

The Ragtop

February 2013



Hill Country Triumphs

By Steve Johnson

February was another month of spring-like weather, great for driving Triumphs. It's been a little chillier than January, but for me, definitely drivable and enjoyable.

It allowed Roger Bolick and me to rescue the TR3 that I've had in storage for three years. It was nestled in a friend's barn, cozily settled with the tractors. On February 7th, Roger and I successfully

undertook the rescue mission. A picture of it is shown here, now safe in the Johnson "TR Workshop".

After being up on concrete blocks for 21 years, it's now ready for restoration. The engine is frozen, there are no seats, and the wheels you see are from a TR6. Sadly, it has no shoes of its own! Another thing it doesn't have is a

title. A place was mentioned, at a recent club meeting, that would do the paperwork to get a title for it, but I didn't write it down, and lost the information. Let me know if you can help. Just send me a note at



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.

In This Issue

Hill Country Triumphs	Page 1
Betina's Bits and Bobs	Page 4
From the Editor.....	Page 5
1957 Triumph TR3 Rescue by Steve Johnson	Page 6
Seventy Years Behind the Wheel By Ian & Elaine Phillips.....	Page 9
HCTC Classifieds.....	Page 7
Next Meeting Location	Page 14

stevenjohnson7@sbcglobal.net or call me at 512-258-5340.

I've written more on the Rescue later in this Ragtop, complete with pictures.

New Ragtop Editor and Chief

Dan Julien has offered to be Ragtop Editor and chief for a while. Please welcome him and let him know how much we appreciate his contributions to the club. You can send your material to Dan at editor@hillcountrytriumphclub.org



South Central Regional Convention 2013

Plans are really coming together for The South Central Regional to be held in Waco this year from Wednesday April 24 and through Saturday evening April 27th. Special room rates will be available until April 9th at the *Courtyard by Marriott*, 101 Washington Avenue in Waco (254) 752-8686. Ask for the "South Central Vintage Triumph Rate." The special rate is \$105 for King or Two Queens. This year's manager, Dave Pilcher, and his crew are doing a great job of bringing up the website for the regional. You'll find the daily agenda, along with other information at www.redrivertriumphclub.org/regional2013.html. I'd like to see as many of us as possible there. I've placed the Registration Form later in this issue of the Ragtop. So this year the VTR Regional will be held in Waco and 2014 will be

in Kansas City. The following year will be hosted by the Hill Country Triumph Club. It's time to start selecting dates, and locations so we can firm where our regional will be held and lock up things like the Hotel.

HCTC South Central Regional Convention 2015

The regional in 2015 will be ours to organize. I'm thinking Bastrop and maybe the Lost Pines Resort would be nice. Fortuitously, we have a club member in that neighborhood. Fil and Angie Valderrama have offered to help. Fil is the Senior Vice President of the First National Bank of Bastrop. He knows the area, and is influential in the community. Fil does need dates so he can look for possible hotels that will accommodate us. I would think that April 22, 2015 thru Saturday April 25 would be good, or April 29, 2015 thru Saturday May 2nd. Both these dates seem to fit the normal schedule for our Regionals. Two alternatives would give us a better chance of getting a hotel.

I really like the Lost Pines Resort, but it may be too pricey. Of course, there are other alternatives. Several of our members have been involved with car club activities around Bastrop, which would also help. Let me know what you think! stevenjohnson7@sbcglobal.net Once we settle on the dates I'll work with Fil on logistics. If you would prefer another venue let me know that too.

Once we get the hotel nailed down, we'll be in good shape to lay in the rest of the plans.

Another recommendation is the Lakeway Resort. Dave Foreman has recommended Schlitterbahn. Rooms at Schlitterbahn are inexpensive especially during their off

season, and they have room for our larger events like the Concourse and Autocross.

Start sending me your recommendations for our Austin Regionals location. Once we settle on that we can start seeing what's available. We need to book the location first and ASAP. The rest is much easier.

Hallett Motor Racing Circuit

Soon after our last meeting I headed to Oklahoma to spend some time with a longtime friend, car nut, and college cohort Sid Fryer. Sid's from Illinois where he and his son drag race VW's. His son turns the low 11's in a naturally aspirated VW. The cold north met the warm south in the middle where it was icy one day and spring like the next. Burrrrrr.

