

The Ragtop

December 2016



Letter from the President

By Don Couch

Traditionally, we have no club meeting in December but we do get together for a drive every year. The Johnson City lights drive is our next scheduled drive. Always a fun and sometimes challenging drive hosted by Nel and Mike McPhail. This has always been Brenda's favorite drive and we always seem to have great turnout for it. Winter is upon us and driving season is over ... just begun? I'd like to think so. The drive is December 13th. See the website for more details or, if you're reading this after the 13th, then see the wonderful article in the next *Ragtop*!

Next up is the third installment of our "tune-up days", this time at Pam and Robert MacKenzie's AERO SWINE/SPITFIRE GARAGE. Hopefully, we will have cold enough weather for a bonfire.

May be a good time to "tune-up" our heaters for the event? The date has been set as January 14th. As this is the same day as our monthly meeting, we'll have it there as well. I'll

send out more info as the date draws nearer.

As I write this, some of our members are racing a TR6 in the World Racing League US Endurance Championship at Circuit of the America's. So far from what I see on Facebook, it's been a rainy, cold race but so far no incidents or breakdowns. No doubt a *Ragtop* article is forthcoming. Best of British to them!

I do want to give a shoutout to our Treasurer, Mike Schubert for organizing the Petrol Lounge tour after the Saturday meet. The Petrol Lounge is a private, climate controlled space for automobiles. They keep the battery charged, the tires up, and fire up the motor once a week to keep things in good working order. It really is an amazing stash of cars from Alfa to 280Z, with Triumph being represented by a TR6.

Looking forward to seeing a long line of TRIUMPH'S heading to Johnson City next week,

Don

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Pay Your Dues!!!!!!

Please check the latest spreadsheet sent out by Nel. If it says Jan-17 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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Back issues of The Ragtop are available on our website:

<http://www.hillcountrytriumphclub.org/newsletters.php>

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.

McKenzie's Meeting Minutes

HCTC November Meetings: 8 and 12 November, 2016

By Phil McKenzie

Our first meeting of November was on Tuesday night the 8th (Election Day) at "The Tavern" at 12th and Lamar. Sadly, I arrived in my Ford "Fucus", but was pleased to park next to the only Triumph in attendance; Bill Waller's TR6! Inside I found Bill, Jim Herter, and Torfason tucked in the corner with some beers discussing our various ongoing Triumph projects. By the bar I found the rest of the crew; including Craig Roseland, Bob Skewis, Mike McPhail, Don Couch and Roger Bolick in lively discussions about engine overhauls, and our limited options these days for ma-



Photo from the meeting at "The Tavern".

chinsts that will work on our old iron engines. We all gathered in the "back room" and the meeting started with thanks to Dan Julien for another fine newsletter. Don noted that there was a lot of talk that evening about the "Presidential

Election", and was relieved to find out that it was an election for POTUS, and not POTHCTC. Relief turned to resignation once he realized that his term will extend until next July. Crisis averted, we turned our attention to Mike McPhail and his experience at the VTR nationals held in Pottsboro Texas in early October. Don commented on his own experience at the Vintage Nationals held at COTA, along with Dave Foreman and Robert MacKenzie. Roger Bolick (and the peanut gallery) recounted his experience of his TR6's fuel pump failure after last month's meeting. Appar-



Photo from the meeting at "The Frisco."



Photo from the meeting at "The Frisco."

ently the TR6 started and ran for about a block before it stumbled and stopped. After \$150 for a tow and a long wait the TR6 was safely home. Unable to help in any mechanical way, some HCTC members were able to stay with Roger until the tow truck arrived, providing moral support – and a 12-pack of beer!

The Hill Country Triumph Club's second meeting of the month was Saturday morning the 12th at "The Frisco". Once again we had excellent weather and the meeting was well attended.

