

The Ragtop



May 2018

Letter from the President

By Don Couch

April proved to be another great month for the HCTC. I'd like to thank Sheri and Mike Shayesteh for inviting us out to tour their wonderful home. They have quite a car collection and a garage complete with lift and paint booth. Triumphs, MGs, a Studebaker and a Thunderbird were resting in the garage. Mike grilled out burgers with all the fixings. Beer and BS flowed freely as Bill Waller, Roger Bolick and I got into a discussion of algorithms, ales and ailments. It was very well attended with about a dozen cars (it would have been a Baker's dozen had Bob showed up). Mike McPhail led us for a wonderful hill country back road drive down to Canyon Lake. Maybe we can make it an annual event? (Hint, hint!) Afterwards, Mike, Jim and I made a bit of a brewery crawl back to Dripping Springs via Blanco, Johnson City and a fun drive down Fitzhugh road back in to Dripping. I always say "it

ain't a drive till you go thru a low water crossing and cross a cattle guard." I lost count of how many of those we did that day. I arrived back home to Austin some thirteen hours after I'd left in the morning. Quite the full day of Triumphs.

April also brought the VTR Regionals in Lake Conroe, TX. HCTC members were in attendance and I'm sure one of them has a report and photos here in the Ragtop. Brenda and I were unable to attend as we were in Florida for my Mom's 80th birthday. Happy Birthday, MOM!

I failed to thank Julie and Nick Roccaforte for their wonderful Patrick/Valentine drive last month. Nick and Julie partnered us up with the MG Club to a drive up to Burnet and on to the Flight Museum. It was a great back country drive through some roads I don't think I've ever driven. Also,

In This Issue

Letter from the President, by Don Couch.....	1
Secretary's Report, by Mike McPhail.....	3
A Triumph Quickie!, by Bill Waller.....	6
Spit Six Report May 2018, by Mike McPhail.....	7
Comparing Fuel Pumps, by Steve Johnson.....	8
Mike Shayesteh Garage Party and Hill Country Tour Photos, by Don Couch.....	9
Classifieds.....	14
Ad Rates.....	17
Upcoming Events.....	19
Next Meeting.....	19

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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.

it was a chance to see some old friends from the MG club I usually only see at TXABCD.

And speaking of old friends, the subject came up the other day of how many of the old Standard Triumph members we rarely see anymore. Like where are all the Bob's, Richard's, Jim's, Greg's, Phil's, Robert's, Mike's and Steve's for example? We miss you all and know you are all super busy and Austin has grown to the point of groan but see what you can do to show your smiling faces to us soon! I miss seeing all you in my rearview mirror.

Since May of last year we have added the following members:

- James Sudderth - 1978 white Spitfire

- Jim Wells - 1975 mimosa TR6
- Craig Barton - 1976 yellow TR6
- Don Roach - 1976 TR6
- Jason Griego - blue 1976 TR6
- Jimmy White - 1974 yellow TR6, 1978 burgundy Spitfire
- Evan Barton - 1962 TR3B spa white
- Eddie Dick - 1962 red TR4
- Nathan Quiring - red 1976 Spitfire
- Paul Robichaux - 1969 red Spitfire GT+
- Garry Bayer - 1980 orange TR7
- Charlie Stewart - 1970 green TR6
- Kyle Fagan - 1974 red Spitfire
- Ken Neavel - 1960 TR3A red/black
- Jaime and Darla Martinez - 1964 yellow TR4

- James Duke - 1973 French blue TR6
- Tom Roughton - in the market
- Stephen England - 1960 Red TR3A
- Scott Riggs - 1961 black TR3B
- Joe Becraft - 1959 BRG TR3, 1962 red TR4
- Mike Shayesteh - 1960 white TR3

It's GREAT to see the club growing and I hope I didn't miss any new members on this list. I look forward to long lines of Triumphs as we wind our way through hill country roads in the future!

Stay Tuned,

Don

Secretary's Report April 2018

By Mike McPhail

What a busy month April turned out to be! Ian and Elaine Philips crossed the pond from Spain to spend the month in Austin with soon to be wed son Glenn. Like true Englishmen, they drive a TR6 and are keen on all things Triumph. They were present at many of the numerous TR gatherings during their stay.

Tuesday April 9 the HCTC gathered at our favorite watering hole for comradery and a fine meal. Plans to attend the plethora of upcoming events were made...a total of three on the 14th, and something every weekend! Not to mention, the South Central VTR Convention at Lake Conroe.