While we were there, Sid and I took several excursion trips



around the Tulsa area. One was to a place many of you have been to and raced recently. Yes, it was Hallett Raceway. You know, for being out in the country, it's convenient-

ly located right off the toll way in the beautiful wooded hills outside Tulsa. The area reminds me of Austin and our hill country. Sid Fryer had Hallett on our list of things to do, and was it was on mine as well. We're both from the area and had never experienced it. We met one of the owners Sunday afternoon. He invited us to take

some ideas on what we might have in a given month. I have tentative owners down for these events. Please let me know if you'll be able to lead the event with your name next to it in the following list. If you have an event you want to run please let me know. If you've never lead one of these efforts before, we have plenty of

Our Vice President Elizabeth Mericas has closed a deal with Mangia Pizza to have our Club meetings there again. They are out of bankruptcy using the same old location with the same name. Here's their website with the Menu and location www.mangiapizza.com. They do have room for us on Tuesdays now.

The menu has an excellent variety, and they are more centrally located than many of the places we have tried. Those that have been there before will agree that the private room is just right for us. Mangia Pizza is located between MOPAC and Loop 360 just off Spicewood Springs Road and Mesa. Their address is 8012 Mesa Drive, Austin, TX 78731. A map can be found later in this Ragtop. Come early if you want to eat. I'll start the meeting at 7:00 PM. Thanks to Elizabeth, for making these arrangements.

Remember, you don't have to drive your Triumph to the club meeting to enjoy the excitement!

March 3 rd	Leander Car Show	Dave Foreman
March 10 th	Cars and Coffee at The Oasis	Dave Foreman
March	Marble Falls Spring Run	Mike McPhail
April Early	Fix It Day (before regional)	Mike and Nel McPhail
April 13 th	Bluebonnet Air Show	Ralph and Jeffie Herter
April 24-28	South Central VTR Regional Waco	Steve Johnson
May	Blanco Classic Car Show	Open
June	Open	Need a Volunteer to put together an event for June

the car around the track, and it was incredible. Wow. What a fabulous track with plenty of covered areas and garages to hold the cars between races. Good trailer parking, too.

I'd like to plan an outing with the Blakes and Kramers when they race the Hallett circuit. Of course you are all invited to race with us. What great fun!

2013 Schedule of Events

We need at least one major event for the Club each month. Here are

expertise to help you out, so pick one month and signup. It's a "club" it takes all of us to participate in the events to make the Club successful. Thanks for contributing. Let me know what activities you would like to propose, when, and who'll lead the effort for us if you can't. I'll be glad to help you if you haven't done that before. It just takes a bit of time and practice. *YOU CAN DO IT....*

March Club Meeting — Tuesday the 12th

Triumphantly,

Steve



Steve Johnson
 President
 Hill Country Triumph Club
stevenjohnson7@sbcglobal.net
 Our Website - www.hillcountrytriumphclub.org

Don't forget, back issues of The Ragtop are available on our website:

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

Betina's Bits and Bobs

By Betina Foreman - HCTC Secretary

Attendees: 24

Triumphs driven: 11

Ladies present 5! (I think the fact it was Valentines week may have contributed to the high female turnout.)

This month's meeting was held at the Hill Country Pasta House on RR 620. No new members joined, but Greg Havenga brought his brother Larry as a guest.

Please give a big round of applause to our official new Ragtop Editor, Dan Julien!! So for those of you that have Triumph articles please start submitting them to Dan starting now.

Steve Johnson just got a new 1957 Triumph and is now restoring it. So be prepared for a shout out for assistance on the heavy lifting portions of restoration. I'm sure this one will also be a showroom beauty just and concours winner like his other cars.

Upcoming Events

- **CVAR—Corinthian Vintage Auto Racing**, will hold its 3rd Annual Formula Junior Challenge Driving school and races on February 22-24th in College Station. Dave Foreman and Robert McKenzie will attend.
- **SASCA Autocross School** is coming up March 2nd, followed by an autocross race on the 3rd. This event will be held at the Retama Park in Selma just outside San Antonio. This appears to be a McKenzie sponsored event as there are 3

McKenzie's (Phillip, Joel, and Logan) registered out of only 40 entries. Pre-registration shows that Mike McPhail, Art Graves, Tom Schwennesen and yours truly are also on the list to drive Triumphs!

