

The Ragtop



Note from the Editor

HCTC members were involved in a lot of events in April. See Mike McPhail's article, *Spring Explosion*, for a taste of the variety of happenings. Steve Johnson describes the AROC Spring Tour in more detail, and Bob Skewis reports on the Presidents Meeting at the VTR Regionals in Norman, OK. Bob also produced a nice video of the event, available [here](#). This month's evening meeting will be at the Live Oak Brewery on Tuesday, May 10. We had planned to do this last month, but had to do a last minute switch when we learned the Bier-

garten was not available that day. Owner Chip McElroy has a TR250 and is a member of our club. There will be no food trucks, so you will have to bring your own food, or eat before or after the event. The Taproom and Biergarten close at 8 PM, so don't be late! Our Saturday breakfast meeting is at the Frisco at 9 AM. Information on both events can be found on the last page of this newsletter. We hold our annual election of officers in June. We've been operating without a President for several months, so it would be great if someone could step up and fill that post.

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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-16 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:

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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.

Intermittent Wiper Modification

By Mike McPhail

My first TR6 had a JC Whitney wiper delay module that came in mighty handy on those long, wet road trips. These are still available, but the way I go through TR6s, it would be cost prohibitive to install one on every car. All I really want is the ability to make the wiper go one time to clear away the typical slight rain accumulation.

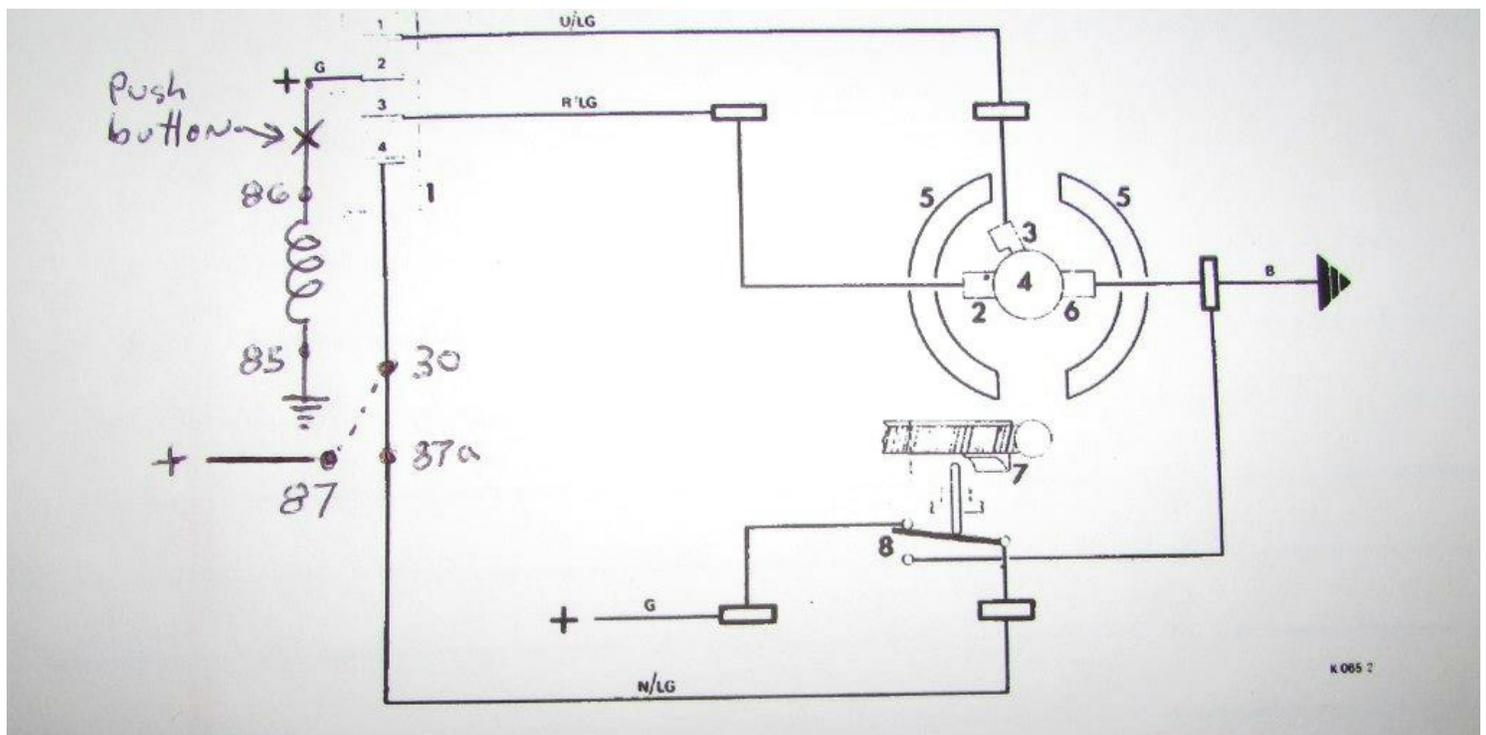
You say you already have intermittent wipers...hmmm. Anyway, assuming everything is working properly, the Six has a two speed,

