

The Ragtop



October 2017

Letter from the President

By Don Couch

...and just like that, another *All British Car Days* is over. If you missed it, you missed it! ABCD really is a great show put on by a great group of volunteers. Many of them are HCTC members. The turnout was great and the weather even better. Every year, we donate a gift basket for the silent auction. This year (like the past four or five?) HCTC member Betina Foreman gathered some great items and put together two baskets for the auction. I want to thank her for her time and efforts. She really does a nice job on these and the proceeds go to a great cause.

On another note, Nick and Julie Roccaforte are planning a BBQ drive on Saturday, October 21st. This is a joint drive put on with the Austin MG club and HCTC.

Details should be posted in an announcement in this issue. I cannot thank them enough for organizing this drive. We need more drives now that the weather has cooled off a bit. Nick needs a count of those who can join the drive (which I recommend) by Oct 18th. Please either email or text Nick Roccaforte if you plan to go on the drive. He can be reached at either 832-493-2288 or roccaforte@sbcglobal.net. A route map will be handed out on the morning of the drive.

Which leads me to the annual *Lucas-Marelli tour* put on by HCTC members Dean and Elizabeth Mericas. The Texas Hill Country Alfa Romeo Owners Club will host the sixth annual Lucas-Marelli Tour. The tour is Sunday, October 15th, which is fast approaching. This drive is

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The Hill Country Triumph Club, the 50th Chapter of the Vintage Triumph Register (VTR), was founded in 1990 to bring together the owners of Triumph automobiles in the Central Texas area surrounding Austin. In 1991, the membership decided to include other British car fans as associates due to lack of other clubs in our area that represent some of the other marques. As owners and lovers of our unique types of cars, we have a special kinship, which draws us together. Membership is open to anyone who is a British car enthusiast, with or without a car.

Annual dues are just \$15.00 per family group or address per year. We have dinner meetings on the 2nd Tuesday of each month and at least one other event each month. We encourage you to join and support us, even if you don't drive your car regularly. We also offer technical assistance if needed. One goal of the club is to help its members keep their cars on the road. Please call one of the club officers listed in the newsletter for more information about club benefits and spread the word about our club to others.

The Hill Country Club is a local chapter of the Vintage Triumph Register (VTR)/Triumph Sports Owners Association, which is open to all drivers of Triumph motorcars; a chapter of the Triumph Register of America, exclusively for TR2 through TR4A sports cars; and a chapter of the 6-PACK, dedicated to the enjoyment, preservation, and restoration of the Triumph TR250 and TR6 sports cars. Membership in these national organizations is encouraged. Visit their websites at www.vtr.org, www.triumphregister.com, and www.6-pack.org.

The Ragtop is published monthly by the Hill Country Triumph Club. Material within may be freely reproduced providing Ragtop and the authors are credited. Any and all newsletter contributions are welcome. Deadline for submissions is the end of each month. Submissions may be emailed to editor@hillcountrytriumphclub.org. Car related classified ads are free to members and will run for three months unless otherwise instructed. Contact editor for other ads.



approximately 145 miles through the best of our hill country and ends with a lunch at Pecan Street Brewing in Johnson City.

If you decide to go (which I recommend) and haven't let the Dean know already just send him a note at damericas@austin.rr.com along with your cell phone number and he'll send you a set of maps and instructions before the tour.

Next item up is the 10th Annual *Rolling Sculpture Car Show* to be held on October 29th at the Hill Country Galleria in Bee Cave. This year's show will take advantage of the major renovations to the layout of the central plaza

area at the Galleria, and roll out some new features, including Spotlight on Rolling Sculpture where a select few owners will be interviewed about their cars by the Design Manager of the GM Heritage Center. You're invited to bring out and share all forms of "rolling sculpture" including classics, race cars, and modern vehicles. Details and online registration are at: www.rollingsculpturecarshow.com.

Next on the calendar of events is the upcoming *SVRA - U.S. Vintage National Championship* at Circuit of the Americas, November 2-5, 2017. Vintage race competitors from around the world come to the 4-day event to race against

HCTC members Dave Foreman, Robert MacKenzie and myself at this signature F1 track. Robert and I are flying the Triumph flag with our Spitfires while Dave's gone German on us. I haven't seen the entry list yet but there are always a couple more Triumphs and certainly MGs, Healeys and Jaguars as well. Hope HCTC can come out en masse and cheer us on!

Also, the last installment of the VTR membership fix-it day raffle is being planned and I hope to announce the time and place by our next meeting.

Stay tuned!

Don

How I Got Started in the British Car Hobby

1968 to Present!

