

# The Ragtop

February 2019



## Letter from the President

By Don Couch

I don't have the words to express my sadness in hearing of the passing of long time member and close friend, Marilyn Skewis.

A celebration of life will be held at the Sunset Valley City Hall on Saturday February 9, 2019 at 1 PM. Donations in lieu of flowers should be directed to the Assistance League of Austin Operation School Bell at [www.assistanceleague.org](http://www.assistanceleague.org) or The Settlement Home for Children at [www.settlementhome.org](http://www.settlementhome.org)

rg. Condolences may be sent to: [www.harrellfuneralhomes.com](http://www.harrellfuneralhomes.com).

On Friday, January 25, 2019 Marilyn Rehm-Skwewis, loving wife and mother, passed away at age 68. Marilyn was born on September 5, 1950 in Galveston Texas to Albert and Hazel (Hurt) Rehm. She grew up in Santa Fe, Texas, graduated Santa Fe High School, and attended Alvin Junior College before moving to Austin in the

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## HCTC Officers

**President** — Don Couch

[president@hillcountrytriumphclub.org](mailto:president@hillcountrytriumphclub.org)

**Vice-President** — Roger Bolick

**Webmaster** — Kyle Fagan

[webmaster@hillcountrytriumphclub.org](mailto:webmaster@hillcountrytriumphclub.org)

**Treasurer** — Mike Schu-  
bert

512-740-9937

[trebucs43@gmail.com](mailto:trebucs43@gmail.com)

**Secretary** — Mike  
McPhail

**Membership** — Nel  
Mcphail

512-656-1456

[membership@hillcountrytriumphclub.org](mailto:membership@hillcountrytriumphclub.org)

**Ragtop Editor** — Dan  
Julien

512-451-3102

[editor@hillcountrytriumphclub.org](mailto: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](http://www.vtr.org), [www.triumphregister.com](http://www.triumphregister.com), and [www.6-pack.org](http://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](mailto: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.

## Letter from the President



1970s. Marilyn met husband Bob in Austin and they were married on May 24, 1980 at the Doyle House at Symphony Square. They raised one daughter, Rachel. Marilyn had a variety of careers during her life including retail management of the Crown Shops, bookkeeping for the Austin Public Library, and had recently retired from Austin Community College as an Admin Assistant to the Dean of Health

Sciences. However, her true joy was giving of herself to others, whether it was volunteering, crafting special gifts for friends, or planning and celebrating holidays with family. She had a special way with people, and she touched many lives. Marilyn was preceded in death by her father Albert, Sr., mother Hazel, and brother Albert, Jr. of Santa Fe, TX. She is survived by husband Bob Skewis, daughter Rachel Hinojosa, son in law Roy, and dog Hank. In addition, she is also survived by her twin sister Geraldine O'Day, husband Mike of Schulenburg, TX, brothers Rod Rehm of Galveston, TX, and John Rehm of Witts Springs, AR, mother in law Shirley Skewis of Corpus Christi, TX, brother in law Ron Skewis, wife Linda of Sealy, TX. Marilyn will also be missed by special family friends Bill, Annette Waller of Austin, TX, daughters Whitney, Ellen Waller of San Marcos, TX, along with numerous nieces, nephews, great nieces, great nephews, and cousins.

Published in Austin American-Statesman on Feb. 2, 2019

# Drive Your Triumph Day

Dear Fellow Triumph Owner,

I'm sending this reminder to Triumph Car Clubs and Standard Motor Car Clubs around the world, along with those who have submitted photos from past Drive Your Triumph Day activities.

Drive Your Triumph Day is next weekend, Sunday, February 10<sup>th</sup>. I've heard from many of you about group drives you have organized, which is great. If you haven't planned anything there's still time, or be sure and go for a drive by yourself.

The concept is straightforward. On February 10<sup>th</sup>, go for a drive in your Triumph or Standard. Take a scenic drive on a country road or out to lunch, to the market, to work, where ever. Go for a drive alone or in a big group from your local Triumph or Standard car club. Take your spouse, buddy, child, grandchild or your dog; then take a photo. The photo is mainly of the car, and the owner if possible, ideally in front a cool spot, landmark, scenic view, in your driveway or in your garage. If it's the middle of the winter where you live and your car is in hibernation, or in the middle of a restoration, take a photo of it anyway. Send a hi-res photo to [driveyourtriumphday@gmail.com](mailto:driveyourtriumphday@gmail.com), along with some basic information: owner's name, year and model of car, and place photo was taken (city, state, country).