self-parking wiper motor. There is a replaceable limit (parking) switch on the motor that is wired to the rather difficult to use fascia (dash) switch in such a manner as to keep the motor running until the wiper blades are in the parked position.

It occurred to me, that if 12 volts were applied to the right spot, the wipers might be persuaded to make another sweep. Upon examining the wiring diagram it became clear that there was a slight problem with this idea. When the limit switch removes the 12 volts from

the "normal speed brush" it also grounds it. This is what makes the wipers stop "dead in their tracks". In normal operation, this ground is removed by operating the fascia switch to the on position (disconnecting terminals 3 and 4). I wanted to be able to just push a button to make the thing go, without touching the fascia switch or blowing a fuse.

Here is my solution: install a SPDT automotive relay to hi-jack the brown/ light green (n/lg on the diagram) lead from the parking cir-



- | | | | |
|---|--------------------|------------------|-------------------|
| + | Supply | 3 | High speed brush |
| 1 | Fascia switch | 4 | Commutator |
| | OFF | 3 connected to 4 | |
| | NORMAL | 2 connected to 3 | |
| | HIGH | 2 connected to 1 | |
| 2 | Normal speed brush | 5 | Permanent magnet |
| | | 6 | Earth brush |
| | | 7 | Final gear cam |
| | | 8 | Limit switch unit |

SPDT relay in wiper circuit

cuit. When the relay is non-operated, everything works normally. Pushing the button operates the relay, disconnecting the n/lg lead from the fascia switch and therefore the motor, and applies 12 volts to the red/light green (r/lg) lead through terminal 4 of the fascia switch. Once the motor moves and the push button is released, the parking circuit takes over and lets the wipers complete one sweep. Holding the button will cause the wipers to run until released, when again the parking circuit takes over.

The diagram represents the rocker fascia switch on an early car, but

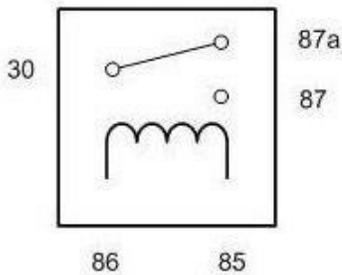
the equally flimsy rotary switch on the later car is wired the same. The late switch has an integral push-to-wash switch built-in. On early cars only, the two leads (supposedly blue and white/brown) from the "flash your high beam" switch can be used as the push-button. Very convenient! These leads are two separate wires coming from the column mounted headlight switch, and I have noticed that they are not always the same colors as shown in the book.

On my late model TR6, I just connected the coil of the relay to the washer motor wire (light green/black), so as to wipe once

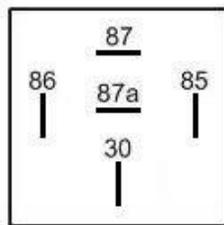
every time I hit the washer button. Of course this makes the washer go too, so I removed the ground wire from the washer motor and ran a new wire through an unused toggle switch (that just happened to be mounted on my dash) to ground. This way my washer can be on or off, when pushing the button. Obviously, this design can be modified to suit.

The rather inexpensive relay can be obtained at any auto parts store or by the dozen on eBay. It sometimes comes with a wiring connector that might make the hook-up easier. Yes, I seem to have a lot of spare time on my hands!

