

The

March 2021



RAGTOP



Letter from the President

Don Couch



Anyone up for a club meeting? It feels great to be able to say that again! Now that the power is back on and the sun is shining perhaps we should all meet for a **BEER!** Austin is back to Covid Risk Level 4 so with a little social distancing and mask wearing we should all be able to gather 'round and tell our snow and vaccine stories.

Remember, Live Oak still requires a mask inside or when ordering food and beer. I ask that we all respect Chip and the entire Live Oak staff by following they're guidelines. We want to be welcomed back.

So with that, I look forward to seeing **ALL Y'ALL** Saturday at 1pm March 13th at Live Oak Brewery!

STAY TUNED,

Don

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Secretary's Report February 2021

Mike McPhail



Glad that month is over! We had some damned roller-coaster ride with the crazy weather...one day with a low of 6, another with a high of 82. Not to mention pandemic, arctic cold front, new president, stock market up, employment down. No matter...I got to drive my Triumphs on numerous occasions!



Baby it's cold outside...

It was warm enough the first week of February to take the Spit-six to Rockport for a few days, and then the TR6 logged a couple of hundred miles on "Drive Your Triumph Day".



Warm inside.

Drive Your TR Day Stop #1

The tenth was the day before the worst winter storm in recent memory hit Texas, but that did not deter the "Outlaws" from meeting for lunch at Louie Mueller BBQ in



Louie Mueller Barbecue.



Louie Mueller Barbecue.



Circleville.

Taylor. It was mighty chilly in the dining room, since the front door had been left open all morning. Outside it was even colder with overcast skies and intermittent drizzle.

DYTR Day Stop #2

The Circleville Store was a lot warmer inside and a lovely place to go for some refreshment. It was entirely new to me, but will definitely be added to my list of first-rate watering-holes, as will the next two stops that day. From there the three TR6s continued North on 95 through Grainger and Bartlett to Holland, where we picked up Hackberry Road. This is a dandy way to get to Salado, with lots of exciting curves and rural scenery.



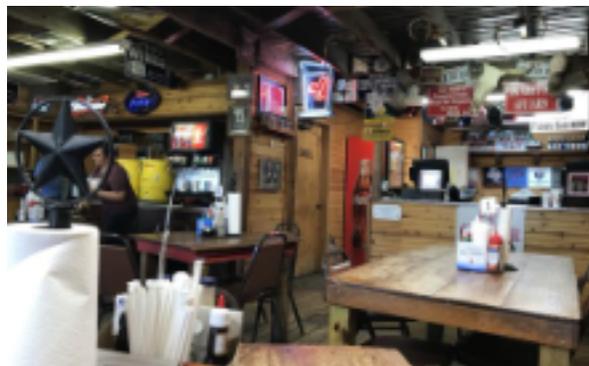
Circleville store.

DYTR Day Stop #3

Johnny's Steak and BBQ in Salado is on the West side of IH35 and another cool place I am happy to be acquainted with. Had we not already dined, this would have been the perfect spot for a hearty meal. Actually, we did hit the appetizers, and they were mighty tasty! I suppose we lingered a bit too long, so the plan to take some back roads South was abandoned for an exhilarating dash down the interstate to Georgetown.

DYTR Day Stop #4

Hardtails Bar and Grill has a massive outdoor patio with a stage for live music, but we were content to roost at an inside table. The décor is interesting and our waitress was quite attentive and cute as a button!



Johnny's.



Hardtails.



Dreamland.

Too soon the wives began calling, wondering when their errant husbands might be expected home. Consequently, we said our good-byes, and 90 minutes later I was back in Dripping Springs, having enjoyed an exceptionally entertaining Wednesday.

After a harrowing week of snow, ice, cold, power outages and such, Spring-like weather returned long enough for another dash to the coast, this time in the TR6...top down of course!

The Georgetown Air/Car Show was cancelled at the last minute, but a Cars & Coffee event was slated for the 28th at the new "Dreamland" entertainment venue



Star of the show.



Ferrari vs. Porsche.

just West of Dripping Springs.