You would have had to skip the Saturday Breakfast Meeting at the Frisco to do the MG Spring Drive, but I chose to make the meeting. Afterwards, some of us drove our TRs down to Kingsbury for the Vintage Airplane Fly In. Avoiding the I35, we traveled 183, 21, 1966, 142, 1979, 3353, 90, and 1104 to reach the airport...all without a map or GPS! To add to the excitement, Joe Payne coasted in on empty and had to ask the airport for a gallon of gas. Admission was free if you displayed your old car on the show field, and the Triumphs were a big hit with the crowd.

Sunday, we got up early so as to get in on the complimentary breakfast tacos out front of Whole



The Tavern, April 2018



Jimmy White



Blown!

Foods at the Hill Country Galleria. This was the starting place for the wildly popular Lucas-Marelli-Bosch drive, hosted by our own Dean and Elizabeth Mericas. Wishing to rotate the stock a little bit, my Healey-Hundred was pressed into service. However, the Austin-Healey was having nothing to do with those Italians and blew its head gasket on the way over. Nel and I limped back home and hopped into the Mercedes, barely getting to the departure on time. As expected, the

150-mile jaunt was a blast. We traveled some new roads and saw plenty of Spring flowers on the way to a late lunch at Casa Mericas.

Art Graves drove all the way from Tulsa to Dripping Springs so that we might parade to Canyon Lake. Thursday morning, we joined Roger Bolick, Bill Waller and Bob Skewis in Manor for a most pleasant drive out 290 to Brenham and on through Navasota on 105 to our destination. There was already a big crowd at the La Torretta Resort when we got there. HCTC regulars Benson Tuttle, Mike & Sherie Shayesteh, Dennis & Lorna Duke, Nick & Julie Roccaforte, and Larry Fassauer were all in attendance. A gala welcome reception was held that evening, where we were reunited with VTR members from all over Texas and beyond.

Friday was the fabulous Concours de Elegance on the meadow by the lake (adjacent to the hotel). With nearly one hundred registrations, every kind of Triumph imaginable was displayed. A pre-war Standard and a Spitfire powered Amphicar were even in the mix. The sunny, yet cool morning

blossomed into a beautiful top-down afternoon...just in time for the much-anticipated Gimmick Rally. Those hearty enough to complete the multi-page question laden route instructions had to hustle to make to dinner run!

All that driving was quite tiring, but there was no rest for the weary. We were lined up before seven Saturday morning for the breakfast run, which took us through the piney woods of the Sam Houston National Forest. This was my favorite sojourn of the weekend because of the total lack of traffic and the fragrant and majestic pines.

After a delicious Mexican breakfast, we hustled over to Conroe High School for the SCCA administered autocross. It seemed that every registrant was determined to compete, and by noon only half of the drivers had completed the course. Bill and Bob organized a brewery tour for us that afternoon, so we skipped the Funkhanna and joined in. The day slipped by until there was just enough time to clean up and get to the happy hour and banquet. As expected, the Hill Country Triumph



Kingsbury



Joe at Mericas'.

Club garnished its fair share of accolades!

The Saturday night thunder storm (of Biblical proportions) had cleared by Sunday morning, and our entourage enjoyed another beautiful drive home ending another excellent VTR Regional.

There was still one more weekend left in April and the "Garage Tour and Scenic Drive" was a perfect way to end the month! Mike and Sherie Shayesteh hosted the unveiling of their concours winning 1959 TR3A at their fan-

tastic Monster Garage in Canyon Lake. While there is also a home upstairs, the entire bottom floor is an air-conditioned workshop with a Fifties Diner theme.

After driving from Oak Hill via Camp Ben McCullough, Driftwood, Wimberley, The River Road, Old Mail Route Road, etc. we joined Ian and Elaine on a hill overlooking the lake. Here was the location of the ultimate toy box, with room for a vintage car collection and even covered RV parking. We got the tour, which included three Triumphs, a couple of motor scooters, a Stude-

baker and a Thunderbird. Presently Mike is restoring an MG TD, which is going together nicely. While our delightful hostess Sherie served wine, cheese, and chocolate chip cookies, Mike was busy turning out gourmet hamburgers on the grill. The extravaganza ended with a Triumph photo-op out front!

The first Sunday in May starts the month off right with a trip to White Rock Lake in Dallas for the "All British and European Car Day". Nel and I are driving the TR6 up on Saturday morning so as to make a weekend of it!





A Triumph Quickie!