- **SCCA National Club Race** will be held on March 9 & 10. As of today there are 80 cars registered.
- **Dick's Classic Garage and Cruise In** on March 16th, April 20, May 18. This Cruise In is held the 3rd Sat of each month from 5-9 at 120 Stagecoach in San Marcos TX.
- **Hallet Motor Racing Circuit** will hold the 6th Annual Mike Stephens Classic Vintage Race on April 19-21 in Tulsa OK.
- **Eagles Canyon Raceway** is holding the 22nd Annual Marvelous May Race on May 17-19th that will have a British small bore feature. This is held in Slidell just northwest of Dallas/Fort Worth.
- The **Blanco Car Show** is held the 3rd Saturday in May. This is a free event and takes place at 101 Park Road 23 in Blanco. If you want to participate contact Bill Waller as he is organizing the Triumph run to the show. The show is held at a lovely site on the riverbank under shady Cypress trees and there are several local venues to grab lunch in town.

- **Recurring event**—The **Cars and Coffee** event has moved to The Oasis on Comanche Trail. Come early as attendance is strong with about 200 cars each month. This event has begun to draw some high end super cars in addition to the vintage and classic cars. (There is still a car gathering in Old Downtown Leander each month, but turnout has diminished since John Eagle has moved the official event to The Oasis.)
- **South Central Triumph Regional** will be held in Waco 2013.
- The **2015 Regional** will be in April and hosted by HCTC. No set date or location yet. We have several location options: Bastrop, Lakeway Resort & Spa, and Schlitterbahn.

Past Events

- The **Luckenbach TSD Rally** was a huge success and hosted by The Jaguar Club. HCTC Participants included: Mike McPhail & Don Couch, Dave & Betina Foreman. Richard Ceraldi and guest. We started with a lovely drive from Casa McPhail to brunch at the Gristmill. The rally went well and finished at the famous Luckenbach post office/bar. The HCTC participants had fun but did not trophy, so we drowned our sorrows with craft beers and dinner at the Brew-Pub in Johnson City. Don Couch "flew"

his Spitfire home to Austin. We kept up with him until his turn off to drop Mike at home in Dripping Springs. It was a fun day and one we hope to recreate soon!

- **SASCA Autocross** events are held each month at Retama Park in Selma. This month there were several HCTC participants: Robert McKenzie, Dave Foreman, Robert Jankowski and Betina Foreman. Dave took first place in his new 1964 Triumph Spitfire with a time of 39.242. Robert

had mechanical trouble and was forced to stop after 3 runs, his best lap was 40.76. This problem forced Mike to stop as well. However Mike did take a lap in Dave's new Spitfire and did well until his spin-out in corner 3. Mike's best lap time was 39.522. Yours truly improved each lap by 3-5 seconds, but was not in the money with best time of 46.262. We brought our friend/car enthusiast Stefan Whittaker to the track and he managed to take 5th place (39.604) his first

time out driving our 2005 Mustang. To be fair he has worked in the automotive industry and is no stranger to high speed driving. If you want to see actual times you may check out the SASCA website:

https://axwaresystems.com/axorm/files/SASCA/e02-feb2013_fin.htm. The next Autocross events will be held on March 3rd, and April 28th.

Cheers,
Betina

From the Editor

By Dan Julien

I hope you all will forgive me for the late arrival of this newsletter. I am still figuring out how to do things, and didn't want to let it out the door until it was at least presentable. Thanks to everyone who sent stuff for the newsletter. If it doesn't appear in this one, it is just because I ran out of time. Rest assured it will appear soon.

We shall see how this goes. Years ago, I was newsletter editor for a statewide professional organization. That involved a lot of dead-

lines, late nights, and multiple trips to the printers and to the post office, not to mention begging for articles. This gig should be a little more laid back.

My TR6 is off the road for a while for some upkeep. The steering wheel has been wobbly, so I need to replace the bushings (even though they were new in 2007). The brakes were erratic, showing symptoms of master cylinder problems. So I am replacing that. And the paint on the firewall was

peeling due to a clutch master cylinder leak a few years ago, so I should deal with that while the other parts are off the car. Also, the body has been leaning noticeably to the left, so the springs are getting weak. As I do the disassembly, I am finding all sorts of other things I should do while I am in there. Most of the rubber boots covering the suspension have turned out to need replacing. Since I only have weekends to work on it, it may take a while to finish.