Relay Wiring Guide and Terminal Numbers



Relay Pinout [Viewed from Bottom]

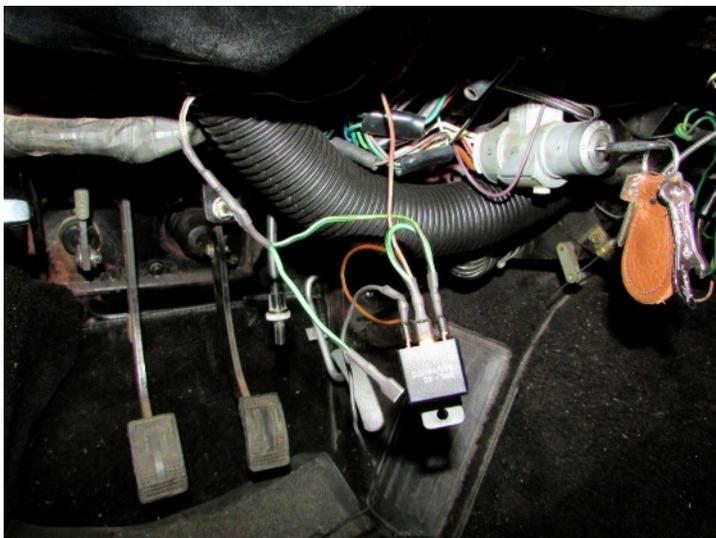


- 30 - High Power Feed (Must be Fused!)
- 85 - Relay Coil Ground
- 86 - Relay Coil Feed (Trigger Wire)
- 87 - High Power Output - Normally Open Contact
- 87a - High Power Output - Normally Closed Contact

SPDT relay wiring



Additional wiring on relay



Connections to loose wiring



Final installation

2016 AROC Spring Tour

April 9

By Steve Johnson

The Alpha Romeo Owners Club held their 2016 Spring Tour of the Texas Hill Country on April 9th. If you missed it, you missed a good one. It was one of the best Candy and I had been on. We gathered early for a catered breakfast, and then started the 136 mile run through the Texas Hill Country. The wild flowers were everywhere and so were the vintage sports cars.

The route that Dean and Elizabeth Mericas had laid out for us twisted and turned through some beautiful Texas hill country. What a great spring day it was with a few scattered showers to make the wild flower colors brilliant. We went over more cattle guards and low water crossing than I had ever crossed in one run before. The venue was right in the middle of the ranches with their cattle roaming free, hay bales stacked neatly and ranch houses wonderfully kept. Our TR3A felt

right at home with all the tractors we saw along the way. We kept looking for an old Massey Ferguson tractor with a version of the TR3A's Vanguard four-cylinder engine but didn't see one. Many of you remember that the four-cylinder engine was also used in the Massey Ferguson tractors for a while in the 50s and 60s. Back before the Internet many of us would buy parts from them to keep our TRs running. Needless to say, the TR3A was very comfortable with all the tractors around even if they weren't distant cousins!

There were 26 cars participating and 52 individuals. Around half were from the Hill Country Triumph Club and several them belonged to more than one of the clubs participating. Below are members of HCTC that joined us on the tour.

The tour ended the day in Spicewood Texas at Opie's for their renowned BBQ. Later in

this Ragtop you'll find pictures of some of our cars that participated in this run. Sorry I couldn't get all 12 Hill Country Triumph cars into the Ragtop. Here's a link to more pictures if you would like to see them:

http://www.snapfish.com/library/photos?website=snapfish.us&cobrand=snapfish&locale=en_US#state=%7B%22pgvw%22%3A%22siav%22%2C%22aid%22%3A122770454870070%7D

Dean and Elizabeth are members of our club and put together this tour each year about this time. They are also members of the Alfa Romeo Owners Club and bring both clubs plus others together each year. Thanks to both of them for all they do for both great club.