I will have to admit, that when Roger texted me about this it was the first I had heard of the location or the car show. In spite of the somewhat gloomy weather, the parking lot was filled with automobile enthusiasts and a plethora of interesting cars and pick-up trucks. Perhaps one hundred models of various famous makes including Porsche, Alfa Romeo, Ferrari, Ford, Chevrolet, Chrysler, and of course Triumph were proudly on display. Everything from a 1955 Bel-Air to a 2021 Supra made up the eye-candy. The 1960 Chrysler 500 was just as stunning as the 1961 Cadillac limousine. Oh yeah, how about all those Corvettes and Mustangs...



Got snow...

From the Archives

Art Graves



Two items for this month's archive tour down memory lane. In the early to late 1990's Hill Country Triumph Club members enjoyed racing at Malibu Grand Prix. Malibu Grand Prix was located on North IH35 between US290 and US183. It is long gone now, having closed in the early 2000's.

This is an account from the July 1992 "Ragtop" written by Bob Kramer.

MALIBU GRAND PRIX

A few "hardcore" would be racers met at Malibu Grand Prix on June 27th for some "time trials" in the hot little race cars. Theresa and Phil Walden, Bob and Barbara Kramer (and kids), Barry Lowe and nephew Chris hit the pavement with a vengeance. We were joined by Brian and Judy Byrd a little later. We expected a bigger turnout, but hey, just more track time for us!

Thanks to Dan Daneff, we had 5 Passport Coupons good for Buy One Lap / Get One Free for a total of 40 laps per coupon. We combined our cash and saved some coupons for next time. We plan on doing this every few months so they'll come in handy. If anyone else has coupons, bring them to a meeting and add them to our collection for future event. And a big Thanks to Dan!

We prepared for our (less than a) minute laps by watching a few hardy souls show us

how not to do it, and then comparing notes on our own experience. One particularly noteworthy fellow, spun badly into the tires on the last big turn, the one that's about 280 degrees, and knocked all the water out of the inside of the tires onto the track. Fortunately, it was very hot and the H2O evaporated almost before it hit the track and didn't affect our results. After about 10 laps we ended up with some pretty decisive results and some pretty sweaty foreheads.

Here's some of the "hot tips" we learned. It's best to keep from spinning the tires at all because the cars have a switch on the motor which cuts the power temporarily to help keep you out of trouble (and save the machinery). Staying on the track (off the curbs) and avoiding harsh turns keeps the spinning to a minimum and the revs up for more consistent power. At the start line, you can angle the car so that you are lined up with the first turn and shave off, I don't know, maybe a micro-milli-second. You can also hold down the brake and rev it up a bit

for a faster start, but the corner workers (?) will notice if you rev it too high and burn the clutch up. Since the cars are slow to respond to the throttle, you must mash the pedal to the floor during the yellow if you want to start quickly, another micro-second! The turns on the track are a combination of simple constant radius turns and decreasing radius turns. I can't recall seeing any of the "fun to accelerate through" increasing radius turns common to real race tracks. The point is it's hard to find the right line through some of the turns, practice makes perfect.

Of course, a good car makes all the difference in the world. Phil Walden took 2

seconds off his time just by switching cars. These are no IROC Z's, perfectly matched state of tune, etc. One thing is certain, Barry Lowe is out in front of the HCTC pack, consistently pulling 53 to 54 second laps. Our unofficial "Club Champion" (Men's Division) has come out on top on both of our visits to MGP, but in the Ladies' Division we can't yet claim a Champqueen due to the absence of our past winner. Theresa Walden acquitted herself quite nicely with a 61.38 best pass. We'll make sure to announce the next MGP well in advance and we'll see you on the track.

—Bob

And from the October 1992 "Ragtop", I found an interesting theory about why British cars are popular. I had never considered this point of view. But, having driven my TR6 many successful miles and having made many (mostly) minor repairs while on the road, I would have to agree with Pete, whoever that is.

I have formulated a theory about why old British cars remain popular. It is not so much a matter of styling or ride, but rather that they are famous for breaking, but in a repairable manner. If they broke in a serious manner all the time, people would just avoid them, much like the old Pinto or Chevette.