By Ed Gowett

Growing up in Connecticut in the late 60's, there were always British cars around. If you watch Barrett-Jackson auctions and listen to Mike Joy, he often digresses into growing up in Connecticut and talking about the British cars that he owned. LBC's just came with the territory. It was so common to see these cars around town and in the high school parking lot: MG's, Triumph's, and Austin Healey's. My dad traditionally had Ford station wagons, but when he decided he didn't need such a large car his first entry into British cars was an MG 1100, then he later moved over to a German Opel Kadett. The MG 1100 is an interesting car and conceptually was like a Mini. It was small, 4 doors and an unresponsive transverse mounted engine. (I encourage you to Google this car).

I got my driver's license in the summer of 1968. I really wanted a muscle car, something like an Olds 442, Road Runner or Buick GS400. But Dad thought that would be too much power. Dad worked at Pratt Whitney Research Labs in the technical department and was surrounded by eccentric engineers and

often they would discuss cars, of which their preference seemed to be quirky English cars. Well, Dad came across a Sunbeam IMP! Never heard of it - no one else has either! It was a badge engineered Hillman Imp from the Rootes Group. Again, I encourage the use of Google! Dad bought it and that became my high school car. Not really what I wanted, but it was a car and freedom!

I wanted to hot rod it up a bit, so I would occasionally order parts from my JC Whitney catalog to increase power. I recall the front section of the catalog was a section "too hot to list" and that is where I bought most of their generic, underperforming parts. I added so many of these "enhancements", the car never ran right. I should have left the engine alone. We did have a Rootes dealer nearby and I used to go there for parts. They sold Sunbeam Alpines and Tigers and that is when I started thinking maybe a roadster is what I need! But after six months of IMP ownership, with the car stalling out around town and on bridges, it was time to move on to something else.

At this point, Dad decided to change direction and we ended getting a brand new 1969 Volkswagen Beetle, something a bit more reliable than a Sunbeam. I had that car through high school and four years of college. When I graduated in 1974 and had a job, I decided now was the time for a roadster. The job I took was an internal auditor and that meant a lot of travel, some by air and some by car. I went to Gorin's Sports Car Center, Vernon, Connecticut (the local British Leyland Dealer - remember those) and evaluated a MGB and a TR6. For freeway driving, even at 55mph back then, I decided the TR6 engine was a better choice and a more traditional British car than a rubber bumper MGB. Off the lot I went in my 1974 Carmine Red TR6 with a Fawn interior - beautiful car.

I drove all over the country for two years in the TR6, settling in Southern California. Shortly after that I had a company car and the TR6 sat, rarely used. At that time I was growing into adulthood responsibilities such as a bigger house, kids, etc and decided to sell the car. I bought it for \$4,500 and sold



Connecticut 1976.



Connecticut front lawn.

it for \$4,000 to a kid up in the San Fernando Valley of Los Angeles. He ran it into the ground and called me and tried to tell me the car had defects and wanted his money back. He even had a friend pose as a mechanic over the phone and tried to tell me it was a lemon. I could tell it was an uninformed kid and asked a few questions and quickly determine this "mechanic" didn't know the difference between a camshaft and crankshaft. I called him out and he hung up! I always wondered what happened to that car; I even had the British Motor Heritage Certificate for it.

Around 2003, once the kids were out of the house and college, I decided I wanted a TR6 again. I searched on eBay for some time, losing many bids. I came across a Pimento Red TR6 with Black interior that was a California car and looked pretty interesting. It was for sale by a private party, but on a consignment lot in Oakland. I called to ask more of the car and the contact that was handling the listing was an English bloke, that new quite a bit of the marquee. I felt this was the one I wanted. The bidding was furious, ending around 9pm on Friday evening. I think I was watching the X-Files on TV and routinely checking my computer. As the bidding drew to a close, my bid was the winner. I called the consignment lot the next morning and my English friend told me that my competitor on the bidding was a guy from Belgium and when the bidding stopped, he was well into the wee hours

of the morning and fell asleep. He told the guy at the consignment lot, if I did not come through on the bid, he would take the car. I think I shot over payment via PayPal and locked up the deal. We arranged for the car to be delivered by car carrier and it arrived about a week later. The car carrier truck driver was so large he could not fit in the car and asked me to drive it off the trailer!!! This was the first time I sat in a TR6 in over 20 years!

Over the ensuing years I have done a frame on restoration. All aspects of the car have been gone through and it has made two West Coast trips. One trip I stopped at the original dealer, Haron Motors in Fresno, California that delivered the car in 1974 - still in business today selling Jaguars and Range Rovers. Other trips to Breckenridge, Colorado for VTR Nationals as well as to Lake Geneva, Wisconsin. Two East Coast trips, to Watkins Glen, New York in 2008 and Lime Rock, Connecticut last year. When I went to Lime Rock I drove to my hometown and stopped by where the British Leyland dealer was in 1974 that I took delivery on my first TR6. The Connecticut lot is still in use and a large Nissan Dealer was next door. It looks like the old building which I bought my TR6, is now a dealer prep building for the Nissan Dealer.