Dave Schroeder was able to drive his '74 Spitfire – resurrected from years of inactivity. This Spitfire is like a time capsule in 95% stock condition. Take a look the next time Dave drives it to a meeting. Mike Jankowski

drove the Spit of many colors. Mitch Zess, Ed Gowett and Boston Sanders, and Paul Dick drive their TR6s. Duncan Charlton arrived in his '71 Morgan. Also in attendance were Mike Schubert, Torf Torfasson, Dan and Francis Julien, Roger Bolick, Don Couch, Nick Roccaforte, Mike Short, Charles Wagner with sons Carlos and Santiago, and Phil Taylor.

Don opened the meeting by asking all the members about the status of their Triumphs. The states of repair ranged from half-way through a frame-off restoration to "a screw fell out of the sun-visor holder." Hopefully, more Triumphs will be back on the road before next spring. Mike Jankowski entertained us with the story of his whirlwind VTR nationals trip (2 encounters with law enforcement, no citations), while Dan Julien had a different take (1 encounter with law enforcement, 1 citation). Don wrapped up the meeting with a brief recount of past and future club events. After the meeting adjourned most of the membership took the short drive to the Petrol Lounge to talk shop and admire the collector cars in storage there.



Photo from the meeting at "The Frisco."

Zenith Stromberg 175 CD Carburetors

By Mike McPhail

So, when was the last time you checked the diaphragms in your TR6 carbs? What do you mean, "Never"? There is really nothing to it...you can do this with the carbs on the car!

Remove the air cleaner for better access, then remove the three screws holding the dashpot. Set the dashpot and spring aside, and then lift the piston out of its bore. Dump the oil from the piston on the neighbor's flowers before it ends up on your shirt. Carefully

examine the rubber diaphragm for tears. If it has not been replaced in recent memory, a Roadster Factory/Joe Curto rebuild kit will have a high quality item included.

The next problem to address is the oil seal on the needle assembly. Replacing this little O-ring will eliminate the need to top up the dashpot oil at every fill-up. Before proceeding, use your mixture adjusting tool to make sure that the adjusting screw on the

needle assembly turns freely. Remove the diaphragm and retainer plate, then the needle locating screw from the side of the piston. This screw has a spring-loaded tip that must be operative. Get a four inch long 3/16 brake pipe for use as a tool to drive the needle assembly out of the piston. With the piston sitting upside down on the slightly opened (1/2 inch) jaws of your vise, place the tool over the needle and drive the needle and star-washer that holds it in place,



Piston, diaphragm, needle, etc.

onto a small rag placed underneath.

Replace the seal on the needle and set it back in the tube on top of the piston. Push it down far enough for the star washer to rest on top of it, then drive the whole thing back into place with the brake pipe. Turning clockwise, use the mixture adjusting tool to line up the slot on the needle assembly with the hole for the locating screw. This may require reading glasses! Replace the screw, making sure that its tip is in the slot. Now when the tool is turned, the needle will move up or down in the piston. Turning the tool clockwise will raise the needle to richen the mixture. Counter-clockwise will lean it out, but

beware, after about three and one-half turns, the adjusting screw will come out of the needle assembly! Therefore, before putting the fully assembled piston back on the carburetor adjust the needle flush with the bottom of the piston. This way you will know that you are starting off lean and may only have to turn the adjuster a bit clockwise to richen the mixture.

After carefully installing the new diaphragm (it has alignment tabs), fill the tube on top of the piston half full with engine oil (not baby oil, 3-in-one, or Marvel Mystery Oil). Place the piston in the carb body, making sure that the other tab on the diaphragm is perfectly aligned with the notch

on the left side of the body. Put the spring and dashpot in place with the raised mark facing you and the matching mark on the body. Check that the piston moves up and down freely. Do this with the damper out, by placing your finger in the carb throat. If the piston sticks, re-align the dashpot.

Once satisfied with the piston action, replace the damper and lift the piston again. This time it should be fairly difficult to move. This resistance gives the proper mixture on acceleration, hence the need for relatively thick damper oil.

Next time I will tell you what to do with all those other parts in the rebuild kit!



Brake pipe makes a dandy tool.

Lime Rock or Bust. . .