I hope to see you all on the next run we make. I know that Mike McPhail has a number of great adventures for us on the drawing board right now.

| Name | Car | Name | Car |
|--------------------------------|-------------|-------------------------|-------------|
| Dean Mericas & Peter van Kooij | Alfa Romeo | Vince & Barbara Maggio | Mini Cooper |
| Duncan & Lee Charlton | 71 Morgan | Craig & Cathy Roseland | 72 TR5 |
| Steve & Candy Johnson | 59 TR3A | Ralph & Jeffie Herter | 57 TR3 |
| Mike Jankowski & Nichole | 78 Spitfire | Jim & Karen Icenhower | TR6 |
| Mike McPhail & Bob Baker | Jaguar | Warren & Lisa Kodosky | MGB |
| Nick & Julie Roccaforte | 74 TR6 | Charles & Marisa Wagner | 72 Spitfire |



2016 ARCO SPRING TOUR SATURDAY APRIL 9th

Twenty six cars participated.
Fourteen of them were from Hill
Country Triumph Club.



Spring Explosion

By Mike McPhail

April turned out to be a busy month for Hill Country Triumph Club Members! We joined the Alfa Club on the ninth for a Bluebonnet tour of our beloved namesake beginning with an alfresco breakfast outside Whole Foods at the Hill Country Galleria. Many glorious miles later, we found ourselves at Opie's in Spicewood,

arguably the best BBQ around.

Just three days later, we gathered at our new favorite watering hole for the Tuesday night meeting. Stubb's BBQ has a fantastic beer garden behind Graceland Grocery on 290-West just a few miles past Oak Hill. The outdoor venue was perfect, so if you

missed the meeting, take the family there soon!

Three more days and it was time for "the Painted Churches Tour" road trip on Friday the fifteenth. We departed the Southside BBQ in Bastrop promptly at 1:30 with Shiner as our destination. In the interest of higher education, there was a "rest stop" scheduled at the Cistern School



Cistern School House



Cistern School House Stage



Triumphs in Shiner



House on the way. Do you see a pattern here?

Shiner is famous as the home of the Spoetzl Brewery, so it was obligatory that we take the tour. Actually, we missed the scheduled tour by a couple of hours, but as a consolation, were able to spend more time in the gift shop/hospitality room!

A fine dinner was savored at Robert's Steak House in Flatonia, not far from our base at the Best Western. After breakfast at Frank's in Schu-

lenburg, we met our guide at the Chamber of Commerce. A lovely drive down Piano Bridge Road landed us at Saint Cyril's in Dubina for our first glimpse of the area's most cherished treasure, the Painted Church. We learned that Dubina is Czech for "Oak Grove" and the European pioneers that built these fabulous places of worship settled here right after the War of Northern Aggression (or the Civil War, as Yankees call it).

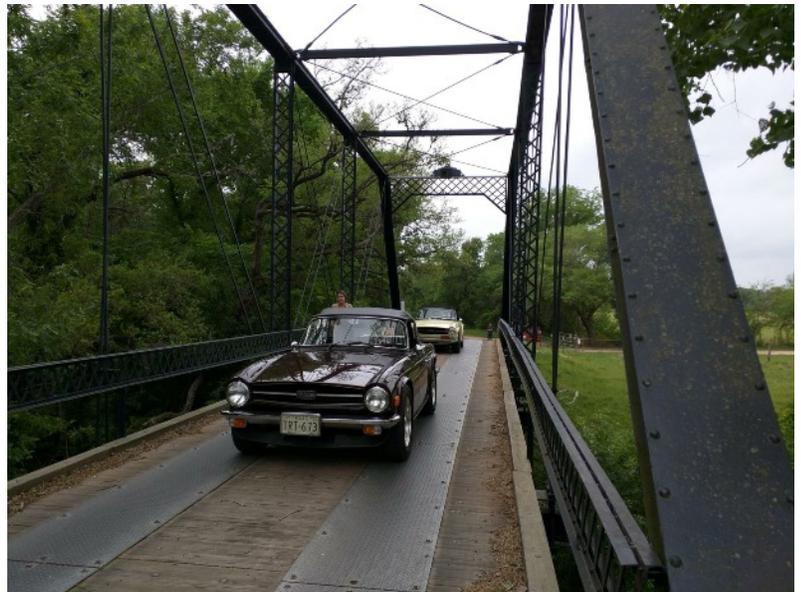
Next stop: Saint John's in Ammannsville, just a few miles

down another beautiful country lane. Once again, the interior of this one room church was splendidly decorated in the style of the founders' homeland. As before, the building has been restored to its former glory by the present day congregation.