I still enjoy taking long trips in my current TR6, it reminds me of when I was in my early 20's and drove all over the

country. Many of these trips are 10 hours days of driving, 2-4 days in a row. Fortunately I still fit easily in the car and have added; Miata seats, dynamat insulation, air conditioning to make for a more enjoyable time behind the wheel!

And whatever happened to the first Carmine Red TR6 I sold in California? When I was at the VTR National in San Luis Obispo, California back in 2009, I found the car when I walked around and recognized the California "Blue Plates", License 003 RTV; I put those on in 1976 in Anaheim when I registered it there. I talked with the current owner and he told me how he found it in a warehouse, abandoned for many years and paid \$500 for it. He did a nice job of restoration. He even offered to sell me the car, I asked him how much and he told me he wanted to recoup what he had spent! I told him it doesn't work like that - market price is all I am interested in. We still keep in touch. Another member of his Triumph club was there while we were talking and I mentioned I could not believe how I found that car after all these years. I was told I did not find it, rather it found me, these cars have a soul!!! I believe it.

I've included a picture of me between the two cars. The one on the left is the first Carmine Red and the car in the right is my current Pimento Red.

Motor on.....



Between both cars, 2009.



Haron Jaguar 2013.

On the Road with the Hill Country Triumph Club Road Warriors

By Mike McPhail

The trip to Fayetteville for Brits in the Ozarks on September 15 was lovely...over six hundred miles through East Texas and Oklahoma. The best scenery is on 259, although the free-way from Fort Smith to Springdale Arkansas is mighty fine also. Springdale is the next town north of Fayetteville and the location of the host hotel. The wel-

come party was in full swing in the Holiday Inn parking lot when I pulled in about 5:30. This year I set a new record of eleven and one-half hours for the trip. Art was waiting for me with a cold beer, and the BBQ chicken dinner was about to be served. Everything was complimentary, and I hadn't even registered yet!

Saturday turned out to be just as pretty a day as Friday was, and there was an enormous crowd at the "Brits in the Ozarks" car show. The best thing about this gathering is the wide variety of British cars in attendance. Art and I both won trophies for our TR6s, and I easily garnered the long-distance award, driving twice as far as the runner-up.



Sure winner, Brits in the Ozarks!



UFO sighting near Roswell.



Scenic overlook in eastern Oklahoma.



At Triumphfest.



Way out West.

There was plenty of time after the show to tour downtown Fayetteville before the awards banquet back at the Holiday Inn. Morning found us saying farewell at Denny's...I would not be seeing Art again for, well, three days!

Yes, Wednesday morning Art would be meeting us in Roswell on our next adventure...Triumphest! Benson Tuttle drove up to my place Tuesday and we headed out bright and early Wednesday morning. Jim Herter hooked up with us in Lampasas and now we were three. It was a nice day for a drive and the five hundred miles to New Mexico was a doddle...well maybe except for the bad gas we bought in Sweetwater!

As usual, Art beat us to the hotel and before long we were enjoying beer and pizza in a corner of the lobby. Art knows the lay of the land out West, and took us on an amazing tour of Western New Mexico, with an afternoon stop for Mexican food in Quemado. Unfortunately, he had blown right through Pie Town, much to my chagrin. We were soon across the Arizona state line and eventually reached IH40. By now the wind was blowing an absolute gale, and the headwind made for abysmal fuel economy. Even with another hour gained by Arizona's non-participation in the Daylight Savings Time scheme, it was still 5:30 when we pulled into Little America. By the time we got settled, went out to dinner at the Beaver Street Brewery, etc. it was time to turn in.

Little America is quite a place: hotel, conference center, truck stop... Seriously, this is the nicest place we have stayed in yet, very posh, but no more expensive than



Frost on the pumpkin.

other car event venues. Of course, the mountainous area in and around Flagstaff is just gorgeous, situated in the nation's largest Ponderosa Pine forest. We had finally distanced ourselves from all the heat and humidity back home...the weather was just perfect.

We ran the autocross and funkana on Friday morning, giving us time to look around town in the afternoon. The welcome reception was catered at the hotel and featured a gourmet buffet. You would have thought those folks hadn't eaten in days!

It was exciting to see so many Triumph people we know from our Region in attendance. The Saturday "Funcours" was held in the parking lot right in front of our luxury accommodations. Folks were up at the crack of dawn prepping their TRs for the big completion. My car was in the shade and one of the last to see the frost melt from it! No matter, the temperature rose quickly and the show was over by lunch time. After another fine meal at a local Brew-Pub, we were off on the Poker rally. This was our big chance to really explore the Flagstaff, and we were mightily impressed by the area. Benson and I had lingered too long, and by the time we returned with our winning hand, it was too late. A straight beats a flush, right?

