

The Ragtop



September 2018

Letter from the President

By Don Couch

It's a hit! Our new breakfast meeting venue, Waterloo on 360, proved to be a hit. We packed the room filling all available seats. I can only hope this month's meeting will be just as packed, so get there early to get a seat. It's nice to see so many members coming out to support the club. The Tuesday night meeting was... well, we had our average attendance. It was a great meeting as well.

Our VP Roger Bolick selected the venue after exhausting researching dozens of breakfast locations in one day. Our past VP, Phil Mackenzie pointed out he had done some research a few years back and actually determined that Waterloo was the epicenter of HCTC members. Or was it the centroid, centinoid or centipede. Whatever it brought us out in droves and I was very surprised when I walked in. I honestly expected about 4-5 members. Thanks again, Roger.

I want to welcome our newest member, Travis Owens who has a nice '75 Spitfire. Looking forward to seeing you on some of our drives. And as the weather is still "surface of the Sun" these days, it might be a month or so more before we

get to a drive. What we will be getting to soon is Texas All British Car Days in Round Rock, Sept 28 - 30. I hope this year we beat out the MG's, as last year there were more MG's than Triumphs. How could this happen? Russian meddling perhaps.

We've made huge progress with the VTR2019 Nationals. We've selected a banquet venue with breathtaking views of the hill country, so bring your portable oxygen tanks. Also, we are negotiating with Deep Eddy Vodka for their spectacular tasting room. We hope to secure this for our welcoming party. HCTC members Lorna and Dennis Duke have volunteered to run the Gimmick Rally. I cannot thank them enough and they also offered use of their PA system and video projector for the convention. Still a lot of work to be done but we are slowly knocking it out.

Again, Let's all get out to ABCD and fill the RR streets with HCTC Triumphs!

Stay Tuned,

Don

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HCTC Officers

President — Don Couch

president@hillcountrytriumphclub.org

Vice-President — Roger Bolick

Webmaster — Kyle Fagan

webmaster@hillcountrytriumphclub.org

Treasurer — Mike Schu-
bert

512-740-9937

trebucs43@gmail.com

Secretary — Mike
McPhail

Membership — Nel
Mcphail

512-656-1456

membership@hillcountrytriumphclub.org

Ragtop Editor — Dan
Julien

512-451-3102

editor@hillcountrytriumphclub.org

Back issues of The Ragtop are available on our website:

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

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

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

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

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

Secretary's Report for August

By Mike McPhail

The Waterloo Ice House on Loop 360 is our new breakfast meeting place, and its inauguration was a huge success! Triumphs began arriving about 8 AM, well before anyone ever showed up at the Frisco. The back room was full to capacity for the biggest turnout in recent memory.

Phil McKenzie noted that his research showed this exact location as the epicenter of HCTC demographics. Service was excellent, owing partly to the high-tech hand held wireless order input system in use by the attractive and friendly wait staff.

The food came quickly in spite of the unruly throng

and was most delicious. Separate checks were no challenge thanks to the same device previously mentioned. Everyone had such a good time, that hardly anyone noticed Don was actually conducting a meeting! Thanks to Roger Bolick for arranging this fine eatery as our new second-Saturday destination.

After the meeting, Nel and I traded the TR6 for the Mercedes and headed East to Cypress, Texas for the Russ Seto Memorial. There we met Nick & Julie Roccaforte and Art & Karen Graves along with a couple of hundred friends and family of the much loved and recently departed Triumph enthusiast. It is most

satisfying to see the effort invested by the Texas Triumph Register to honor one of their fallen brothers and the tremendous turnout of well-wishers on hand to celebrate Russ's remarkable life.

I am sure that the August 14th meeting at the Tavern was a lot of fun, but I really couldn't say because Art Graves and I were in Hot Springs on the first day of our annual "Roadster Factory Summer Party" Road Trip! Art has promised a detailed accounting of our odyssey, so I won't comment further, only to say that Roger, Benson, Art and I are on the road again to "Brits in the Ozarks" in Fayetteville September 7...



Russ Seto Memorial



Russ Seto Memorial Story Board

Triumph TR4A Wiper Motor Switch Connection

By Steve Johnson

It's funny, I checked all over my TR manuals and the internet for a wiring diagram that would tell me how to hook up the stock Lucas wiper switch for my 1967 Triumph TR4A. Much to my surprise I couldn't find much of anything. Triumph used an odd switch with a number of connection possibilities for a simple two speed motor hookup, so why the big switch? Answer... They had a few big switches on hand that could do the job and almost fit the TR4A dash if you wedge it in. So, they thought it would be fine for the Lucas DR3A two speed wiper motor.

The best thing I found was on the internet at [PRESS HERE](#). The article will tell you more than you ever wanted to know about the Lucas DR3A motor. The good news is that it did give me the information I needed to understand how Lucas designed the motor that was used for the TR4A and other sportscars of the same generation.