No, British cars have the charming capability to break in such a manner that a good mechanic has some chance of making repairs on the side of the road. I have always taken pride in carrying around a spare rear axle in the back of my TR6, since I honestly believe I could swap it in if one were to go out. (By the way, the rear axle in

the TR6 is a real source of NOT-easily-repairable problems. (Ask me about this sometime.)

Isn't there a certain thrill in fixing something in the middle of nowhere on the side of the road? This is why Triumphs are becoming more popular with time, because they have more such break-downs as they age.

Pete McCarty (previous owner of a very nice 1974 TR6)

Helpful Hint February 2021

Mike McPhail

Rip had a common problem...stiff clutch pedal that doesn't quite disengage! The usual fix is a new pressure plate, but a call to British Parts Northwest came up with a simple alternate solution. They sell a long throw slave cylinder that for about fifty bucks, seems to solve the problem.

UKC8677L

This thing looks just like the old part, but has a smaller piston, which gives about 50% more travel. It did not seem to increase the stiffness much. Time will tell if this is a permanent fix, since the clutch action had become increasingly problematic over time.



Tool Story

Lost, Found, Bought, Traded, or Purloined

Bob Kramer

Owning a Triumph, or any other little British car that requires the owner to know a little bit about maintenance. Let's face it, you don't just own a British car, you are in a relationship with your British car. You had better maintain that relationship. Yes, that means you buy things to keep the status quo, and don't buy the cheap stuff. It means that you learn some deep, dark secrets, the type that you can't unknow. It's a pretty intimate relationship. Along the way you'll acquire a few tricks you keep up your sleeve and some trinkets that help. I'm talking the shiny stuff, jewelry of the finest chrome and rubber. Name Brands like Snap On, Craftsman and Dewalt. Only the best for our _____ (insert a politically correct, gender neutral term of endearment). Yup, That means that the said owner would acquire a variety of tools.

When the Triumph Sports Car came out in the 1950's they came equipped with a small set of hand tools. Looking at these tools today one has to wonder if the British East India Company operated a manufacturing operation similar to the current day Harbor Freight Tools in the British Midlands producing hand tools with stone age technology. The included open-end wrenches are best suited to



converting nuts to nicely rounded knobs. The Crescent wrenches truly form a crescent shape around a square object. Thankfully, the set included a pair of pliers to grab that knob. They put these in bag with a flap, not for safe storage but to hide them so as not to scare small children. I think there is truth to the story that these tools were also sold as a surgical instrument pack for lunatic asylums.

I go way back with cars and therefore with tools. As a teenager I began working on cars using my father's hand tools. The average homeowner in the 1970's didn't have snap ring pliers and a torque wrench in their toolbox, so I started learning how to improvise early on. I inherited his 1940's vintage three drawer toolbox that looked something like this. Everything he had, less a few hammers, fit into three drawers!



I still have and use his linesman pliers, dykes and "driving" hammer regularly. They are 50 plus years old and remain my go to tools even though I now have many similar tools in my box(es).



Beyond the selection of pliers and screwdrivers of suspect quality there were some tools of his trade. He worked nights as a phone company lineman and a few hand tools ended up coming home with him.



I also have his ancient set of $\frac{1}{4}$ " drive sockets. Every time I open it I see the little hole drilled in the cover. When I got it from him it was rusted shut. Rather than pry it open and ruining it I ran machine screw down to the bottom and popped it up. These days it stays pretty well oiled from my greasy fingers so the problem never resurfaced.



He had a 3/8" ratchet, sockets and some open-end wrenches. Some of these were decent quality with a few Snap On, SK and other major brands mixed in, but I would not describe them as a set. They were more like a conglomeration. He may have started with a small set or bought them one at a time as he needed them. Who knows, but there surely was not enough of them to do what needed doing when I swapped my first transmission, so I bought my first cheap socket set.



Back then they came in tin boxes with wire hooks to hold the covers down, at least until you started using the set. After a couple of opening and closing the cover would spring open at an inconvenient time pilling the contents. The plastic boxes they come in today aren't any better.