Now the bonus, which I'm very excited to share. In early January I was able to get in touch with Nick Black, Sir John Black's son. We've exchanged over 20 emails covering several topics, of course including Drive Your Triumph Day. He's very pleased

about the event, and had read about it in the Standard Car Review. He shipped me a DVD with some home videos, and most importantly, he sent me a PDF of his book, Triumph & Tragedy, instructing me that it's OK to post on our website and distribute freely. I've loaded it on my Kindle, which works but the text is kind of small. I've also loaded it on my iPad, which is better, and of course very easy to read on my computer.

This is the link to the Triumph Travelers Sports Car Club, in our 61<sup>st</sup> year, the longest running active Triumph Club in the world: [www.triumphtravelers.org](http://www.triumphtravelers.org). There is a box on the right side of the window labeled Quick Links, and the bottom one is the link to Triumph & Tragedy.

Be sure to contact me with any questions you may have, and thank you in advance for getting the message out to your members and friends to drive their Triumphs and Standard cars on February 10<sup>th</sup>.

Regards,

Rye Livingston  
Activities Chairman  
Triumph Travelers Sports Car Club  
Celebrating our 61th Anniversary  
1960 Triumph TR3A

# Secretary's Report January 2019

By Mike McPhail

**M**inimizing the number of trips to Austin is always high on my agenda. With that end in mind, a pre-HCTC-meeting visit to Don Couch's place was organized. Don has been a great asset in the resurrection of Bob Skewis's "Doris One" Spitfire...now known as "Mike's Spit-Six". After loading the trunk of my TR6 with parts, we ventured down Koenig Lane and onto South Lamar, the Tavern being our destination.

Some of the usual suspects had already arrived, and continued to appear as the evening progressed. I was pleased to find the Philly Cheese Steak sandwich with sweet potato fries and queso was still on the menu. A few Thirsty Goats were

employed to wash it all down, that brew being the libation of choice this particular Tuesday evening. After hours of camaraderie, the crowd began to thin. Just as the last of us were getting ready to leave, Roger Bolick walked in, so we lingered another hour!

The following Saturday found us at the Waterloo Ice House at 360 and 2222. Although the meeting room is not available until 9 AM, our crowd had already filled the restaurant, creating a vacuum when we relocated to the ante-chamber.

Alas, there were signs that our folks have not been exercising their Triumphs enough: John drove up with a stuck choke, Mitch was leaking brake fluid, and Willis was sidelined with a leaky heater valve!

The now completed Spit-Six made its debut at the San Antonio Jaguar Club's 30<sup>th</sup> annual Rally to Luckenbach on January 26, manned by last year's winners Benson Tuttle and myself. This year's champions were none other than Art Graves and Joe Payne in Joe's hot rod 1969 TR6. It would seem that Triumph owners have what it takes!

Nick has been promoting the MG club Valentine's Day Drive as our February driving event, and Mike Schubert has invited everyone to come out and watch our boys race at COTA. Get your TR out of hibernation and show the other guys what they are missing by not owning a Triumph!



President in action.

Taking notes at Waterloo.



A beautiful Saturday morning.



Award-winning TR owners.

# Spit Six Report January 2019

By Mike McPhail

**W**hoopie! This is the last report...the Spitfire is now finished...see it at a Hill Country Triumph Club meeting soon.

The doors went on soon after last month's Tuesday meeting, and the top was installed a few days after the Breakfast get-together. My paint and body guy Jerry came over to hang the doors, which then required hours of reassembly with parts sourced

from Don Couch. There was no top, much less frame, but Robert Mackenzie bailed me out with a complete assembly that bolted right on. This project could never have come to fruition without help from the HCTC community!

The Sit-Six drives nicely with its stock GT6 motor and overdrive gearbox. It had been running with a TR6 distributor for some time which was only re-

cently replaced with a new reproduction Delco D200 with electronic ignition and vacuum advance. This distributor came via eBay from Watford Classics in England for only \$125 with free three-day shipping! The swap really woke the engine up, and it now merrily revs to 5000 rpm and beyond. I have since purchased another one, as I suspect it would work equally as well on a TR6.