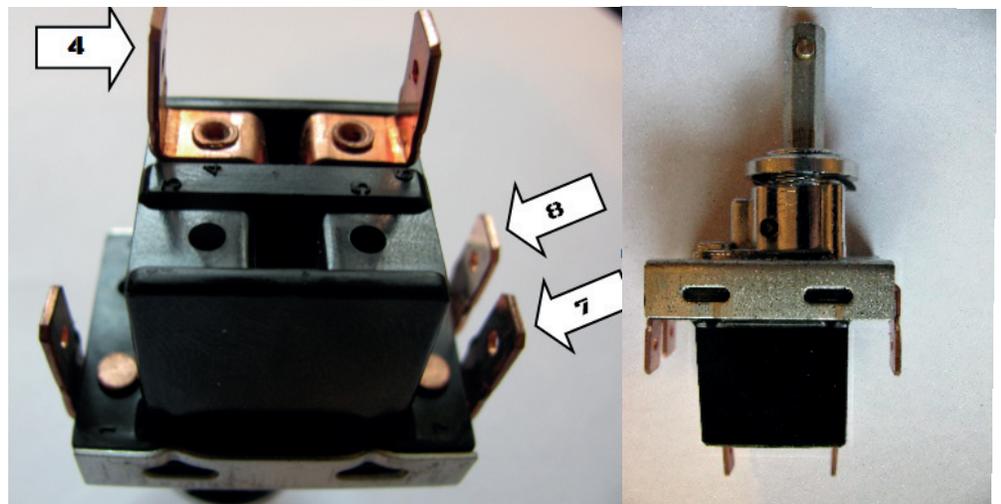
Basically, I found that there were two circuits within the Lucas motor that were wired together internally so that the motor would run at two different speeds. One of the wires was a "resistance wire" to form a resistor which slowed the motor's speed. Logically to Lucas

(but not me), the black ground wire that hooked to the switch was used to select the speed of the motor and the positive wire was always on when the ignition was. That's a throw back to the Positive ground days of the TR2's and 3's.

The switch has three positions the first is the **Off** position all the way in. It is also used to trigger parking of the wiper blades. The second position is the **Slow** speed, and third position is the **Fast** speed. Due to the internal wiring the Fast and

Slow circuits are on to achieve the "Fast" speed.

So how do you hook up the switch to make the wiper motor work? There are five spade connectors on the switch that must come on at the proper pull of the switch. The good news is that the Lucas motor wiring matches the stock TR4A wiring. Now, how do we get the switch wired and working. Here's the answer up front so that I don't lose any more readers.....



WIRE TO SPADE CONNECTOR

- Black** – Spade 4
- Brown/Green** – Spade 7
- Red/Green** – Spade 8

FIGURING OUT THE TR4A SWITCH:

You already have the answer to the question of “wiring the switch.” This page is a brief outline of how I determined which wires went to what spade on the Lucas switch.

After I understood a bit more about how the Lucas DR3A wiper motor worked I had to figure out how the switch worked so that I could put both together properly.

The switch has five connection spades (see pictures on previous page). You’ll notice that

each of the spades are marked with a small number. The spades are 1,4,6,7 and 8. The other connections don’t have spades for Triumph to use. So just forget about them and focus on the spade connectors.

On a stock TR4A wiring harness Black= Ground, Red/Green = Slow Speed and Brown Green = Fast. So which ones are used for the slow and fast speeds? I used my volt meter to know which spade connectors were on or off when I pull the switch to the first click and second click out.

Here are two tables I used to take down the information for

each spade of the switch. The tables also show the pick I made in yellow (see the solution on page 1). Eight is off in the first pull of the switch, and on in the second pull. It was an easy pick for the fast speed. There are other combinations what would work as well. Beware, If you get the switch wiring wrong, you can burn up the your expensive two speed wiper motor in a short period of time I’m told.

SWITCH FIRST PULL IS ON - SLOW SPEED

	1	4 - BROWN/ GREEN WIRE	6	7 - BLACK WIRE	8
1	....	X	X	X	O
4	X	X	X	X	O
6	X	X	....	X	O
7	X	X	X	X	O
8	O	O	O	O	O

BLACK #7 IS ON ALONG WITH , RED/GREEN #4, BUT NOT BROWN/GREEN #8

X= on O= off

SWITCH SECOND PULL IS ON - FAST SPEED

	1	4 - BROWN/ GREEN WIRE	6	7 - BLACK WIRE	8 - RED/ GREEN WIRE
1	....	X	O	X	O
4	X	X	O	X	X
6	O	O	....	O	O
7	X	X	O	X	X
8	X	X	O	X	X

BLACK #7, AND RED/GREEN #8 AND BROWN/GREEN #4 ARE ON

THE FAST SPEED REQUIRES BOTH #4 AND #8 ON AT THE SAME TIME.

X= on O= off

Spit Six Report for August

By Mike McPhail

Working just a few hours a week produces steady results, and all the primer gray body panels are now dent and rust free. Just a little more work is needed before the panels go in the

paint booth. It is amazing (frightening?) how much more body work was required than was anticipated. I have always known that it is more economical to buy a Triumph that is not in need of paint and

body work, regardless of the mechanical condition. When this is over, I will have a contest to see who can guess how much this “free Spitfire” cost to restore!



Stainless steel exhaust.



Da hood!



Firewall.



Left rear fender.

The Rest of the Story. . .