It wasn't long until the ratchet in my set failed and I had to buy a replacement, along with a 1/2" socket I had lost, and a couple of deep sockets because, you know, I needed them. I was fixing my car. The ratchet didn't fit in the metal box and it was all downhill from there. I was back buying another 1/2" socket when it got lost again, then another cheap set because I couldn't risk not having the right sized socket. Soon it looked like this:



When I look at my stack of tools box drawers and open up the socket drawer I see my conglomeration of sockets. Doh!

That brings me to the inspiration for this little story. The poor, lonely and lost 10MM socket. There are memes all over the internet about lost 10MM sockets.

When you finally find the 10mm socket



This size is commonly used for a variety of

parts on modern cars and aftermarket parts for our LBC's. Trying to loosen the bleed screw on that new clutch slave cylinder, attach a Denso alternator or hi-torque starter? You may need a 10MM wrench. If you have a modern car 10MM screws are everywhere from the plastic front spoiler to the screw that holds your gas cap tether in the proper location to ensure an aerodynamic position when leaving the gas station with the Check Engine light glowing.



10MM Sockets. Chances are you had one and you are saving the space in the toolbox just in case it comes back home. Being a cyclist and a LBC driver, I am trained to keep my eyes open for whatever is going on around me. I know that whether I am on 2 bike tires or 4 TR6 wheels, I disappear in the rear-view mirror of the typical lifted pickup. I am observant! I suspect it is these same jacked up trucks, with their conglomeration of tools loosely stored in Dewalt Stacker suitcase style tool boxes, that jettison most of the shiny stuff I find while cycling.



I have yet to find the Saturday evening bank deposit bag from Cash and Carry, but I'll keep looking.



In the last year I have added about five 10MM wrenches and sockets and a couple of 7/16" to boot. I even found a 10MM combination with an angled and ratcheting box end. Talk about the holy grail! I am the Scavenger Hunt Champion in the 10MM Class.



Editor's Note: *I, too, have an old toolbox inherited from my Dad. He was a meter and relay technician for Minnesota Power and Light, so had many of the same tools that Bob's father had. Note the 1967 calendar on the inside of the cover. It creates a nice feeling of connection to the past to be able to use inherited tools like*



this.

I wonder how many other club members have stories of inherited tools? As Don would say "Sounds like a newsletter article!" Send it on in!

—Dan



Classifieds

We have finished the restoration of the TR3A we have owned for about 44 years. After all those years of gathering parts and parts cars, we now have many parts and pieces left. I am wanting to give these to either an individual or a business that will be able to use them to keep some of these cars going. I don't mind if they are sold by a business or used by an individual – I just want them to be used and not stored in my garage.

I have 2 nose caps, a pair of doors, a boot lid, maybe a convertible top frame and some engine parts.

I live in Lockhart and can deliver the parts.

Bill Duran, 512-227-6067 (cell)



TR6 Air Filter Components

\$40.00 Raymond Brown 240-472-7200



Tachometer RPM, Original Gauge Smith, RN2414/00AS OEM. Fit all TR-6 1972-1976

\$80.00 Ray Brown 240-472-7200



Picnic blanket with snap on vinyl cover. Size 58 X 70 inches. New \$30.00

Ray Brown 240-472-7200

Wanted: TR 6 jack and handle.

Joe Payne 210-326-6673
robjoepayne@yahoo.com



Stromberg 175 CD carburetor set. \$80.00. Raymond Brown 240-472-7200

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

Text Jim @ 254-563-9141



Used seats from a '75 TR6. Headrests are functional and stay up as desired. Asking \$240.00 (Photos right.)

Text Jim @ 254-563-9141

Used and new TR6 parts for sale. For full listing, contact info, and pictures, click [here](#).

SU HS2 Carbs. For Sale a pair of SUHS2 carbs with chrome air filters. Condition excellent. New jets, needles, float needles and jets. PRICE \$175.00. Contact Olivio 316-200-3068 phone or text.