I put on my cleanest dirty shirt and hurried to the Awards Banquet, where a tasty slice of prime rib awaited me. To my pleasure, I was award a Gold Plaque for my shiny red TR6. Of course, everyone else received the same...such is the nature of "Funcours".

Sunday at 7:30, we met at the truck stop for breakfast, then headed East. No tops down this morning...the frost was with again, but by the time we reached Albuquerque, it was just lovely. Unable to locate a "Pollo Hermanos" restaurant, we settled on Kelly's Brew Pub, another wise choice by our tour director.

We had been on IH40 all day, but did not reach Santa Rosa until nearly 5, having lost an hour to the time zone. This stop was chosen not for the lovely location (it isn't), but this is where the three Texas residents were to part company with our "exiled to Oklahoma" companion. No matter, we had a fine time sitting on the bench out in front of the hotel, watching the local cop hand out tickets to unwary travelers for rolling through the stop sign on the corner.

Art was off like a shot Monday morning and the rest of us were not far behind. He was to have an easy day of leisurely freeway driving, while we, on the other hand would be struggling across the Badlands of New Mexico and West Texas. It wouldn't have been bad at all had the sky not opened up in Fort Sumner, stopping only just outside of Lometa. It rained so hard in Clovis that there was nearly a foot of water in the streets...ditto in Lubbock! I picked up a nail in my back tire along the way, but was fortunate enough to have a temporary reprieve from the deluge in Sweetwater to put on the spare.

Everyone was home before dark and no one suffered any serious problems...another fine road trip by the HCTC Road Warriors!

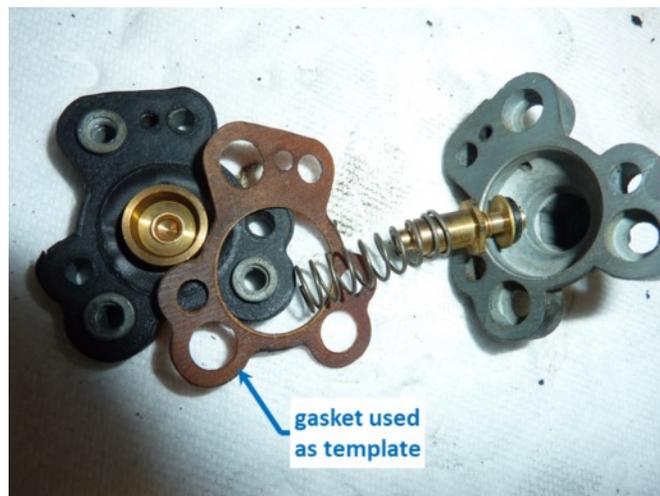
TR6 Spruce-Up Problems

By Wiley Christal

I always enjoy reading Mike McPhail's articles in *The Ragtop*. Most of his articles about TR6 repairs are things that I need to do. So, I kept the December 2016 and January 2017 articles about Zenith Stromberg 175 CD Carburetors nearby because I needed to install repair kits in my carburetors. I also needed to replace all my fuel, vacuum, and emission hoses. I closely followed Mike's directions for the carb repairs. I used Gunk Carburetor Parts Cleaner as the solution that removed most of the gunk that had built up over the years. Even though Mike recommended defeating the by-pass valves, mine looked good so I put them back on with new gaskets from the repair kits. After reinstalling the carbs and making the initial adjustments, I discovered that my idle speed could not be lowered below about 1100 RPM (it should be 850 RPM). The solution to this problem was to re-

move the by-pass valves and use the by-pass valve gasket in the kit as a template to make gaskets that had no holes except for the three mounting screws. Problem solved! My TR6 now purrs at 850 RPM.

Since I had the carburetors off and the exhaust manifold really looked bad, I decided it needed painting. I was thinking about painting the manifolds in place so I bought POR-15 high temperature aluminum paint in a can to brush on. But to do a better job I ended up removing both intake and exhaust manifolds to paint them on a bench. They look good now but time will tell if the high temperature paint holds up.