By Mike McPhail

Last month I ran out of time relating the incredible adventure we had in Lacrosse at the VTR National Convention. When I left off Art, Michael, Annette, Isabel and I had just arrived. The drive up was worth making the trip, but our destination was definitely out of this world. Picture this...lush greenery, river frontage, historic downtown,

luxury hotel, friendly Triumph enthusiasts...you get the picture.

After registering and bit of schmoozing, Art and I were off to the Gymkhana in search of glory. We ran his car, then mine, running the gauntlet in a what seemed like an award-winning time...more on that later. The welcome reception was

at six, giving us a little time to explore the downtown on foot. Very cool...restaurants, bars, breweries...all within walking distance!

The reception featured a cash bar (boo!) and a gourmet buffet right in the hotel. All our friends were there and we joyfully reveled until the wee hours.



Bluff view.



La Crosse.



Big bird.

Wednesday was set aside for autocross, which was held over the bridge in Minnesota. The tech college there has trucker training and a paved practice lot for 18-wheeler student drivers. This is probably the best venue I have ever seen and the event was a huge success. Once again, it was unimaginable that we did not have the fastest time of the day. No matter...the drive over and back along the mighty Mississippi was worth the trip!

There was plenty of time in the afternoon to check out more of the local establishments, then hurry back to the Radisson for the change into our big boy pants. Tonight was the Sunset Cocktail Cruise on an authentic (looking) Mississippi paddle boat. The vessel was absolutely crammed with Triumph enthusiasts, and the trip was most enjoyable. At this latitude, the river is nothing like the muddy estuary we know in Dixie, rather

it is a twisting ribbon of blue traversing the verdant hills and dales between WI and MN. Delightful!

Thursday, we hit the ground running at 7 for the Breakfast Run, which cleverly ended near the start of the TSD Rally. The goal was to correctly navigate the prescribed route, then repeat it in exactly the same time. Once again Art and I executed the task precisely!



Art looking downtown.



Art and Larry.



Rally.

Our travels were long from over, and no sooner had we completed our TSD ordeal, we were in line for the dreaded Fun Rally. This of course is actually a kind of intelligence test. The participants must spot clues along the route as vaguely referenced by some author which is obviously not an English speaker. No matter, we aced it again!

Somehow, we were supposed to work in an Ice-cream Run and Dinner Run



Autocross.

before the Moving Events Awards Ceremony/Cocktail Hour. Well, we did find time to change and get down to the banquet room in time for the awards. It would seem that our times on the rallies were lost, since our names were omitted from the list of honorees, but gentlemen that we are, a protest was not lodged.

We had been successfully dodging rain showers all week, and the Friday car show was also blessed with

no precipitation. The well-organized display was within sight of the hotel in the nearby riverside park. Nearly 200 Triumphs of every description were on display in the most pleasing setting imaginable. The rain held off until all the cars were put to bed, giving us time to visit the vendor area in the Hotel. All our favorite parts suppliers were there, and I bought something from all of them, most notably, a GT6 stainless steel exhaust from Rimmer



GCT buddy.



Car show.

Brothers...with free shipping from the UK!

Five-thirty came around quickly and we were back in the banquet room for happy hour which evolved into the final awards ceremony. The dinner was very good and all the deserving were showered with accolades, including Art and I for our stunning second place showings in Concours. Art and I gave an impromptu and unrehearsed VTR 2019 presentation featuring a video from

DC Photos...the crowd was on its feet! Kudos, Don.

Saturday morning the wet weather was gone and our trip home was as delightful as the journey up. The five of us spent the night in Omaha, which is a surprisingly delightful destination. We enjoyed an evening in the historic district...along with thousands of other visitors!

We and the Hathaways parted company Sunday morning, as they had another stop

on their itinerary. In spite of a few detours on US75, we were in Tulsa by midafternoon with the temperatures holding in the 80's. Another fine meal and pleasant evening were to come before we loaded my TR6 onto the trailer early Monday morning for an uneventful trip home to Drippin'.

Thank goodness for the trailer...the temperature hit a record 115 as I passed through Waco!



Omaha patio ride.

Annual Pilgrimage to Summer Party Armagh, Pennsylvania

By Art Graves

It was the beginning of August and a decision had to be made: sign up for Summer Party or stay at home to watch the much anticipated "Leave it to Beaver" marathon on one of the 'oldie' cable channels. Tough choice, but fellow road warrior Mike McPhail, precedence and reputation dictated that we attend Summer Party for the 18th time.

Day 1, Tuesday, August 14.

"Leave it to Beaver" highlight for the day: Beaver has been assigned to write a book report on 'The Three Musketeers' but decides to watch the movie instead. The weather reports predicted rain in Tulsa for the foreseeable future, but it looked like Hot Springs, AR would be dry. Maybe I would be lucky enough to miss the scattered showers. Or not. I took US69 and US64 south to IH40 (don't like tolls), but soon after heading east, the rain came. And came hard. I was well past Fort Smith, AR driving south on US71 before the skies cleared. Soon I was in Hot Springs and checked into the hotel. Once Mike arrived we decided to take in some sights, so took the tour of the Hot Springs Mountain Tower and some of the bath houses and brew pubs downtown. After a fish dinner on the Ouachita River, we called it a

day. Total miles driven: 279. Mike drove closer to 484 miles.