Free to a good home:

2 TR4 Front Overriders

2 TR4 Front Bumper Brackets

1 TR4 Rear Bumper

All are serviceable but by no means pristine. There are scratches and scuffs and dings.

Located in Lago Vista, TX

Rod Hamilton
(714)420-6996
Orders@hamiltonguitars.net

Triumph TR6 '69-72 Intake Manifold Stanpart V3108, used, as is. Great condition. Price plus shipping or pick up in central Texas \$110

Fuel tank from TR6, great condition and solid. As is shipping is extra or pick up in central Texas. \$120

Used Differential from a 1969 TR6. Good condition. As is. Price plus shipping or pick up in central Texas. \$500

Many other parts available.
Contact Rip at 512 845 2944 or rtorn09@gmail.com



1976 Tr-6 For Sale

**Everything works. Always garaged. 71,000 Miles. No Rust. \$13,900.
Tom Glass.**

tglass@glasscpa.com. 512-964-6650.





Stock photo of car undergoing off frame restoration. Actual car is same color and wheels but left hand (USA) drive and black interior.

1973 Triumph GT6

Body fully stripped and mounted on dolly. frame stripped and painted. New suspension installed. \$10k in new parts (invoices available). Partial list of new parts; interior, Smith gauges, 14" mini-lite mags, stainless headers, new racing suspension and brakes, wiring harness, all chrome parts, starter, alternator, 3 carbs, plus much more.

Engine rebuilt by Performance Race Industries to Stage 1 specs.
Rebuilt transmission and differential.
Stored in locker for 20+ years.

John Carson
512-716-9654
jfcarson2005@yahoo.com

\$13K OBO



Hill Country Triumph Club Advertising Rates

Member ads for Triumph cars or parts are 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 are 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



Enjoy your TR more!

ENJOY A TRA MEMBERSHIP:

4 National newsletters per year	Factory build records
Annual National Meet	Technical support
Website (password protected areas for members)	Contact information
Concours judging standards	Shutterfly National Meet website



Join TRA Today!
www.TriumphRegister.com

Pay Your Dues!!!!!!!

Please check the latest spreadsheet sent out by Nel. If it says Jan-21 in the dues column your dues are due now. Any 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 (payable to **Hill Country Triumph Club** or **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

HCTC Officers

President — Don Couch
president@hillcountrytriumphclub.org

Vice-President — John Akins

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webmaster@hillcountrytriumphclub.org

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Social Media — Robert McKenzie

Back issues of The Ragtop are available on our website:

<http://www.hillcountrytriumphclub.org>

Become a VTR Member

The Vintage Triumph Register has its benefits. A national club of Triumph enthusiasts spanning the globe needs you as a member. Affiliate club membership is not an automatic membership to VTR. Some of the benefits:

- The Vintage Triumph Magazine – Our award-winning bi-monthly color publication
- 2020 VTR National Convention in Galena, Illinois
- Access to a large number of local clubs
- Website with reference material and members-only sections
- Record Trace Certificates TR2/TR3/TR3A/TR3B. Factory trace documents on other Triumph models no longer available
- Clothing, regalia, exclusive items
- Specific vehicle consultants and experts

Sign up at <https://vintagetriumphregister.org>



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, breakfast meetings on the 2nd Saturday, 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, triumphregister.com, and 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.

Upcoming Events

Next date TBD — **Cars & Coffee**. Circuit of the Americas. Info [here](#).

Mar 13, 2021 — **HCTC Meeting**. Live Oak Brewery. See below and the President's Letter for details.

Apr 10, 2021 — **HCTC Meeting**.

Sept 14-18, 2021 — **VTR 2021 Nationals**, Edmond OK. COVTR has agreed to host the VTR 2021 Nationals in September 2021. www.triumphsokc.org/vtr2021

Oct 30, 2021 — **South Texas ABCD**, Boerne, TX.

Next Meeting

Next meeting:

Saturday, March 13, 2020, 1:00 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

Please note some changes at the brewery:

Taproom Seating Closed

Masks Worn When:

Ordering Beer/Food

Entering Building to Use Restroom