By-Pass Valve from 1971 TR6

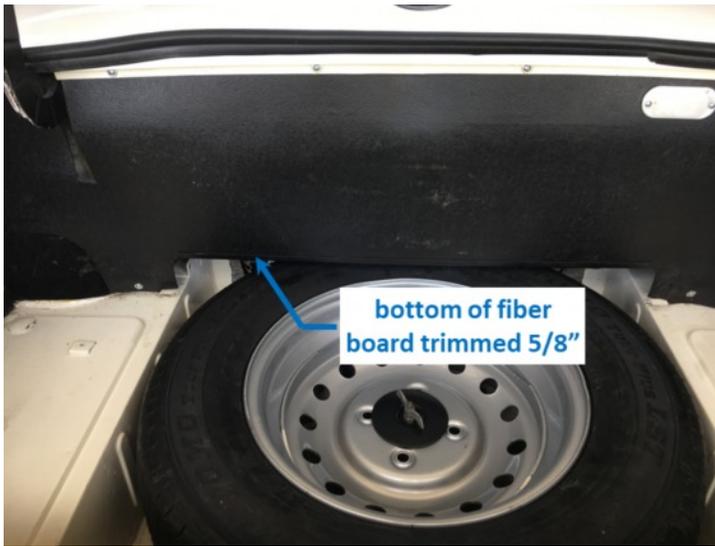
While my Triumph was disabled with the carburetor repairs and manifold painting, I decided it was a good time to replace the Michelin-X 185-15 redline tires that still had tread but were many years beyond their expected useful life. What tire size to select since the original 185-15 tire size can't be found in modern tires? I found the article at the following link to be extremely helpful in understanding tire



Exhaust Manifold before Painting



Manifolds Painted and Reinstalled



Fiber Board above Spare Tire Well Trimmed for Better Access

specs and the different options for TR6 tire replacement:

[http://www.torontotriumph.com/suite/pictures/ckfinder/files/Fall%202011\(Tire%20Sizing%20TR6\).pdf](http://www.torontotriumph.com/suite/pictures/ckfinder/files/Fall%202011(Tire%20Sizing%20TR6).pdf)

I chose to go with the 205/70R15 tire size. I bought the house brand at NTB – Sumitomo Tour Plus LST. They came with a 90,000 mile warranty! I'm sure the car will wear out before the tires. The diameter of the 205/70R15 tire is only 0.06" less than the 185-15 but the width is 20 mm (0.787") wider so I was a little concerned about the spare fitting into the spare tire well. It did fit but it was much easier to get the tire in and out after I trimmed 5/8" off of the bottom of the fiber board above the well that hides the gas tank (see photo).

Another issue was the fiber board that covers the spare tire. Instead of fitting into the two clips at the back and resting on the sheet metal in the trunk, it now rests on the top of the spare tire (see photo). That does not cause a problem for me since I



Fiber Board Cover Resting on Spare Tire

have a trunk carpet that hides everything but I had neglected to consider it before purchasing the tires.

One thing leads to another... since I would have the tires off of the wheels, I decided it was time to spruce up the wheels. I like original so I did not want to buy new wheels. I wanted them powder coated because I thought it would be more durable. I took the wheels to Austin Powder Coating and selected aluminum white as the color that best matched the silver paint that had been on them. They recommended, and I agreed, to get a high gloss clear coat applied to them. I think the clear coat changed the color a bit because the finished product does not appear to be as bright and shiny as I remembered the paint color chip. But the big problem was that the powder coating did not penetrate into the welded seam on an original TR6 wheel (see photo). After the first wash, rust puddles settled at the bottom of that seam on every tire. I corrected the problem by brushing

on some Rust-Oleum Auto Body Clear, high-gloss clear (it is a lacquer) around the seams. I found the paint at Home Depot. If I were doing this job again, I would probably use paint instead of powder coating.

Most of my repair efforts reveal other things that need attention. One has to be flexible when working on old Triumph cars. My next repair job? I've been looking at those negative camber rear wheel too long. Now if Mike will just write an article about that repair, I'll be ready to start.