Day 2, Wednesday, August 15.

"Leave it to Beaver" highlight for the day: Beaver gives himself a haircut. We found a breakfast café the previous evening and so decided to skip the free hotel breakfast and eat downtown. After breakfast we headed for Elizabethtown, KY, taking mostly state highways. Over the years, we have found the Kentucky Parkway highways to be quite enjoyable. Rain found us near Central City, KY, but did not need to stop to put tops up. After checking into the hotel and dinner, the rain started. Total miles driven: 551.

Day 3, Thursday, August 16.

"Leave it to Beaver" highlight for the day: Beaver is the only boy in his class invited to a girl's party. Well, it rained all night and was raining hard as we left the hotel. In fact, it rained all the way to Lexington, KY and then another 50 miles east. This day we drove the Bluegrass Parkway to Lexington, KY, which changed to IH64, then IH79 in West Virginia and north to Pennsylvania. We like this route because the interstates are nicely paved, traffic is light and it follows the many mountains of West Virginia. Soon we were in Pennsylvania and the

temperature cooled noticeably. First stop was Roadster Factory to pick up registration materials. Several cars, mostly Triumphs and MGs were parked near the Summer Party Field. Inside, we saw many of the TRF staff busily making final preparations for the weekend activities. We chatted with a few familiar enthusiasts and then headed for Indiana, PA where we checked into the hotel and ate dinner at a downtown brewpub. Total miles driven: 525.

Day 4, Friday, August 17.

"Leave it to Beaver" highlight for the day: Beaver and his friend Larry attempt to smoke an odd pipe owned by Beaver's dad. Friday was a busy day with the Mountain Tour to Horseshoe Curve National Historic Landmark and then the Concours d'Elegance car show in downtown Indiana, PA. TRF's Dan Mabon lead the tour which entailed 45 miles of scenic and twisty roads. The Horseshoe Curve was constructed to 'conquer the Allegheny Mountains', allowing east-west train traffic. After an hour at the park, Dan led us to a nearby restaurant for lunch and then another 36-mile drive back to TRF. Once there, Mike left to check his transmission oil at an oil change shop in Indiana, PA. I purchased a new hazard light

flasher and windshield wiper parking switch. For the record, my hazard lights now work, but still having trouble with the parking switch. It will have to wait until I get back to Tulsa. Mike could not find a shop that to check his oil: "we don't ever work on those cars". Does that sound familiar to anyone?

The Concours d' Elegance car show was a quiet, well-attended event. Close to 70 cars were displayed on 6th Street in front of the Coventry Inn. Luckily, the rain held off, as it had all day except for a few scattered sprinkles.

Day 5, Saturday, August 18.

"Leave it to Beaver" highlight for the day: A 'most beautiful baby' beauty pageant at Beaver's school leaves him worried about the other kids in his class seeing a naked photo of him as a baby. Saturday was autocross. After breakfast downtown, we drove out to the Jimmy Stewart Airport, where the course was all set up and drivers were signing in and walking the course. The scheduled 10AM start was missed by 25 minutes (surprise!), but once the first car was on the course the event ran smoothly. All Summer Party participants were assigned to the second heat. We worked the first heat, which is good because you get a better feel for the course and usually, there are a lot of tire marks to follow. Mike and I only ran the course four times since it was time for the Tulip Rallye. Starting 25 minutes late did us in.

Employee-at-Large Emeritus John Swauger put together the

rallye, which uses tulip graphics, written directions and mileages to provide all driving instructions. I drove and Mike navigated. After fifteen miles or so we realized we were off course and so had to really push it (i.e. speed) to make up for lost time. The route took us to Smicksburg, PA, home to a large Amish community. In fact, we were stuck behind and then passed several buggies along the way. At one point we spotted a tent with a very large group of Amish families. At least 100 horses and buggies were parked in a large field nearby.

Saturday night was the field party, with roast pig and all the trimmings. The theme was a County Fair, and several games had been set up for our amusement: throw the fan belt over the crankshaft, throw a toilet paper roll through a toilet seat, a dart board and a BB gun shoot. DJ Dan Mabon provided the classic rock music.

Awards were presented. Mike received awards for longest distance driven (domestic), an empty bottle of Thirsty Goat craft beer, and a guess the parts contest. Mike and I took third place in the Tulip Rallye.

Day 6, Sunday, August 19.

"Leave it to Beaver" highlight for the day: An aging, increasingly awkward Beaver worries that everybody finds him too gawky to love. All of a sudden it was Sunday and time to head home. We started with tops up and put them down near Clarksburg, WV. Rarely do we travel the same roads coming and going, but this is a tried and true route: south

on US119 to Morgantown, WV – much better than battling the trucks on IH70. It was an uneventful drive to Evansville, IN. a little out of the way, but IH64 is less traveled than IH70. Total miles driven: 650.