Statesman Friday Auto Section Expanded

By Dave Foreman

The Austin American Statesman (finally) has begun expanded Automotive coverage on Fridays.

To get events (upcoming or past) listed in the new section, submit the following to StatesmanCST@gmail.com.

- A short description of the event
- 5 or more photos (1mb or larger)
- Details about each photo, including the people and cars

- Photographers name (so the AAS can get permission to run the photos in print and online)

Here is a link to the online version (on 2/15/13) accessible to anyone: <http://www.statesman.com/list/classifieds/cars/statesman-cars-list/aFmc/>.

1957 TRIUMPH TR3 RESCUE

By Steve Johnson

Tuesday February 5th, Roger Bolick and I rescued my 1957 TR3. Our mission was to drive to Walberg where it was stored, get the trailer and extract the TR3 from the barn it had been resting in for three years.

It was a clock work effort....unless you count that battery in the Denali! The truck was packed, and ready to go, as were Roger and I. We got into the truck, turned the key and ZIP. It wouldn't even toot the horn. Had something been left on? No matter, my battery charger has a "Start" position and we used it to get going. But from that point on we had to leave the truck running, for fear of being stuck out in the middle of the farm. Now let's start over...

It was a clock work effort....unless you count that pesky winch. Yes, the trailer we used is one that my friend uses to put his huge tractors on to take them to be serviced. It has a 150 pound (well maybe 50 pound) winch that we thought would be great to pull the little TR3 onto the trailer. I had brought an extra battery to run the winch. We finally got the winch mounted onto the trailer; I hooked it up, hit the switch and ZIP!

After fooling with the winch for a while, we went with Plan B. I had also brought my trusty come-along with me just in case. That and the tow rope I brought to pull the car out of the barn proved enough to bring the TR3 right up on the trailer. We strapped down the TR3, picked up all the parts I had stored

in the barn, put them in the Denali and headed out. It was a beautiful thing (see the pictures below).

As we pulled out, the TR3 honked farewell. I couldn't say for certain, but I think one of the tractors peeked out of the barn and waved a wheel good bye.

We had a good trip home, rolled the car off the trailer and into its new resting place in the Johnson Shop (AKA "garage"). As we settled in and took a look at the car, Roger remarked that the rear fenders had been flared a bit. It was nicely done, and I hadn't noticed it. The owner had told me there used to be a roll bar in the car. The holes and reinforced floor for it were obvious. Then I showed Roger an unusual contraption under the hood mounted to the fire wall. Roger said *"that's a battery cut-off switch for racing"*. He then said *"there should be a flag key around too"*. I said, *"oh, I did find an interesting looking red something"*, which turned out to be the cut-off key. The fuel pump had been replaced with a vintage electric pump. Now we have a race car on our hands that still looks very clean and stock. Wonder what numbers were used? Is there History here?

The car has been on concrete blocks and hasn't run for 21 years. When I moved it to the barn three years ago, it was piled with golf clubs, coolers, candy wrappers, and coke cans. The last inspection sticker is still on the windshield and reads March of 1992. There's no registration sticker. The owner had unbolted and unscrewed any-

thing that was tied down, and indiscriminately threw nuts, bolts and whatever else into odd sized cardboard boxes that were so old they fell apart. For example, I found parts for the windshield wiper motor in each one of the several boxes, and carefully put it back together. It's a mystery as to what motivated him to take the wiper motor off and disassemble it. He did the entire car that way, but left the engine.

We did discover a few treasures. I had noticed before that there was a small hole in the left hand side of the dash. It was in the spot for an overdrive switch. As we were cleaning out the car, I observed a plate on the transmission tunnel and said to myself that it looked like an inspection hole for an overdrive. Sure enough, there was the overdrive, minus the solenoid. Instead of figuring out what was wrong, they must have driven without the overdrive. I found the solenoid in one of the parts boxes. It tested bad, and with luck, that may be the only problem with the overdrive.

As I mentioned, the engine wouldn't turn after 21 years of inactivity. The owner thought that the starter just wasn't working. He took the starter out and broke an ear off of it in the process (it is big and heavy). Here's a side story about my experience with frozen engines and rebuilding cars.