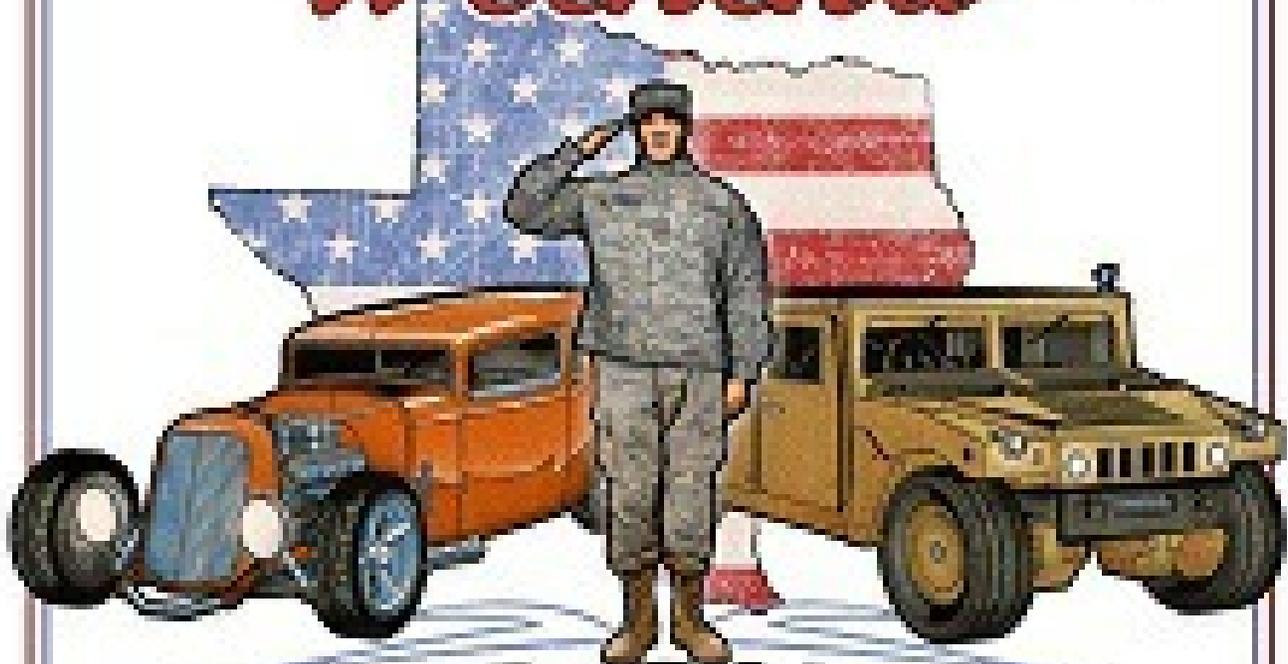


Original TR6 Wheel Showing Seam Where Rust Collected

BASTROP AREA CRUISERS PRESENTS

"HEROES & HOTRODS" BASTROP'S 12th ANNUAL

VETERANS *Weekend*



CAR SHOW

2017

Bastrop Area Cruisers



OPERATED BY
Krueger's
JEWELRY



FRIDAY, NOV. 10th - CRUISE IN 4:00PM 

SATURDAY, NOV. 11th - CAR SHOW 7:00AM - 3:00PM

For online registration go to BASTROPAREACRUISERS.COM

See back for more information

Contact: Tony at 812 954-8888, Bill at 812 588-5811 or Bruce at 214 881-3847

Bastrop Veterans Day Car Show

November 11th 2017

By Steve Johnson

Every year Bastrop puts on one of the largest Veterans Day events in the Hill Country. This year their Veterans Day Car Show is on Saturday November 11th. The show's website is http://www.bastropareacruisers.com/bac_2_005.htm. There you'll find out more about the show including their circular. You'll also be able to register for the show there.

Below is a list of the Veterans in our club. We have a number of new members so if you are a veteran and want to be added to the list just send me a note at stevenjohnson7@sbcglobal.net and I'll add you.

Why don't we show our appreciation for all veterans again this year by attending the Saturday November 11th Car Show? We can meet at the "Coffee Dog" in Bastrop at 9:00 AM and drive to registration together at 9:30 AM for a better chance to park as a

group. Just send me a note at my email address below if you want to attend and I'll send you the instructions and a map.

Let's see if we can get as many of our members attending as possible. It should be a pleasant day of visiting with car lovers, those honoring our veterans and there will be a patriotic session you'll want to experience. November 11th is the same day as the club meeting. If you go to the Club meeting, come on down to Bastrop afterwards. We'd love to have you there.

I look forward to seeing you,



Steve Johnson
stevenjohnson7@sbcglobal.net

NAME	SERVICE	FROM	TO
Bob Baker	Army	1968	1969
Don Burkley	Air Force & Army	1967	2006
Jay Cook	USAF NG	1960	1997
Paul Dick	Army	1965	1971
Sam Dixon	Army	1970	1971
Art Graves	Navy	1972	1978
Jim Herter	Air Force	1966	1970
Mike Jankowski	Army	1992	1998
Steve Johnson	Army	1970	1971
Dan Julien	Navy	1969	1973
Vince Maggio	Navy	1960	1966
Clark McKinley	Army	1965	1968
Dean Mericas	NOAA	1973	1979
Mike Schubert	Army	1963	1966
Willis Thorstad	Air Force	1963	1965

Rolling Sculpture Car Show

October 29, 2017

The Rolling Sculpture Show is going to be another successful year. It will be held on October 29th at the Hill Country Galleria in Bee Cave. Thanks to Dean Mericas from our club for putting this show on over the years to contribute to the Bee Cave community. Your participation helps raise money for their Library. Details and online registration are at www.rollingsculpturecarshow.com

The show always has rolling sculpture like ours from all different areas. You'll see Hot Rods to Sports Cars at this show. If you plan on going just send me an email at the address below and I'll send you information on where and when we can meet and all drive into the event together to park.