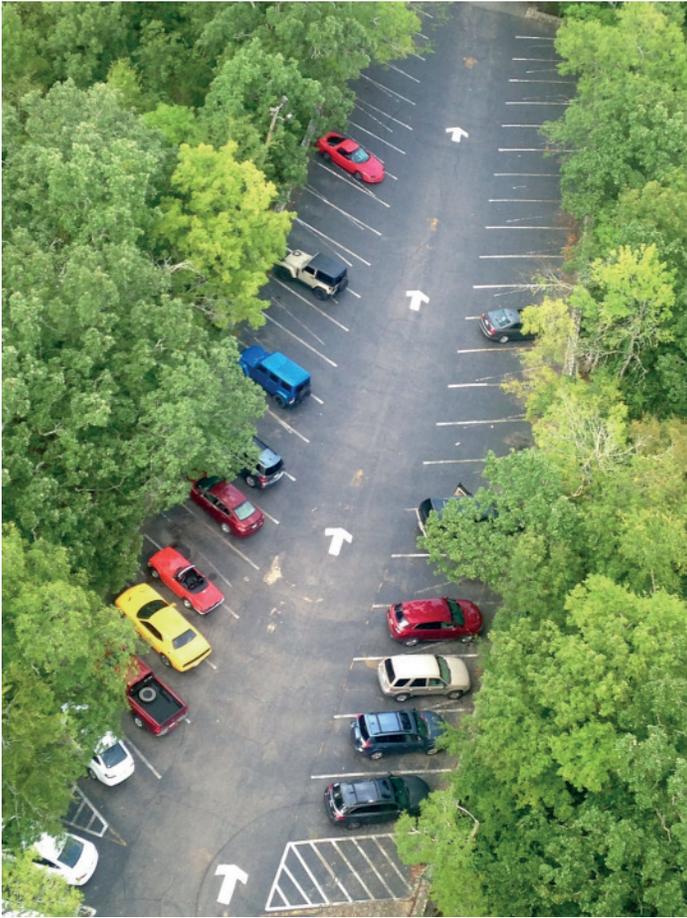
Day 7, Monday August 20.

"Leave it to Beaver" highlight for the day: Ward decides to take the family to a vacation destination he remembers fondly from his youth. Monday saw us drive in to Tulsa, with a lunch break at Missouri Hick BBQ in Cuba, MO. The route took us through St. Louis where the local traffic was very light. Foreboding weather scared us into putting tops up, but needn't have bothered. Just as well, I'd had enough sun over the last few days. Total miles driven: 591.

Day 8, Tuesday August 21.

Mike still had a 480-mile drive to Dripping Springs, TX. We checked his transmission oil level and it was good, so he left soon after breakfast. Sadly, the "Leave it to Beaver" marathon concluded Monday. Which is just as well, because I needed to remove most of my carpets and let them dry. They were sopping wet. I also made up a punch list of things to fix or check. I clocked 2,870 miles this trip. These are good cars, but the miles do take their toll.

After the 'Brits in the Ozarks' car show, the next big trip will be to Sacramento, CA and Triumphfest. Hopefully I won't have to miss any good TV shows. See you on the road!



From the top of the 216-foot-high Hot Springs Mountain Tower. Look closely and you can see Mile's red TR6 in the parking lot.



The tents are up, ready for Summer Party.



The rain started when we arrived at the hotel, so the clerk let us park our cars under cover.



A freight train is approaching on the Horseshoe curve.



A view of half of the Horseshoe Curve from the parking lot.



Two of the four tracks are in use.



Participant's Choice ballot box in front of the Coventry Inn.



A line of TR6s in front of the Coventry Inn.

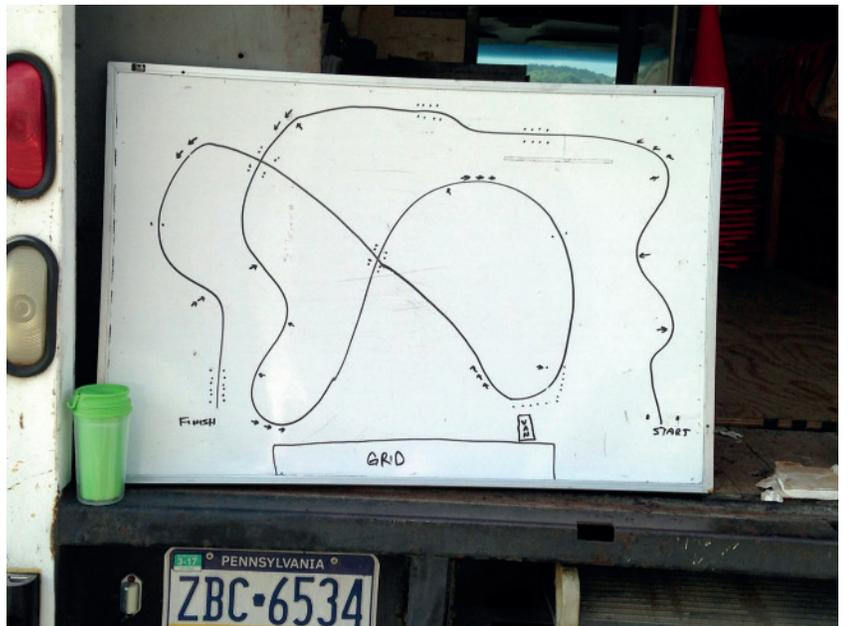


Autocross at the Jimmy Stewart Airport.