As I was growing up in Oklahoma, my best friend's dad, by the name of Felix Graves, restored museum quality antique cars and built Indy

Cars for a local racer. I saw those guys bring in "one of a kind" automobiles, many of which had been stored in barns for years, some of which still had their original paint in decent condition. Most of them had frozen engines like the TR3.



My friend Tommy Graves and I grew up watching these guys and working on our own cars in the garage bays next to them. I learned at that time that they used Marvel Mystery Oil to free those frozen engines. It never failed and they swore by it. All it took was a patient soaking of the cylinders and a gentle turning of the crank once in a while to see if the engine was loose enough to start slowly turning and spreading the oil over the cylinders. Then you have to letting the engine cook a little while longer. Well, a few days ago I found the TR3 engine loose a bit after sitting a week. I spread the oil with a few slow turns. To tell you the truth, it's sat for 21 years, and once it came loose, it turned beautifully. A little more patience and we'll be there. Although it doesn't say it on the can, Marvel Mystery Oil is penetrating oil that still works pretty well.

HELP.... The poor car doesn't have a title. The owner had lost it and the keys long ago. I need some help with the name of an agency that will do the research and get the title. Someone at one of the club meetings mentioned a company here in town, but I didn't write it down, and have forgotten it. Please send me a note if you know of a good place stevenjohnson7@sbcglobal.net. *It needs TR3 seats too, so if you know where I can find seats please let me know.*

I'll keep you posted of progress.

Triumphantly yours,

Steve

Steve Johnson
President
Hill Country Triumph Club



HCTC Classifieds



I need to locate (purchase) this 13" rim that fits 64 Spitfire and the ones I have are sporting 185/60r13 tyres. These were originally off of a Lotus Seven S4 (perhaps other applications, too) and I need to get at least one. (Note, in this picture the rim/tire is sitting atop another). Thanks, Dave 512-576-1933



FOR SALE - Set of four standard knockoffs also known as "Wheel Nuts." They are 12 Threads Per Inch (TPI). Mine are all 8 TPI so I can't use them. The catalogues indicate 12 TPI knockoffs were shipped on many of our Triumphs, as well as Austin Healey's, and MG's. The parts houses sell a set of four for \$200. These are used and need polishing. I'll sell the set for the price of one \$50. If you would like to have these send me a note at stevenjohnson7@sbcglobal.net. I can bring them to the club meeting so you can take a look at them.

TR3 RESCUE PICTURES

1. The TR3 lived in a barn stored with the Tractors
2. Barns can be good storage
3. The TR6 wheels and Red Lines look good on a TR3
4. She's on the trailer and ready for the trip home
5. In the Shop and ready for attention (so am I)
6. Floors will take some work
7. Dash looks good except for the Temp Gauge hole
8. Now will she run again someday?



Seventy Years Behind the Wheel

By Ian & Elaine Phillips

My connections with the “Infernal Combustion” engine began at a very early age when Herr Hitler had grand ideas of ruling the world and I found myself evacuated to the country side to evade the nightly bombing. I was about 6 years old when I was placed on a Fordson tractor and a farm hand shoved it into gear, telling me to steer towards the large tree on the other side of the field! Later, school holidays were spent on the farm and I could now operate the beast entirely on my own.



By the time I was 10 years old, Adolf was out of business. All the family cars which had been commandeered by Her Majesty’s Army were returned and in need of serious TLC. I was soon “learning the innards” of the motorized means of propulsion. So at 17 (the UK age for a license), I built a 2-seater special using the basic chassis from a 1938 4 door saloon. This was quite good fun, as anything over 40 mph meant a fair amount of opposite lock when cornering, as the whole thing was so light that the rear would swing way out! This was soon sold and a MG TC was acquired and was, and still is, one of my favorite cars. It was raced in club events and there are some interesting moments to re-

call, which with a little coaxing, I could relate at a later date.

I was fortunate to grow up during the 50's and 60's when British car production was at its height. There were no speed limits in those days and gas prices were a pittance! The TC was trashed by an electric milk float

(http://en.wikipedia.org/wiki/Milk_float) which ran out of control and hit the back end. The TC had a wooden frame...so “Good night”!