By Ed Gowett

I've had on my bucket list for some time, a trip to Lime Rock Park in Connecticut. In the mid-seventies I used to go there and watch SCCA racing. I even have a client here in Austin that used to race there in the SCCA circuit during that time period. That was back in the day when Paul Newman ran a TR6 before going over to the dark side to Bob Sharp Datsun. Since its Lime Rock's 59th season, I thought I'd like to see what's

changed over 40 years. So I decided last winter that I would go to Lime Rock over Labor Day weekend in 2016 for the 34th Historic Festival of Racing and Concours. I enjoy driving long distances and have made two West Coast runs and it had been since 2008 that I drove to Watkins Glen, New York, so it was time for another East Coast run.

I grew up in Manchester, Connecticut and in the 60's and 70's there were always plenty of

unique European cars around. I had a Sunbeam Imp in high school and my dad had an MG 1100 and an Opel Kadett. I also had a Volkswagen through college, but that was just too reliable for me. So when I graduated college in 1974 and took a job in Manhattan as an internal auditor, I traded in the Volkswagen bug for a 1974 TR6. I bought it at Gorin Motors in Talcottville, Connecticut and it was Carmen Red with a Fawn interior. (I believe Art Graves bought his TR6

SEPT. 1-5, 2016

THE DAILY REV

Historic Racing | Sunday in the Park Concours d'Elegance | Gathering of the Marques

HISTORIC FESTIVAL 34

HISTORIC FESTIVAL (TRADITION. BEAUTY. SPEED.)

inside

ROAD TO 60 ON BACK COVER

Racing Entry List & Weekend Schedule

WAYNE carini pg. 24
HERE ALL WEEKEND

3 HELPFUL MAPS

Dwight Knott pg. 26

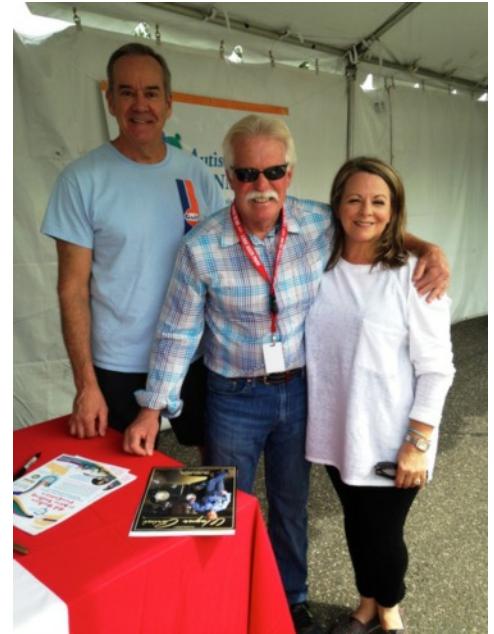
"down the street" at a dealer in New London, Connecticut around that same time period and of course still has it to this day). I drove my car all over the country for a few years going out to audit assignments. I eventually sold it the Los Angeles area in the early 80's. I surprisingly came across the car at the VTR Nationals in San Luis Obispo, California in 2009. I have included a picture of me kneeling between the two cars, the original Carmen Red on my right and my current Pimento Red on my left that was originally delivered in Fresno, California at Haron Motors who is still in business, now a Jaguar and Land Rover dealer. I stopped and visited their showroom on my way out to San Francisco for the VTR Nationals in 2013.

Off I went to Lime Rock Park at the end of August. Around Temple, Texas my speedometer gave up. In 2008, driving to Watkins Glen my speedometer cable gave out around Dallas. For both those trips I have about 7,000 miles that are not on the odometer. Actually on long trips like this, a speedometer is really not required as one

just goes with traffic and I drive from the tachometer. Then there is always the app Waze to track your speed! Turns out my speedometer malfunction was the angle drive coming off the J-type overdrive unit which has now been replaced.

The trip was pretty open and smooth. Around West Virginia in the mountains, I didn't need to run the AC anymore. I did this trip with the ragtop (as opposed to installing the hardtop) as once I got up North in the Berkshire Mountains of Northwest Connecticut, I wanted the top down. My wife flew into Newark a day before my arrival and we spent some time with my daughter, her husband, and two granddaughters at their home in northern New Jersey. Then off to Connecticut for the races. We stayed in Torrington, Connecticut and each day had about a 20 mile to drive to the track. That gave us an opportunity to take a different route each time through the mountains, enjoying the scenic views and the twisty roads.

