Cruisers, its officers, directors, members, agents, representatives and anyone else connected with management or presentation of this event of and from any and all known or unknown damages, injuries, losses, judgments, and/or claims from any causes whatsoever that may be suffered by a registrant, or his accompanying person, to his/her person or property.*

Sign here  X

Early Registration \$25.00    Day of Show \$30.00    Early Registration Ends Nov. 1<sup>st</sup>

Mail Registration and Payment to: Bastrop Area Cruisers PO Box 667 Bastrop, Texas 78602

**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](mailto: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](mailto: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

## 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](mailto: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](mailto:nmcpmail@austin.rr.com)

### HCTC Officers

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**Vice-President**  
Bob Skewis

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**Treasurer**

Mike Schubert  
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**Secretary**

[Open]

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**Ragtop Editor**

Dan Julien  
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[editor@hillcountrytriumphclub.org](mailto: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

November 14 — HCTC Saturday Morning Monthly Meeting.

November 17 — HCTC Tuesday Evening Monthly Meeting.

November 14 — Bastrop Veterans Day Car Show. See [page 9](#).

## 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](mailto: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](mailto:filv@fnbbastrop.com). Thank you, Fil Valderrama

Next breakfast meeting:

Saturday, November 14,  
2015, 9:00 AM

The Frisco

6801 Burnet Rd

Austin, TX 78757

[thefriscoaustin.com](http://thefriscoaustin.com) —

Phone: 512-459-6279

Next evening meeting:

Tuesday, November 17,  
2015, 7:00 PM

Rudy's BBQ

7709 North FM 620

Austin, TX 78726

[www.rudysbbq.com](http://www.rudysbbq.com) —

Phone: 512-250-8002