By now the Triumph TR2 had been around for a while and I managed to persuade the Bank Manager that it was just essential that I have one. After the TC, the Triumph felt like a rocket ship and several encounters with the law ensued. During this time a rash of hat are now classic cars appeared such as MGA, Austin Healey, XKE, and Sunbeam Tigers. Some slightly lesser known models like the Allard, Turner, and Lotus 6&7 also debuted.

Motoring in those days was mostly a DIY affair. You always carried spare fuel, tools, and puncture repair kits. One of the best tips was to grab a pair of the girlfriend’s tights (preferably when she was not wearing them!), as these were fantastic for replacing busted fan belts and dynamo belts (no alternators then). There was much camaraderie back then and one always stopped if you saw anyone by the side of the road with the hood up; not so today.

I had two more Triumph TR’s, both TR3As, then it was a Jaguar 150S fixed head coupe. Next came the family and a move of home and

a Mini Cooper S became the wheels. This particular excursion caused me severe pain when the Mini failed to start one morning and I attempted a push start. Unfortunately it took off and I was unable get in, so I ran to the front and in sheer anger, grabbed the front bumper and heaved the car to the side of the road and into the curb, which gradually slowed it down. The effort I put in actually caused a burst lung (I was not well)!

More Coopers followed, but the necessity for a big vehicle forced me into the mundane.

We now move on more years than I wish to count to when I spotted a TR6 for Sale in Seguin. Since my son Glenn was here in Austin, I suggested he go and have a look at it. I soon received a phone call from Glenn who said “Hi Dad, you’re the proud owner of 1973 TR 6.” What???

Glenn now found himself interested in the Triumphs again. While at London College, he did survive the inverting of a Triumph GT6...twice! Although he is really a Porsche or Cobra man, such was the enthusiasm, that he bought his own TR6, borrowing a trailer and hauling it from California, all the way there and back in 3 days. So now he had two TR6s in the garage, so that father and son were able to enjoy the Hill Country together... what could be better?

I have spent part of our vacations helping Glenn rebuild his car, on which he has bestowed several “nonstandard” items such as high lift cam, big valve head, triple We-

bers, roller rockers, Wilwood brakes, etc. The list continues!

My TR6 was shipped home to Spain in 2007 and we have spent the intervening years refurbishing it from front to back. It now trundles around the mountains of Cos-

ta Blanca, Spain along with our friends' great mixed assortment of English, American, French and German classics.

Finally, I really do prefer the "basic" set up and appeal of the TRs,

as I can "fix 'um", unlike those modern computerized tin boxes!

Many thanks, HCTC, for allowing us to join in. Happy moToRing,

Ian & Elaine Phillips

TR10 spotted in Dripping Springs

Spotted at Garnett's Garage in Drippin' by Mike McPhail



Jim Icenhower's



Wood, Leather and Vinyl Steering Wheels for Classic Cars At Exceptional Prices

Wood Wheels with Hub	\$219.95
Leather Wheels with Hub	\$119.95
Vinyl Wheels with Hub	\$109.95



I have steering wheels and hubs for almost all British classics as well as accessories like shift knobs, mirrors, light/badge bars and more. Check out my current listings on eBay at <http://stores.ebay.com/specialtypartshop> or email me at jicenhower@yahoo.com for more information.

Listing change as I get shipments from the UK so check back often or contact me for any special requests.

TRIUMPHWEST

Triumph Travelers
Sports Car Club

2013

VTR National Convention

Greater San Francisco Bay Area
October 2 through 6, 2013

Events:

San Francisco Driving Tour
Sonoma Raceway Autocross
VTR Concours
Hospitality Party
Funcours Car Show
Funrallye
Awards Banquet
Triumph Vendors and Regalia

Contacts:

Rich Gibbon
(209) 296-8792
krigibbon@volcano.net
Cregg Cowan
(650) 966-8651
cregg.cowan@sri.com
Get complete details at:
www.triumphtravelers.org





VTR South Central Regional April 24 to 28, 2013 Waco Texas Event Registration

www.RedRiverTriumphClub.org



Participant(s):

Driver A: _____
(Name as it will appear on badge)

Driver B: _____
(Name as it will appear on badge)

Additional: _____

_____ Street address

_____ City, State, Zip

_____ Phone

_____ Email

_____ Club Affiliation

(You must be a member of the VTR or a VTR chapter club to receive an award)