Courtesy of Bill Waller

Have you ever had no spark in #1 cylinder? How about no spark in 1 and 4. This is how my Triumph fix-it saga begins. First I changed plug wires; no change. Replaced coil; no change. Bought new Pertronics for my new distributor; no change. Checked ground, replaced

distributor cap & rotor; no change. I proposed my problem to club members over beer, a lot of head scratching; no change. Talking later to Don Couch, he reiterated spark plug test. I reminded him the spark plugs were new and *there was no way two new plugs would go out at the same

time, but sense I had tried everything else I started testing the NEW CHAMPION PLUGS. Low & behold; CHANGE. I had two dead plugs. Now I ask you what are the odds. I replaced with a new set of AC Delco spark plugs, and all is good.

*never assume the obvious is true

Spit Six Report for May 2018

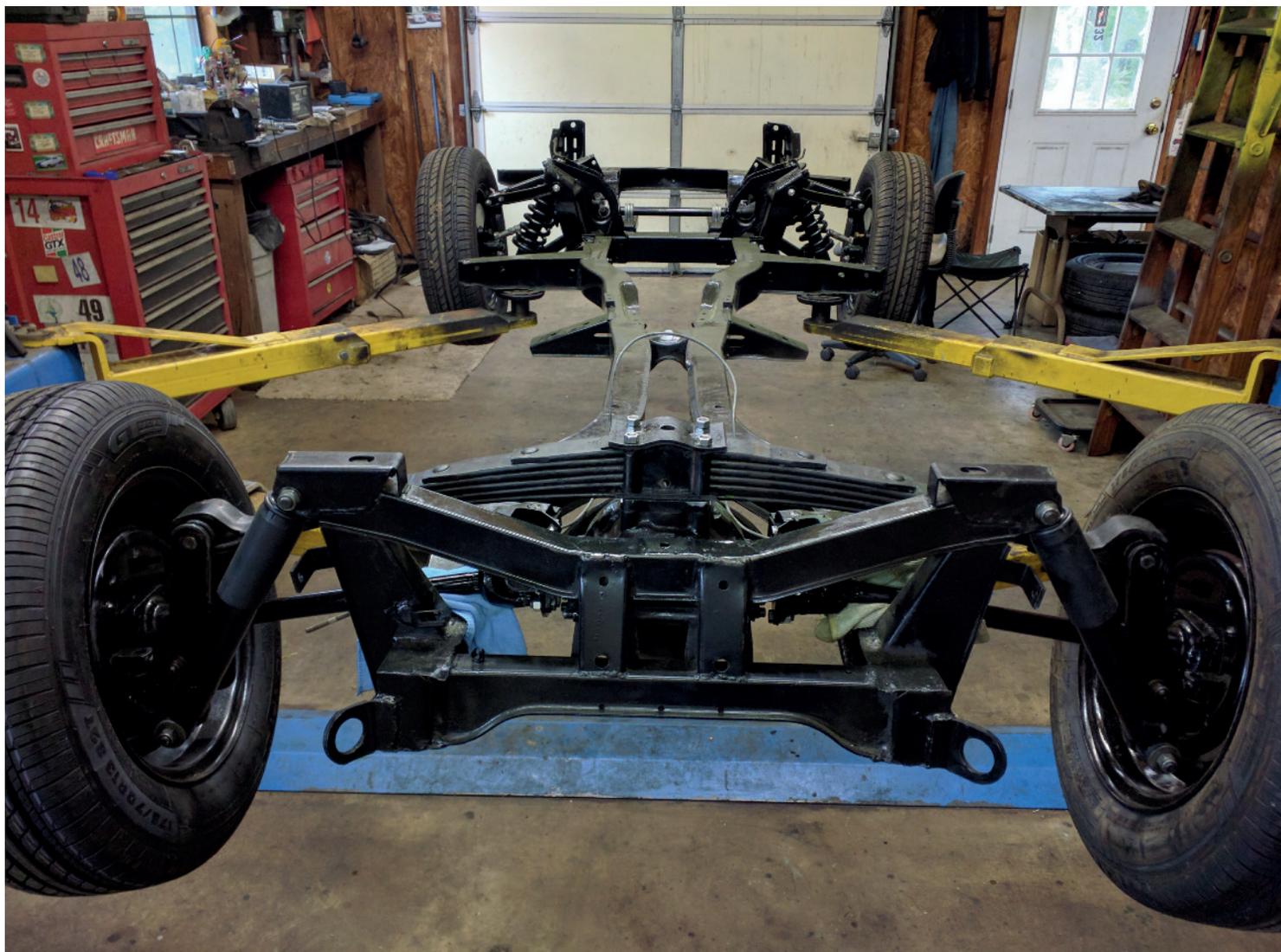
By Mike McPhail

There hasn't been much time to work on this project lately, but I did manage to get all four wheels on the ground. The old leaf spring had snapped off on both sides, so I bought a new heavy-duty item from BPNW on

sale with free shipping! The differential was not only caked in dirt, but make a strange clicking noise when the input flange was rotated.