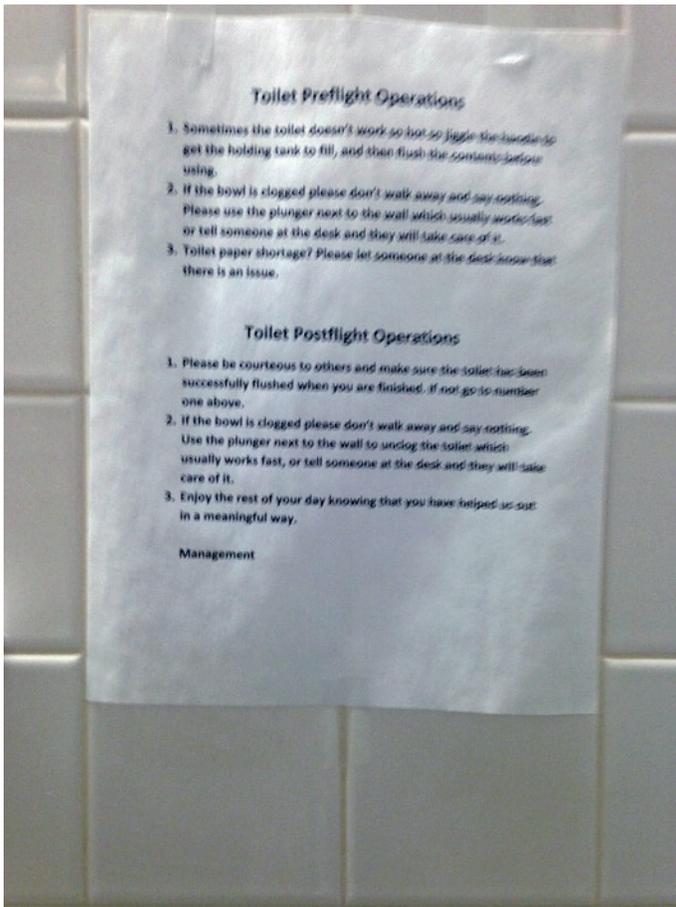


A local chapter of the SCCA ran the autocross.

A diagram of the course. Looks pretty easy!



Well, maybe not so easy once you get out there.



Pilots love check lists – even in the men’s room.



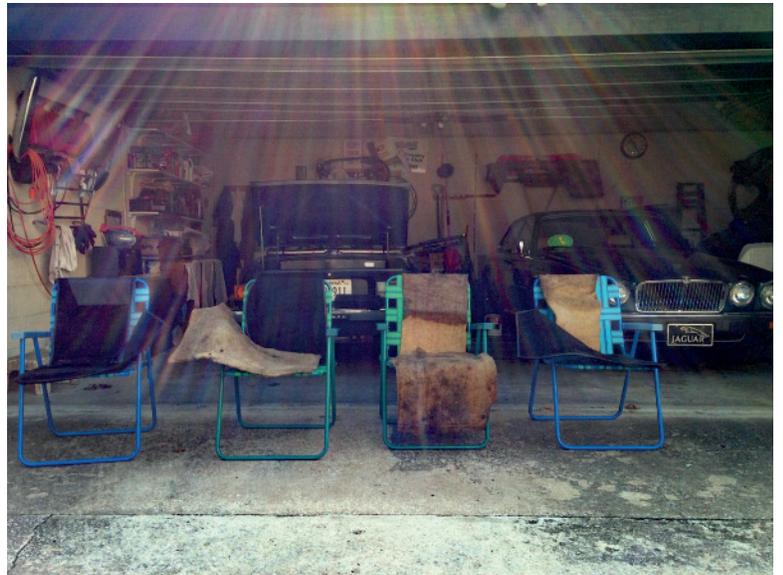
Nurse Zoe at the dispensary.



A handful of campers at summer party.



Roast pig was the main course.



Once home, carpets and padding were removed to dry.

DJ Dan Mabon at work.

BASTROP VETERANS CAR SHOW - NOVEMBER 10th 2018

Every year Bastrop puts on one of the largest Veterans Day car shows in the Hill Country. This year their show is on **Saturday November 10th**. On their website you'll find out more about the show including their flyer and registration. You can register online or by mail [PRESS HERE](#).

Below is a list of our Hill Country Triumph Club members that are veterans. 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 my email address below and I'll add you to our list.

NAME	SERVICE	FROM	TO
Bob Baker	Army	1968	1969
Don Burkley	Air Force & Army	1967	2006
Al Castle	Army	1965	1973
Paul Dick	Army	1965	1971
Sam Dixon	Army	1968	1971
Stephen England	Army	1968	1971
Art Graves	Navy	1972	1978
Dave Griffith	Air Force	1959	1967
Jim Herter	Air Force	1966	1970
Mike Jankowski	Army	1992	1998
Steve Johnson	Army	1968	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



Last year we lost one of our Hill Country Triumph Club veterans Jay Cook. Jay served in the Air Force and loved his TR8's. I miss him and his friendship. He and his son (both TR8 owners) enjoyed these Bastrop events as many of us have.