This year I plan to go in early and reserve places for all those who sign up for the event from our club. It's always great when we park together and enjoy each other's company. Also let me know if you have

small orange cones that we can use to mark our spot. If you can bring them it would be very helpful.

Austin is a car club city. We live in a wonderful part of the country where these kinds of cars have flourished for years. Being Texas, we can count on friendly people and a good time for all. See you there....

Triumphantly,



Steve Johnson

Hill Country Triumph Club

stevenjohnson7@sbcglobal.net

Joint Drive with the Capital City MG Club

By Nick Roccaforte

The Capital City MG Club has invited us for a joint club drive on Saturday October 21st.

The drive will begin at Tres Amigos restaurant parking lot on the corner of 290 and Hwy 183 at 9:15 am. We will take the back roads to Taylor for lunch at Louie Mueller's BBQ. The first leg of the journey is about 34 miles. After lunch we will travel the back roads to Georgetown and visit Nyles Maxwell's Vehicles Unique showroom of classic cars. From the restaurant to the show room is about 24 miles. All in all it will be a fun

day and an opportunity for the 2 clubs to get together and exercise those little British cars! If you don't have an MG or Triumph to drive, any car will be welcome. Should the weather forecast be bleak we will reschedule for another date yet to be determined.

We need a count of those who can join the drive by Oct 18th. Please either email or text Nick Roccaforte if you plan to go on the drive.

He can be reached at either 832-493-2288 or roccaforte@sbcglobal.net. A route map will be handed out on the morning of the drive.

HILL COUNTRY TRIUMPH CLUB NAME BADGE	
WHITE ON NAVY BLUE	LASER ENGRAVED
MAGNETIC BACKER	
SIZE: 1 1/4" X 3 1/2"	
\$9.50 per badge, inc. tax	
NAME ON BADGE #1: _____	
NAME ON BADGE #2: _____	
<small>Please Print Legibly</small>	
Name: _____	
Address: _____	Phone: _____
City/State/Zip: _____	
Add \$2.00 per badge if you want them mailed	
Send Checks to: Mike Schubert 18340 Masi Loop Pflugerville, TX 78660 trebucs43@gmail.com 512-252-3767	

September Meeting Photos

Photos By Torf



September Meeting Photos



Texas All British Car Days Photos

Photos By Nick Roccaforte



Texas All British Car Days Photos

Photos By Dan Julien



Texas All British Car Days Photos

Photos By Dan Julien



Texas All British Car Days Photos

Photos By Dan Julien



Texas All British Car Days Photos

Photos By Dan Julien



Texas All British Car Days Photos

Photos By Dan Julien



8th Annual Lucas-Marelli Tour

By Dean Mericas

The Texas Hill Country Alfa Romeo Owners Club (THC-AROC) is extending a special invitation to British car owners to participate in its annual Lucas-Marelli Tour on October 15th. The tour begins with tire-kicking and an opportunity to get to know the other car owners over cof-

fee and breakfast at the Bee Cave Whole Foods, followed by about 150 miles of driving over some of the best roads in the Hill Country. The tour will end with a late lunch at Phil & Dorothee Auldridges' home in Dripping Springs. If you'd like to participate, email your RSVP to Dean Mericas

(dmericas@austin.rr.com) by October 10th with your contact information and the number of people in your party. A package with the details and driving instructions will be sent to the respondents a day or so after the deadline.



10th Annual Rolling Sculpture Car Show

By Dean Mericas

The 10th Annual Rolling Sculpture Car Show will be on October 29th at the Hill Country Galleria in Bee Cave. This year's show will take advantage of the major renovations to the layout of the central plaza area at the Gal-

leria, and roll out some new features, including spotlighting a select few cars and owners by a veteran car designer. There was a great showing of British cars at the last show, and we're hoping to build on that

trend. We invite you to bring out and share all forms of "rolling sculpture", including classics, race cars, and modern vehicles. Details and on-line registration are at: www.rollingsculpturecarshow.com



ATTENTION MEMBERS. . .

***WE WILL VISIT THE
“PETROL LOUNGE”***

IN AUSTIN AFTER THE SATURDAY MEETING, ON NOVEMBER 11th



**This is a facility with over a 100 interesting and collectable cars inside!
It is located about fifteen minutes away from the “Frisco”.**

***THIS IS AN OPPORTUNITY YOU
DO NOT WANT TO MISS!!!!***

**(Cameras will be allowed, but please do not take pictures of license plates
or post your pictures to any social media sites)**

DIRECTIONS FROM THE FRISCO:

Go North on Burnet (Right) to the 183 South Frontage Road, Right on the Frontage Road to the third driveway,
Right through the gate and park.