We went to the welcoming party Thursday night in Falls Village, a



Meeting Wayne and storytelling.

neighboring town. On Friday we decided to drive 60 miles over to Manchester, Connecticut. We hit some of the local places I wanted to revisit and then off to F-40 Motorsports in Portland, Connecticut to see Wayne Carini's operation. I've watched the show, "Chasing Classic Cars" with my wife and told her Wayne is just like my old crowd back there and the type of guy that I would have hung around with in Manchester, although I never met him back then.



F-40 Motorsports



F-40 Showroom



My two TR6s (VTR 2009).

Wayne grew up in a town just a few miles South of Manchester.

The trip over was uneventful until we were about 5 miles from F-40 Motorsports. We had driven past Hartford and were on a city street heading there and while stopped at a red light I heard a screeching sound and my first impression was a water pump gone bad. I pulled into a small commercial center that was not entirely leased and found a quiet spot for diagnosis. I popped the hood and found it was the electric fan blade banging against the AC condenser coil. I shut off the engine and



New York beater.

snipped a few nylon attachments and released the fan from the condenser coil. I saw where the fan blade had come loose from the electric motor drive shaft. A small pin was missing. How this happened I don't know other than maybe from all the potholes and jarring on the horrible Northeast roads might have knocked it loose. I needed a small metal pin to replace the missing part that centered the fan blade to the motor drive shaft. I looked in my tool box and noticed my small assortment of jeweler's screwdrivers. One of those small screwdrivers was the exact diameter I needed. I took my heavy duty wire cutters and cut out a $\frac{1}{2}$ " piece of the screwdriver shaft. I used this as a replacement pin and reassembled the fan blade with the spring clip and then a few tie-wraps to reattach the fan assembly to the condenser. It took about 15 minutes from diagnosis to repair and we were back on our way that Friday afternoon. That temporary pin is still in there!

About 10 minutes later we arrived at F-40 Motorsports. It was later in the day on Friday of Labor Day weekend, so we thought

we would just go into the showroom and look at some of the cars. The buildings are exactly as seen on TV and that stretch of road Wayne takes a spin on is right in front of the business. We kept our eye out for Roger, the sidekick mechanic, but did not find him anywhere. We chatted with the office manager and I told her our story of why we wanted to stop by and mentioned I grew up in Manchester. She mentioned that she also went to middle school in Manchester, but was at the school across town from mine. I bought a souvenir t-shirt and we were getting ready to leave and we noticed Wayne walking over to the main building we were in and he was looking at my TR6 parked out front. He came in the door and the office manager introduced us and he asked if that was our car from Texas. I told him it was and he remarked, "Boy you two must really like each other, driving up from Texas". We chatted for a bit and the office manager told Wayne I grew up in Manchester. He excused himself as he said he was due at Lime Rock Park that morning as he was the featured collec-



Finally made it here!

tor and was running late. He drove off in his Ford pickup towing one of those long trailers he uses on the show to buy and pick up cars. So we got back in the TR6 and headed back to Torrington, Connecticut where we were staying.

Next morning, we were up and over to the track for the races. The beauty of Lime Rock Park is there are no bleachers or grandstands. One finds a patch of grass at various locations around the track and folds out the blanket or sets up chairs. Sunny and mid 70's was perfect and we found various locations to watch. Up on the midway are vendors and food concessions. Also we found Wayne Carini at a booth there. He is active in various charities and he was displaying the Buick from the movie "Rain Man", which he restored for the movie. Wayne was in the charity booth and devoting his time for the fundraising. Eva and I got in line to talk to Wayne again and have a photo opportunity. After making our donation, we walked up to Wayne and he belts out "These people really like each other, as

they drove up here from Texas together in a TR6", all eyes were upon us.