Let's show our appreciation for all veterans again this year by attending the Saturday November 10th Car Show? We can meet at the "Coffee Dog" in Bastrop at 9:00 AM and drive to registration together at 9:30 AM. Registering together will give us 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.

It will be a pleasant day of visiting with other car lovers, seeing some absolutely beautiful chars, honoring our veterans and being part of a patriotic session you'll remember for years. November 10th is the same day as the club meeting. If you go to the Club meeting, join us in Bastrop afterwards. We vets will love to have everyone there.

I look forward to seeing you,

Steve

Steve Johnsons
stevenjohnson7@sbcglobal.net



Visit Luckenbach, TX
With Willie & The Boys

Join the
Hill Country Triumph Club
of Austin
as we celebrate



Enjoy the roads at the
Gateway to the Hill Country

VTR National 2019

in Dripping Springs, Texas October 6-11, 2019



All photos courtesy Don Couch Photography



TEXAS
ALL BRITISH CAR DAYS
2018

September 28, 29 & 30

Round Rock, Texas

www.txabcd.org



17th ANNUAL **BRITIS** *in the* **OZARKS**

ALL BRITISH CAR & CYCLE SHOW
Benefiting the ALS ASSOCIATION
"Fighting Lou Gehrig's disease"



SPONSORED BY
**BRITISH IRON TOURING CLUB
OF NORTHWEST ARKANSAS**



University of Arkansas Agripark
Fayetteville, Arkansas

September 6 - 8

Thursday, Sept 6
Tour to Arkansas Wine Country

Friday, Sept 7
Tour to Crystal Bridges Museum
Parking Lot Party

Saturday, Sept 8
Car Show
Banquet

SPECIAL GUEST
Bill Warner

Amelia Island Concours Founder

Car Display • People's Choice Judging • Concessions Available

Host Hotel
Holiday Inn Convention Center of Northwest Arkansas
I-49 and Highway 412, Springdale, AR

FOR REGISTRATION INFORMATION CONTACT
BILL WATKINS
479-636-2168
www.BritishIronTWA.org

OR
DOUG SCHRANTZ
479-531-2783
dougschranzt@gmail.com





This year's DY-NO-MYTE Regional is highlighting the introduction of the Wedge 45 years ago.... back in 1974! The Funkana this year is gonna be hotter than the Towering Inferno! Badges? You won't need no stinkin' badges to drive the Gimmick rally through the North Texas backroads. Hopefully you will be "Gone in 60 Seconds" or less, in the thrilling Autocross. Don't have a "Death Wish" with your lack of Triumph knowledge as you're gonna need it to make your way through the Triumph Historical walking rally, can you dig It? Go through your attic and pull out those 1970 inspired groovy duds....you know, the ones that made you the cool cat, because we're having a costume contest during Thursday evening's Welcome Party. There's going to be a cash prize for the best-dressed person, so boogie on down.

You'll be sayin' "De Plane! De plane! when you walk through the Perrin Air Force base Museum which is very close by. It was used in World War II as a pilot testing station and sort of a "guinea pig" for many new ideas that were adopted by the US Air Force. The Hagerman National Wildlife refuge is located just south of the hotel and offers great views of migratory shorebirds and white pelicans as well as the Monarch Butterflies as they migrate their way north. There are plenty of restaurants and great shopping in near-by cities of Sherman and Dennison, like a brick house.

Escape to the tranquil Texas setting of Tanglewood Resort situated on Lake Texoma. Tanglewood Resort offers the finest accommodations, a wide variety of exciting activities, excellent meeting facilities and an experienced, qualified staff sure to make your stay memorable. From fine dining to a casual pool-side experience at Barnacles Sports bar & Pizzeria, they might even serve a Diablo sandwich and a Dr. Pepper if you're in a hurry. Tanglewood Resort offers a wide range of resort amenities: relax at one of 3 pools or the hot tub. Enjoy volleyball, basketball, horseshoes, or a tennis match at one of the lighted tennis courts, or sit back and relax.

To register at the hotel, call (800) 833-6569, the Regional daily room rate is \$109.00, so Book 'em Danno. You can also see the facility at www.tanglewoodresort.com

Ready to Register? [Click here](#) for the Online Registration page

Registration is \$90 until April 1st, 2019, then goes up to \$115. No April Fools Joke.