After spending a very long time scraping the crud off the case, I disassembled the diff and

was pleasantly surprised to find that the adjusting shims under the input bearing and broken up and migrated into the bearing. I replaced all the shims, seals & bearings and have high hopes for the reassembled unit!



GT6 rolling chassis.

Comparing Fuel Pumps

1950 Design vs. Today's Design

By Steve Johnson

Fuel Pumps and rebuild kits are becoming more and more expensive, while at the same time they are becoming less and less dependable. For example, take a look at the pictures below. The AC Fuel Pump top plate on the left is from my original 1967 TR4A. The pump top plate on the right is my second one from Moss Motors within the last several months. It lasted about two weeks. I sent the information in this article to Moss and asked what they thought. No reply at all.... They're just making money why should they listen to their customers.

I was tuning the carburetors when the new pump on the right failed. The car sputtered to a stop as if it had run out of gas, which I knew it didn't. A quick crank on the engine with the fuel line off

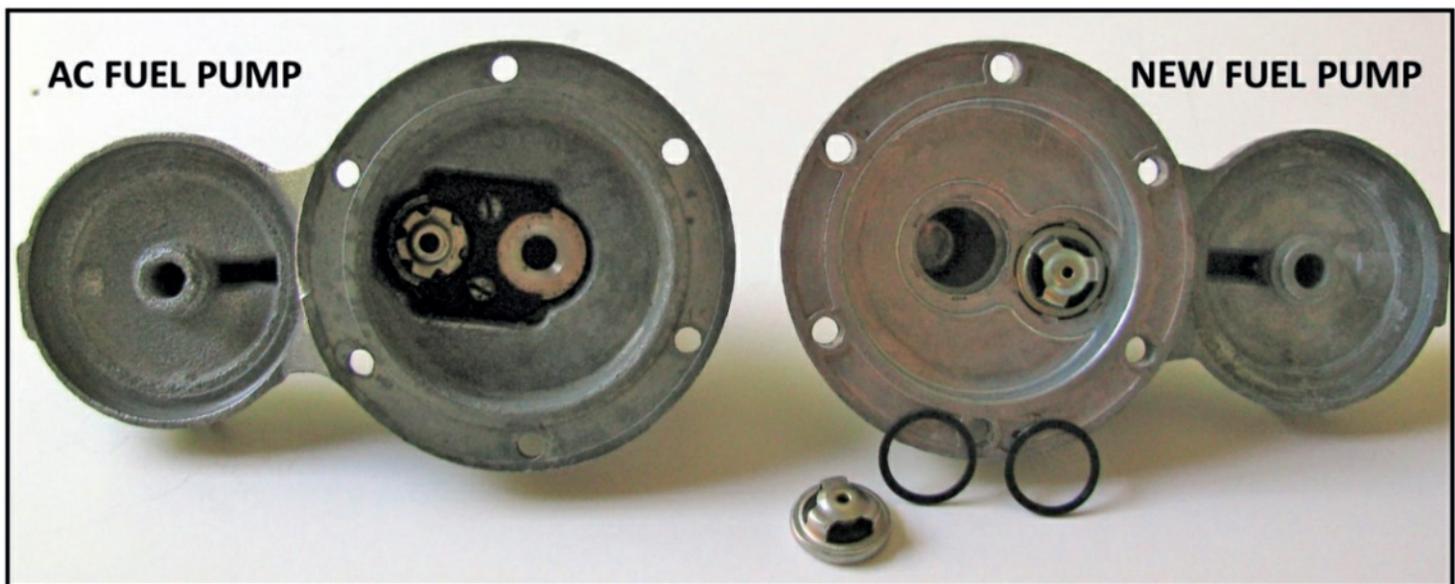
diagnosed the problem as the fuel pump AGAIN.

When I took the new Moss fuel pump apart to put a kit in it, I found one of the two valves just lying there on top plate of the diaphragm (see the picture below). I also found that although only one valve had come out there were two black O-ring gaskets also laying there. These gaskets were supposed to be under the valves. I suspect neither of the gaskets had been installed at the factory. The valve that fell out hadn't been installed properly either. When I tried to put the fallen valve back in I simply used my finger to press it in without much pressure at all. It was destined to come out again and soon.