We talked a bit and I mentioned to Wayne that I grew up just the next town over from him and he said "I got in trouble in Manchester; let me tell you my Manchester story". One winter night in Connecticut, Wayne and his high school classmates were suppose to be at the library studying. The Porsche 914 had recently been introduced and just on the other side of Manchester, at Ted Trudon Volkswagen in Talcottville there was one on the showroom floor. I told Wayne I knew exactly where that was as I bought my TR6 at Gorin Motors, a British Leyland Dealer and the two dealers were next to one another. The Gorin Motors showroom is still there, but is now repurposed as a dealer prep station for the adjoining Nissan Dealer. Wayne told me he got his buddies together and they ditched their studies and drove in his Ford over to see the Porsche 914. All was well until returning through Manchester and driving on Main Street,



Park entrance.

across from the hospital, Wayne tells me a lady skidded on the two lane road and pushed his car into a new car sitting on the dealer's lot at Paul Dodge Pontiac. I told Wayne I knew exactly where that was and Paul Dodge Jr. was a classmate of mine and his dad owned the dealership. (Note: although their last name was really Dodge, they owned a Pontiac dealership and did not sell Dodges – go figure? I also heard Mike Joy once mention Paul Dodge Pontiac during his commentary during a Barrett Jackson auction as he mentioned his family went there once in his childhood to look at a station wagon). Wayne also mentioned they just finished filming an episode outside of Houston and that he bought his



Welcome Party.



View from Lime Rock Hill.

Allard from a seller outside of Austin. At this point my wife was nudging me to move on and stop talking as the line was backing up to meet Wayne and get a photo. So we left and went back out to watch the races.

Back when Lime Rock Park was established, racing was not allowed on Sunday and that is still the case. On Sunday they host a "Sunday in the Park" which has a Concours (over 200 cars) and a "Gathering of the Marques" which just about anyone can drive their car onto the track and park by groups. I parked in the British section. Many cars are from the general public and more recent models such as BMW's, Mustangs, Nissans, etc. There were about 1,000 cars altogether. It is a good opportunity to walk the entire track and see it from every angle. I had on my Fitbit and easily clocked over 10,000 steps that day (about 5 miles). I also had time to poke around at the "auto jumble" down in the paddocks and bought a used speedometer just in case mine was not repairable. Walking around the vendor

booths, I spotted Mike Joy and I was going to go over and introduce myself, but Eva nudged me along as she was getting hungry and did not want to stand around and hear me go on about growing up in Connecticut and telling tall tales to Mike Joy. He actually grew up in a town adjacent to Manchester. I guess I can call all that my "Connecticut Connection". Oh well, racing resumed on Monday, Labor Day, but we left Monday and headed back to Texas.

On our way back, going through the mountains in New York, I stopped at a small local Mobil gas station. The owner came over and started looking at my car and taking pictures. He told me a buddy of his just bought a similar car that was stored for many years and was parked out back. I went to the back of the garage and there was a 1974 TR6 in Pimento, same color and year as mine. What a coincidence to stop at a gas station in the middle of nowhere and stumble across a recently resurrected TR6 – same year and color! It was in OK con-

dition and not too much rust visible from the outside. The gas station owner took a number of pictures of mine and told me he would pass on to his friend to see what standard he could bring his car up to. We need to listen to our cars – they tell us stories!

The drive back was over four days and we came back through the Blue Ridge Mountains National Forest. Beautiful drive but with a 2 lane road and a park speed limit of 30 mph, it is a slow drive. After a bit we exited the park and went back on the interstate. I came back through Memphis and then down through Dallas. The only other road repair was to replace the rear tailpipe clamp with a temporary hose clamp twice. Those roads back there are brutal, even in a modern car. I don't think I will take any more East Coast trips and keep my touring limited to the Rockies and West Coast. Last year I went up to the VTR National in Wisconsin and hit some tough roads there also.

Lime Rock - all in all about 3,800 miles in 10 days. I will wait and see where 2017 takes me.