A few more miles of Bluebonnets, Indian Paint Brushes, and Winecups brought our entourage to the impressive red brick Saint Mary's church in High Hill. The stained glass windows, vaulted ceiling and saintly gilded statues fol-



Welcome to Praha



Piano Bridge



St. John the Baptist Church, Ammannsville



Interior of St. Mary's Church of the Assumption, Praha

lowed the theme that we had marveled over at the last two stops.

The final destination on our tour was the jewel in the crown...Saint Mary's in Praha (Czech for Prague). Unlike the other churches, Saint Mary's is built of stone in the Gothic style, and has just reopened after an extensive restoration. Across the street is an expansive community hall where people from all around gather for church and family activities. Don't miss the gigantic Praha Picnic here on August 15!

Four more days later (whew!) six Triumphs left Lampasas for Norman, Oklahoma, site of this year's Vintage Triumph Register South Central Regionals. The skies cleared as we traveled north on 281, which like most of our world, was gloriously green and full of spring flowers. We turned onto 148 in Jacksboro after a delicious meal at our new favorite lunch stop, Herd's Hamburgers. Except for the unscheduled stop when I ran out of gas near Henrietta, the drive went perfectly.

The NCED Conference Center turned out to be the perfect place for the Regionals. One hundred Triumphs would hardly be noticed in the huge parking lot of this US Post Office training facility. The six story NCED boasts a gourmet

cafeteria, bar, gift shop, heated Olympic size outdoor pool, world class gym, handball courts, baseball diamond, and more. Tax dollars at work!

The town of Norman is real nice too! Home to Oklahoma University, the historic downtown has been transformed into a "poor man's Sixth Street". None the less, the bars and restaurants do a land office business every day of the week.

There was plenty of time to visit Main Street since only one major event was scheduled each day. Thursday was the "Oklahoma Land Rush" gimmick rally, which took us on an historic tour of the surrounding countryside. By the way, the weather was absolutely perfect and we kept our tops down for the entire stay.

Friday brought the best Auto-cross ever! The course was so large that it had to be run in second gear, with no fear of DNF, thanks to the broad white lines marking the extremely serpentine route. In just a couple of hours, forty-nine contestants had made up to five runs each, with the results instantly posted on the Web.

Our cars seem to get better every year, and Saturday's 2016 VTR Concours was no exception. The baseball field was a wonderful venue for the show and the Triumphs looked resplendent on the nicely manicured turf. The gala awards banquet was held at the Conference Center, and after the delicious dinner the prizes were distributed. As usual the HCTC took home the bacon!



Downtown Norman

VTR President's Meeting

By Bob Skewis

Every year at the VTR Regional, there is a meeting of the Presidents of all the clubs present in which we are free to discuss club issues that may be relevant to the other clubs present. I attended this year's meeting as the representative of HCTC. The San Antonio club will be the host for next year's VTR Regional in New Braunfels and they are already saying that they will need some help from our club to put on a good event. They have a small core of workers, but as with all clubs, their number is dwindling and aging. We have helped them in the past with the Funkhana and small things and like that, so keep an ear out for the call and help if you can. The SA club also said they appreciated the invitation to the Painted Church tour recently and would

like to be invited to more events we may be having. The Oklahoma City (COVTR) club said that although they were able to put on a fine show this year, they are concerned that they will not have the manpower in another 5 or 6 years when their turn around the wheel comes up again. The Houston club reports that their membership is growing, although widely dispersed over the metropolitan area and the Dallas club has a strong membership that is putting on the National VTR this year in October. I have attended these meetings before and it always seems we are trying to find ways to interest a new generation in the Triumph hobby. I'm not sure we can do much to make this happen.