I compared the new Fuel Pump to my AC pump on the left below. Notice that a black plate is

screwed in place that holds the valves tightly. The AC Fuel pump has had many years of service and failed once since 1967. I've been driving the TR4A almost daily since 1982 and haven't had much of a problem.

During this fiasco my son called. His 1959 TR3A had a new Moss fuel pump installed. It had also died last week. He bought a new electric fuel pump and decided to install it instead of putting up with the old mechanical pumps. Then there's Club Member Bob Skewis who recently lost his new electric fuel pump on a club drive. Fuel Pump failure is costing us in time, money and towing. Are you having trouble with Fuel Pumps? If so, do you have a recommended fix? Send me a note at stevenjohnson7@sbcglobal.net. I'll pass your input on to the Club.



Garage Tour Photos

By Don Couch





Minnesota Triumphs beckon you to the VTR NATIONAL 2018

July 17-21, 2018 at the Radisson in La Crosse, WI

On the banks of the historic Mississippi River



Reservations:
www.radisson.com/la-crosse/vtr



Relax with friends at the many local establishments



Carve the roads on the countless coulees in your Triumph



Featuring 50 years of the TR250



Facebook VTR 2018
www.mntriumphs.org



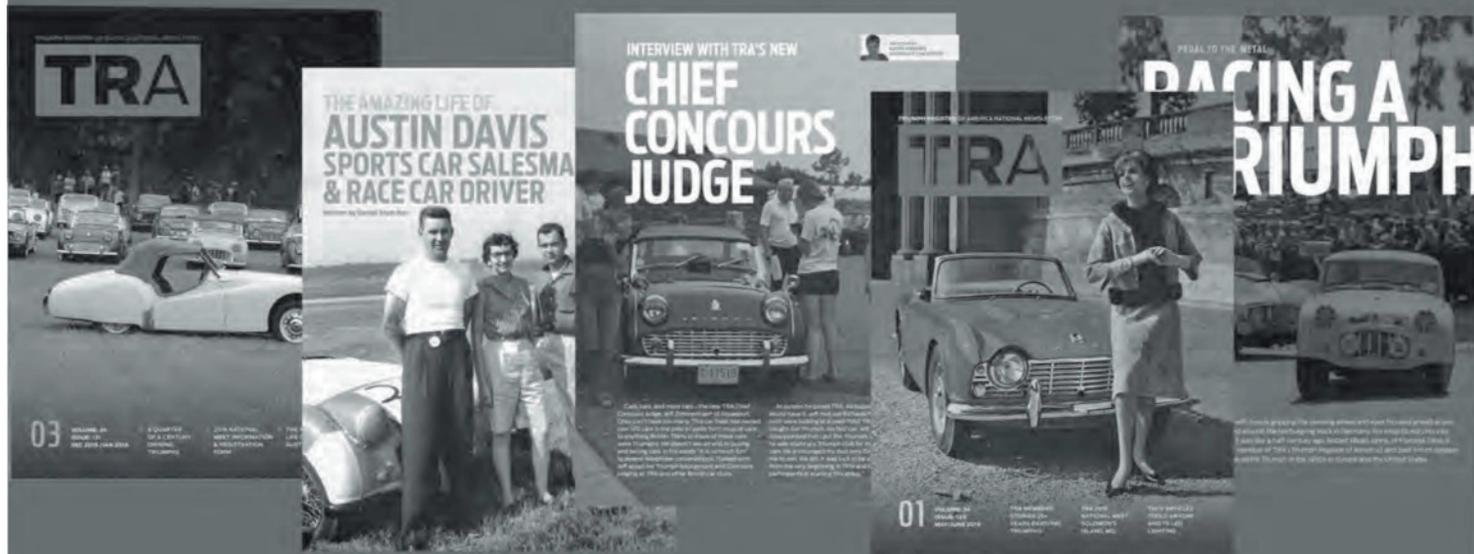
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- Annual National Meet
- Website (member password protected area)
- Concours judging standards

- Factory build records
- Technical articles
- Contact information
- Shutterfly National Meet website



SEE WHAT YOU'VE BEEN MISSING AT:
www.TriumphRegister.com

OR CONTACT:
TONDA.MACY@MACYSGARGE.COM

Welcome to TRA



TRIUMPH REGISTER OF AMERICA Membership Application Form

Please write legibly.