VTR Nationals, and Tradeoffs

By Mike Jankowski

When I got my spitfire back on the road in March 2010, I had the goal of using the car every day, and to make it into a capable autocross machine. Now, 6 and a half years and 99,517 miles driven, the journey is close to the end. Along the way I have learned through trial and some error. What I have learned is very broadly addressed here.

This year I competed in both the VTR Regional in Norman, OK, and in the Nationals at Lake Texoma, TX. Since I'm not a shine and show type, I just wanted to go to the autocrosses. So I drove up to both events the night/morning before the autocrosses, and subsequently competed. Though I did well, that isn't the really the main thrust of this. I accomplished the goal of making a very

quick Spitfire, but it came with costs.

With engines I hate to go very far from stock tune, preferring to put electric fans, electronic ignition, aluminum radiators, and bigger carbs on the car. Coupled with a bigger exhaust from a GT6, I end up with a torquey, easily drivable car. Yet I know that to do well I had to make the handling even better. First was better tires. Easy enough. But grippier tires



put more strain on the admittedly small, and tired wheel studs. So new studs from a Range Rover Freelander were purchased and installed.

With the new studs, new lug nuts in the proper size were required. Once those were located, I upgraded the brakes. To make the tires and brakes grip and stop better, I uprated the front springs, and shocks all around. Then poly bushings were installed throughout the suspension. It was quickly becoming a rabbit hole with a domino effect. Finally I installed a quick ration steering rack. This is where I hit the point of no return.

You see, a stock Spitfire like Phil McKenzie's is a fun, relaxed car to drive. The ride is sporty, the steering light, and the car feels smooth. Well, in comparison to my Spitfire. My car feels every bump, crack and joint in the pavement. The steering is much heavier, and being quicker ratio, the car responds instantly. Added to that I have the alignment set up to turn on a dime, and on the highway my car

is quite twitchy. All of which makes for a great autocross car, but not so great for road trips. Plus, my car is noisier.

This leads me to the following thought process: honesty with yourself and your intentions for the car is a huge deal. Nothing here surprised me, but as the car has progressed I know it is going from a car to take on a long trip to a car that long trips will be tiring, mentally and physically. To me, the tradeoff of comfort for performance is worth it. However, the next Triumph I add to

the stable will be mostly stock, so I can have something to take to events that don't have any autocrosses. I lie to be somewhat comfortable.

One last thought. I said in March 2010 that when I had driven 100,000 miles in Rocketdog I would retire him from frontline everyday service. Well, as I close in on that historic moment, I am planning a decommissioning party. Then he will get stripped and painted and fully restored. Just wait until he rolls back out into daylight.





1959 TRIUMPH TR3A

Candy and I blew a head gasket during the Lucas-Marelli Tour on October 29th in our new to us '59 TR3A.

The old head is on the left. It was cracked in three places and the valves had eaten well into the head on number 4 cylinder (an unleaded gas problem). It turns out that it had been leaking water since I started it after 25 years of sitting. I had a new head rebuilt (pictured below). Runs GREAT now.



9th Annual Rolling Sculpture Car Show

By Dean Mericas

The 9th Annual Rolling Sculpture Car Show will be held on Sunday, January 15th from 11 a.m. to 3 p.m. with the newly renovated Hill Country Galeria as the backdrop.

Since its beginning in 2008, the Hill Country Rolling Sculpture Car Show has become an institution in Bee Cave, with upwards of 200 collector cars, antiques, modern classics, exotics, muscle cars, street rods, foreign sports cars, art cars, and even bicycles lining Hill Country Boulevard and its side streets

to the enjoyment of the participants and spectators, and continuing benefit of the Bee Cave Public Library. With live music, restaurants, shops, and a multi-screen theater, it's a day-long family event. To date, more than \$47,000 has been raised for the library through sponsorships, registrations, and outright donations. All of the money goes to the Friends of Bee Cave Public Library, a 501(c)(3) non-profit corporation dedicated to supporting and promoting the Bee Cave library.

Awards will be presented by the show's sponsors according to themes they've selected. For example, in 2015 Rolls Royce Motorcars Austin presented the "Best Rolling Sculpture" trophy while Hill Country Design Build awarded their choice of the "Best Restoration."