Author's Note: *I don't think that our HCTC club problem is membership, but I do think we are at some kind of a tipping point in cohesiveness. It seems our membership is divided into three sections: **The Racers** (whether it be track or autocross) that put all their time, money and effort into that sport. **The Impromptu Group** that might organize a last minute drive and throw out an invitation (this group is generally the one that gets together on the second Tuesday for a "beer and a bite" meeting at different locations). **The Traditionalists Group** that enjoys a breakfast on the second Saturday and that looks to attend events that are planned well in advance. Several of us are "cross-overs" but we are still searching for a leader that can pull us together, or at least keep us from drifting apart.*







64th Annual Rallye Glenwood Springs, June 3-5, 2016

The MG Car Club - Rocky Mountain Centre invites you to join us for the *64th Annual Rallye Glenwood Springs*, the oldest continually-held time-speed-distance rally in the United States, on Friday, Saturday, and Sunday, June 3, 4, & 5, 2016. This year's event is a week earlier to allow participants to also attend the MG2016 event in Louisville, KY June 13-17, 2016.

The Rallye Glenwood Springs weekend is a marvelous opportunity, not just for MG owners, but for sports car enthusiasts of every mark (British, American, German, Italian, Japanese) to come together for sunny days, cool nights, and unique events. The fun begins on Friday with the scenic road tour from the Denver suburb of Lakewood, touring through canyons and over mountain passes in the heart of the Rocky Mountains to the scenic resort town of Glenwood Springs. Again this year is a youth tour so that your kids will have their own tie-breaker questions to answer. Saturday's main event is a time-speed-distance rally to challenge both novice and experienced rallyists. Spend the day winding through the beautiful mountain valleys around Glenwood Springs. The weekend culminates with a social gathering Saturday night and the Car Show, Funkana, and Awards Presentation on Sunday.

Since its inception, the MGCC-RMC has sponsored the Rallye, which began when a hardy group of sports car owners discovered the joys of motoring in Colorado in MGs that still had drop-down tops and running boards. The Rocky Mountains of central Colorado, with some of the most breathtaking scenery in America, formed the backdrop for the Rallye Glenwood Springs through 63 previous years. Vintage and classic cars from as far away as California and Illinois have shared the twisting mountain roads with their newer counterparts for octane-related festivities. And enthusiasts have come from as far away as England to drive their sports cars through such fabled Colorado mining towns as Leadville and Aspen on their way to Glenwood Springs.

Registration is only \$50 for all the driving events and the car show, or \$20 if you choose to enter only the car show (before May 15; social event and regalia are extra). Additional information and registration forms are available on the MG Car Club, Rocky Mountain Centre website at <http://mgcc.org/>. You can contact the Registrar Pam Frakes at 303-748-9773 or the Publicity Chairman Joe Gunderson at 303-791-4902 or email at glenwoodrallye2016@gmail.com.



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- 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

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vincemaggio@msn.com

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|-------------------------|----------|
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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.

HCTC Classifieds



I know I have been out of the loop for a while with the club members but still enjoy the Triumph hobby. In an effort to add a unique look to my shop, I sourced a maker of metal signs. This is the sign i have asked him to make.

I thought some other members might be interested as well. Here is the pricing and the different finishes he can offer.

4'x6' sign as per pic/3 colors printed on .040 aluminum sheet -does not include wood borders/aging or crating /shipping, \$325.00

printed on painted 24-26 ga steel sheet no aging wood borders crating or shipping \$425.00

on steel as per pic w/wood borders, aged and distressed \$565.00

If people have questions, they can reach me at 512-517-5325

Thank you,

Fil Valderrama

HCTC Classifieds

I have a intake and exhaust manifold for a TR4-TR3 and a intake for GT6-TR6 that I would like to sell.

My phone # 512-909-6849

Mark and Marcela Jenks

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

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

May 10 — HCTC Tuesday Evening Monthly Meeting.

May 14 — HCTC Saturday Morning Monthly Meeting.

June — Election of Officers.

October 3-7 — VTR National Convention, Pottsboro, TX. Information at vtr2016.org.

Next breakfast meeting:

Saturday, May 14, 2015, 9:00 AM

The Frisco

6801 Burnet Rd

Austin, TX 78757

thefriscoaustin.com — Phone: 512-459-6279

Next evening meeting:

Tuesday, May 10, 2016, 7:00 PM

Live Oak Brewery

across US 71 from Austin Bergstrom International Airport,
behind the Fast Park

1615 Crozier Ln

Del Valle, TX 78617

liveoakbrewing.com — Phone: 512-580-4265