Events: (Please indicate planned participation)

- Thursday Welcome Reception
- Funkhana
- Gimmick Rally
- Autocross
- Participant's Choice
- Le Mans Start
- Dinner Runs

Concours

- Stock Modified
- Senior* Preservation*

*Requires pre-registration

Registration: Car #: _____
RRTC Use Only

If mailed, please postmark by 15 April

1 car / 1 -2 Driver(s) \$75.00 \$75.00

Additional Cars \$10.00 X _____

Additional Drivers \$10.00 X _____

Lunch at Concours \$10.00 X _____

Awards Banquet \$30.00 X _____

_____ Chicken _____ Fish _____ Beef

T-Shirts (# each) – See website for pictures

T- Shirt (50/50) TX Star on front/Event Logo on back

S _____ M _____ L _____ XL _____ \$15.00 X _____

XXL _____ \$18.00 X _____

2 button Henley (60/40) Logos similar to T-shirt

S _____ M _____ L _____ XL _____ \$18.00 X _____

XXL _____ \$22.00 X _____

Hat (event logo) \$14.00 X _____

Total: \$ _____

(Make checks payable to RRTC)

Please send payment with completed form to:

George Boley

2013 VTR South Central Regional

706 S. Jupiter Road, #406

Allen, TX 75002

Email: tr3agab@gmail.com, Phone: (972) 439-8040

Vehicles:

Car #1: Year _____ Model _____ Color _____

Car #2: Year _____ Model _____ Color _____

Proof of insurance is required to participate in moving events. Under VTR rules, all Triumphs entering Concours and participant's choice car shows are required to participate in at least one moving event. Tech and safety inspections are required in order to participate in the Auto Cross. Any vehicle can be disqualified at the technical inspector's discretion for safety reasons. I am aware of the hazards inherent with motor vehicle events and specifically release and do not indemnify the organizers, supporting sponsors, the Red River Triumph Club and the Vintage Triumph Register collectively and separately from any and all liability from personal injury and property damage by me or my guests while participating in this convention. I understand that the Red River Triumph Club reserves the right to revoke my registration and retain my registration fee should I or my guests engage in reckless, dangerous and/or unsafe behavior. I have read, understand and agree to this release.

Driver #1 _____ **Driver #2** _____

Road-Ready Certified

Dave Foreman reports that there is a new service that, for \$300, can tell if the seller on that hot eBay or Craigslist deal is truthful when he says is runs great: www.roadreadycertified.com.

Pay Your Dues!!!!!!!

Please check the latest spreadsheet sent out by Nel. It says the month and year your dues are due. If the year listed next to your name isn't 2013, you owe right now. Any quite delinquent members who haven't paid will be dropped from the roster.

Cost is \$15 per year per family. If you don't wish to renew, please notify Nel.

Mail your check made out to **HCTC** to:

Nel McPhail
1105 N Canyonwood Dr
Dripping Springs, Tx 78620

(512) 656-1456
nmcpmail@austin.rr.com

HCTC Officers

President

Steve Johnson
president@hillcountrytriumphclub.org

Vice-President

Elizabeth Mericas
291-6775
emericas@austin.rr.com

Webmaster

Jim Icenhower
webmaster@hillcountrytriumphclub.org

Treasurer

Earl McGlothlin
292-3387
connieandearl@gmail.com

Secretary

Betina Foreman
771-6318
betinaforemanrealtor@yahoo.com

Membership

Nel Mcphail
656-1456
membership@hillcountrytriumphclub.org

Ragtop Editor

Dan Julien
451-3102
editor@hillcountrytriumphclub.org

Membership Application

Name: _____

Address: _____

City/State: _____ Zip: _____

Home Phone: _____

Work Phone: _____

Email address: _____

Car Make: _____ Model: _____ Year: _____ Color: _____

Car Make: _____ Model: _____ Year: _____ Color: _____

How on earth did you hear about the Hill Country Triumph Club?



Please mail your application and \$15 check payable to HCTC to:
Nel McPhail, 1105 North Canyonwood Dr, Dripping Springs, TX 78620

Mangia Pizza
8012 Mesa Drive
Austin, TX 78731
Phone 512-349-2126



Next Meeting
Tuesday, March 12
7:00 PM