In a change from previous years, this date doesn't conflict with any local British car shows, so we're hoping to have a record turnout from the HCTC.



Rolling Sculpture Car Show

Hill Country Galleria

01.15.17 11-3



the Rolling Sculpture Car Show

proceeds benefiting Bee Cave Public Library
www.RollingSculptureCarShow.com



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03

01

PEDAL TO THE METAL

RACING A TRIUMPH

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TRIUMPH REGISTER OF AMERICA Membership Application Form

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Make & Model

Year _____ Commission Number _____

Car _____
Make & Model

Year _____ Commission Number _____

Car _____
Make & Model

Year _____ Commission Number _____

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Make & Model

Year _____ Commission Number _____

Mail check and/or application to:

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TRA Treasurer/Membership
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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

I have the following items at my shop in Marble Falls for sale.

1. Soft top rail TR7-8.
2. Intake and exhaust manifolds TR4 and TR6.
3. New Black carpet kit for TR7-8

I can send pictures and all prices open to offers.

Mark Jenks @ 512-909-6849 or email
Jen2ma@live.com

PARTS FOR SALE: During the past few years, I have been upgrading many of my 1972 TR6 components. Recently, I have cleaned out my garage and have the following serviceable parts for sale.

Stock front anti-sway bar

Stock rear axle hubs

Stock starter

Stock front brake calipers

Stock front brake rotors

Stock radiator

After market cast aluminum valve cover, black "Triumph Tune".

Interior Dash Side Panels for center console w/o speaker holes

Hella halogen driving lights, 500 series, 6" diameter with covers.

Holly 600 cfm carburetor removed from my 65 Corvette.

Contact Don Burkley: DBurkley@austin.rr.com or 512-203-7558 for description, photos and asking prices.

Early Spitfire 1500 Restoration Project. FM 472/Oct 72 build. True "Barn Find" — stored 31 years. European delivery car with 53K miles. Original "Overseas Visitor" disk intact. Euro spec bumpers. Non-emission engine. New tyres. Rust free tub. Overdrive gearbox. Mechanicals unmolested and unmodified. Top, seat upholstery and dashpad perfect. Engine turns with good compression on all cylinders. Perfect candidate for a full concours restoration. \$3500 robert@mackenzie.aero





TR-6 Factory Hardtop for Sale \$1500.

Comes complete with new seals and hardware for rebuilding from the Roadster Factory

Contact Joe Payne email: robjoepayne@yahoo.com (m) 210.326.6673



Triumph Doors Complete with Glass and Trunk Lid \$500

Contact Joe Payne email: robjoepayne@yahoo.com (m) 210.326.6673

HCTC Classifieds

Two Mazda MX5 seats in good condition. Mounting rails modified to fit a Spitfire. Black with blue cloth inserts. Free to good home, or a bad home, just get them out of my garage.
Robert@mackenzie.aero

I am cleaning out my garage and have found the radiator from the 71 TR6 which I purchased a few years ago and later sold. I changed the radiator out after it developed a leak on a club driving event. I never had it fixed, but was wondering if anyone could have a use for it. Obviously it would be free to a good home if someone wants it.

Thanks,

Terry Jones

tjones@zcon.com

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

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.



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

December 10 — Free Day, no meeting!

December 13 — HCTC Tour-de-lites. Info below.

January 10, 2017 — HCTC evening meeting, The Tavern, 12th and Lamar.

January 14 — Tune-up Day #3, at Pam and Robert MacKenzie's AERO-SWINE/SPITFIRE GARAGE. Combined with Saturday meeting.

January 15 — Rolling Sculpture Car Show. Information at <http://www.rollingsculpturecarshow.com/>

**Next breakfast meeting:
No Meeting in December**

**Next evening meeting:
Tour-de-lites!**

Tuesday, December 13, 2016

Leaving from

The Barber Shop Brew Pub at 6:30 PM

207 Mercer St, Dripping Springs, TX

More details at hillcountrytriumphclub.org