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____ Email _____
Please include area code

Car _____
Make & Model

Year _____ Commission Number _____

Car _____
Make & Model

Year _____ Commission Number _____

Car _____
Make & Model

Year _____ Commission Number _____

Car _____
Make & Model

Year _____ Commission Number _____

Mail check and/or application to:

Tonda Macy
TRA Treasurer/Membership
4200 Lisa Drive
Tipp City, OH 45371
tonda@macysgarage.com
937-266-1832

HCTC Classifieds



TR6 AC Unit Plus Compressor
Bucket \$90.00

Joe Payne
(M)210.326.6673
robjoepayne@yahoo.com

I need a left front fender, battery
box, 2 floor boards, 2 rocker pan-
els, rear floor panel, tonneau sad-
dle panel for a 1958 Triumph
TR3A. Thanks.

dasoka@hotmail.com



TR-6 seats with rails and Interior
from 1969 TR-6. Has all the origi-
nal jute, most of the carpet and
panels. \$200.00

(Photos above.)

Joe Payne
(M)210.326.6673
robjoepayne@yahoo.com

Visor assembly with mounts
(both sides), ignition switch cov-
er, trunk light, misc. items.

Text Jim @ 254-563-9141

Used seats from a 75' TR6 asking
\$240.00 (Photos to right.)

Headrests are functional and stay
up as desired.

Text Jim @ 254-563-9141



For Sale: 1963 Jaguar Mk2 3.8L

This car was comprehensively restored in the mid-2000s, including a rebuilt drivetrain. It's been upgraded from stock as follows: RetroAir A/C, HD Alternator (recent), aluminum radiator with electric fan, Wilwood front brakes, XJ6 Rack & Pinion steering, Nardi steering wheel (recent), SPAX shocks, stainless steel exhaust (recent), RetroSound AM/FM/USB stereo (recent), Dayton chrome wires.

For the past 4 years it's been driven regularly, including several weddings and club tours. Nice enough to have taken 1st in Class twice at the Texas All British Car Day show. Asking \$37,000 based on overall condition between a #2 and #3 on the Hagerty Insurance scale.

Contact: Dean Mericas

dmericas@austin.rr.com or 512-750-2271



I have a 76 XJ6 XL.

It was a hand me down project that ran out of steam.

It belonged to a UT professor, Long story short, it sits and needs someone to show it more Love.

Interior is in great not perfect condition. I got it running in time for the last Linklater filming, *Dazed and Confused II*.

Open to offers.

Mike & Emily Barrett

Manor TX

(512) 921-2135





HILL COUNTRY TRIUMPH CLUB ADVERTISING RATES

Effective with the January Rag Top the following ad rates will prevail:

Member ads for Triumph cars or parts will continue to be free and will run for two issues. These ads may be renewed as necessary two times (For a total of six issues).

Ads or flyers for other club's events will continue to be free and will run for two issues.

Ads for commercial items or services will be charged the following rates:

Business Card ad: \$5:00 per issue

Quarter page ad: \$10.00 per issue

Half page ad: \$15.00 per issue

Full-page ad: \$25.00 per issue

These ads must be prepaid and can be scheduled for as long as desired, minimum of six issues. Long term ad runs must be prepaid at the time of scheduling. All ads must include artwork.

Artwork should be submitted to Dan Julien at dan.julien@gmail.com

Fees should be sent to:

HILL COUNTRY TRIUMPH CLUB

Attn: Mike Schubert
18340 Masi Loop
Pflugerville, TX 78660

Pay Your Dues!!!!!!!

Please check the latest spreadsheet sent out by Nel. If it says Jan-18 in the dues column your dues are past due 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
nmcphail@austin.rr.com

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 8 — HCTC Tuesday evening meeting, 7 PM, The Tavern. www.mntriumphs.org/vtr2018.shtm.

May 12 — HCTC Saturday breakfast meeting, 9 AM, The Frisco. September 27-30 — 6-Pack Trials, Fontana Dam, NC. Info at

July 17-21 — VTR Nationals, La Crosse, WI. Info at jimholewka.wixsite.com/trials2018.

Next breakfast meeting:

Saturday, May 12, 2018, 9:00 AM

The Frisco

6801 Burnet Rd

Austin, TX 78757

thefriscoaustin.com — Phone: 512-459-6279

Next evening meeting:

Tuesday, May 8, 2018, 7:00 PM

The Tavern

922 West 12th St

Austin, TX 78703

At the corner of 12th and Lamar

tavernaustin.com — Phone: 512-320-8377