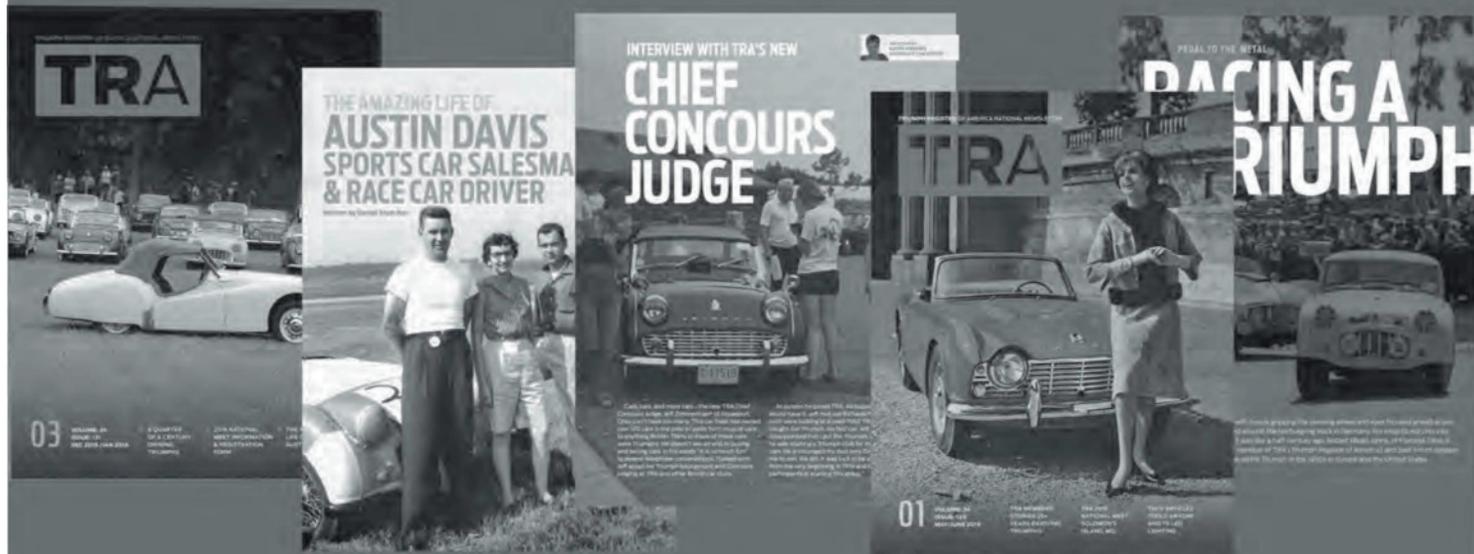
ESTABLISHED 1974

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

HCTC Classifieds



TR6 AC Unit Plus Compressor
Bucket \$90.00

Joe Payne
(M)210.326.6673
robjoepayne@yahoo.com

Wanted left and right front fender
liners/wheel wells for 1962
TR3B. Contact Evan Barton (254)
702-6634 /
evanbarton3@gmail.com.



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

(Photos above.)

Joe Payne
(M)210.326.6673
robjoepayne@yahoo.com

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

Text Jim @ 254-563-9141

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

Headrests are functional and stay
up as desired.

Text Jim @ 254-563-9141



I have a 76 XJ6 XL.

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

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

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

Open to offers.

Mike & Emily Barrett

Manor TX

(512) 921-2135





HILL COUNTRY TRIUMPH CLUB ADVERTISING RATES

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

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

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

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

Business Card ad: \$5:00 per issue

Quarter page ad: \$10.00 per issue

Half page ad: \$15.00 per issue

Full-page ad: \$25.00 per issue

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

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

Fees should be sent to:

HILL COUNTRY TRIUMPH CLUB

Attn: Mike Schubert
18340 Masi Loop
Pflugerville, TX 78660

Pay Your Dues!!!!!!!

Please check the latest spreadsheet sent out by Nel. If it says Jul-18 in the dues column your dues are past due now. Any quite delinquent member who hasn't paid will be dropped from the roster.

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

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

Nel McPhail
1105 N Canyonwood Dr
Dripping Springs, Tx 78620
(512) 656-1456
nmcphail@austin.rr.com

Membership Application

Name: _____
Address: _____
City/State: _____ Zip: _____
Home Phone: _____
Work Phone: _____
Email address: _____



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

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

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

Upcoming Events

September 6-8 — Brits in the Ozarks. Fayetteville, Arkansas. See [p. 24](#).

September 8 — HCTC Saturday breakfast meeting, 9 AM, Waterloo Ice House.

September 11 — HCTC Tuesday evening meeting, 7 PM, The Tavern.

September 27-30 — 6-Pack Trials, Fontana Dam, NC. Info at jimholewka.wixsite.com/trials2018.

September 28-30 — Texas All-British Car Days, Round Rock, TX. Info at www.txabcd.org.

October 28 — 11th Annual Rolling Sculpture Car Show at the Hill Country Galleria, Bee Cave, Texas. Info at www.RollingSculptureCarShow.com.

November 10 — Bastrop Veteran's Day Car Show. See [p. 21](#) for info.

April 24-27, 2019 — VTR Regionals, Pottsboro, TX. Info at redrivertriumphclub.org/2019-registration-home/.

October 6-11, 2019 — VTR Nationals, Dripping Springs, TX. Info at www.vtr2019.com.

Next breakfast meeting:

Saturday, September 8, 2018, 9:00 AM

Waterloo Ice House

6203 N Capital of Texas Hwy

Austin, TX 78731

NE corner of Lp 360 & RM 2222

waterlooicehouse.com — Phone: 512-478-9700

Next evening meeting:

Tuesday, September 11, 2018, 7:00 PM

The Tavern

922 West 12th St

Austin, TX 78703

At the corner of 12th and Lamar

tavernaustin.com — Phone: 512-320-8377