PETROL LOUNGE 8990 Research Blvd. Austin, TX 78758



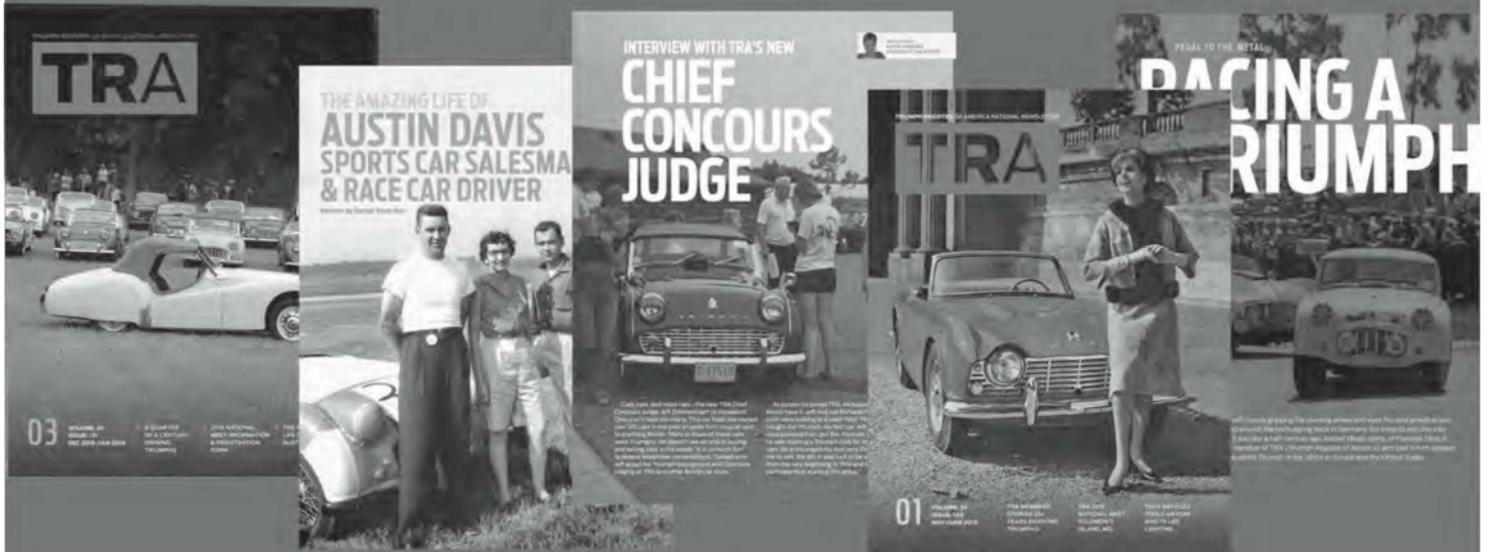
ESTABLISHED 1974

Join TRA TODAY!

WITH A TRA MEMBERSHIP WE OFFER:

- 4 National newsletters per year
- 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

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.

HCTC Classifieds



TR6 AC Unit Plus Compressor Bucket \$90.00

Joe Payne
 (M)210.326.6673
 robjoepayne@yahoo.com

I am selling my 1980 TR8 (listed on Craigslist)

Triple carb intake for TR6 may fit other 6 cyl. engines.

Carpet kit TR7-8

Factory air cleaner GT6.

My 72 GT6 (listed on Craigslist)

Call for prices or pictures all parts are in my shop in Marble Falls. 512-909-6849.

Mark Jenks



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

Joe Payne
 (M)210.326.6673
 robjoepayne@yahoo.com

I need a left front fender, battery box, 2 floor boards, 2 rocker panels, rear floor panel, tonneau saddle panel for a 1958 Triumph TR3A. Thanks.
dasoka@hotmail.com



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 Jul-17 in the dues column your dues are over-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
nmcpvail@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

October 10 — HCTC Tuesday evening meeting, 7 PM, The Tavern, 12th and Lamar.

October 14 — HCTC Saturday breakfast meeting, 9 AM, The Frisco.

October 15 — Lucas-Marrelli Tour. See [p. 9](#) for information.

October 21 — Joint Drive with the Capital City MG Club. See [p. 14](#) for information.

October 29 — Rolling Sculpture Car Show. Information at www.rollingsculpturecarshow.com.

November 2-5 — SVRA U.S. Vintage National Championship, Circuit of the Americas. More information [here](#).

November 11 — Petrol Lounge tour. See [p. 25](#) for information.

November 11 — Bastrop Veterans Day Car Show. See [pp. 11-12](#) for information.

Next evening meeting:

Tuesday, October 12, 2017, 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

Next breakfast meeting:

Saturday, October 14, 2017, 9:00 AM

The Frisco

6801 Burnet Rd

Austin, TX 78757

thefriscoaustin.com — Phone: 512-459-6279