Road ready.



Make that Rally ready!



New dizzy from the UK.

# 2019 Luckenbach Rallye

By Art Graves

**F**or the past thirty years the San Antonio Jaguar Club has sponsored a rallye to Luckenbach, Texas. Who wouldn't want to go to Luckenbach! Of course, it's a long walk for a short drink driving from Tulsa, OK to this year's starting point, Leon Springs, TX, but someone has to do it.

When I left Tulsa on Friday at 6:00 AM it was 17 degrees. Br-rrrr. The TR6 has a good heater, but driving the interstate at 75 mph in a drafty car, even the best heater has its work cut out for it. So, I bundled up in a t-shirt, wool shirt, hoodie, heavy coat and gloves. No long underwear or heavy socks, so guess which parts were cold?

My route was IH44 from Tulsa through Oklahoma City to Newcastle, OK. I left the interstate here to take US highways and avoid further tolls. I planned to take US62 to Chickasha, then US81 to Waurika and then OK/TX79 to Wichita Falls. It almost worked, but took a wrong turn south of Chickasha and ended up back on toll roads at Elgin, OK. Oh well, I'll figure it out on the return trip. Once in Wichita Falls, I headed south on US281.



Herd's Hamburgers in Jacksboro, TX.

After stopping for a hamburger at Herd's in Jacksboro, TX I continued south on US281, through Mineral Wells, Stephenville, Hico, Hamilton, Lampasas, Burnet, and Marble Falls. At the intersection of US281 and RR962, I headed west over some back roads until I reached Mike McPhail's house.

Benson Tuttle had arrived on his Harley-Davidson just a few minutes prior and soon Joe Payne arrived in his red 1969 TR6. What timing! Soon we were enjoying beers and swapping tales of the road.

Then Mike took us to the workshop where he showed off his just completed and rallye ready Spit Six.

After a delicious steak and potato dinner we agreed that leaving at 9:30 AM the next morning would get us to Leon Springs in time to register for the rallye, eat lunch and attend the driver's meeting. I had a little time after breakfast, so I decided to troubleshoot a nagging engine miss. I double checked the ignition timing prior to leaving Tulsa so I didn't think that was it. I puzzled over it the whole trip

down and decided one or more ignition wires could be bad. I checked the resistance of each wire and found an 'open' or infinite resistance on #5. To double check, I pulled #5 plug and it was spic-n-span clean. Apparently, it was not even firing! I replaced that one wire with a spare and started the engine and it seemed to be running better. But I wouldn't have a chance to test drive until Monday.

For the rallye, Benson and Mike drove together in the Spit Six and I paired up with Joe Payne. Joe asked me to drive his TR6 in order to get my opinion of the car. I don't think I told him anything he didn't already know: an engine stumble at 2500 rpm and an occasional 'thunk' in the rear suspension when going over a bump.

In Leon Springs we registered, ate and prepared to rallye. Joe & I were car #11, while Benson and Mike were car #12. There were 27 cars registered for the rallye. Since the cars leave in one minute intervals, we should arrive in Luckenbach a minute apart. We'll see . . . . .

Each year the route is slightly different, sometimes beginning in Leon Springs, sometimes in Gruene, sometimes in places I don't remember any more. This year there were four stage. We were given the first set of instructions just



Benson, Mike, Art, and Joe

prior to starting. At each stop, we were given the instructions for the next stage. The instructions were simple: each route instruction told us to continue straight or turn and the odometer reading at that instruction. There was also a given 'ideal time' for one instruction per stage to give you an idea of whether you are fast or slow.

Joe's car did not have a working odometer and the speedometer was not accurate at all. Technology to the rescue! An app downloaded to Joe's smart phone provided the necessary tools for the rallye. Joe drove and monitored his phone for speed and distance and I barked out driving instructions and the 'ideal' speed. It has been my experience from past rallyes that following the 'ideal' speed is too slow. So, I had Joe go a little faster than 'ideal' and we also cut short the rest periods.

The weather was pretty good, even with a little rain on stage 3. We passed some cars on the rallye, and some cars passed us, but we never saw Benson & Mike again until Luckenbach. Once there we parked in the designated area near the center of town: a post office, general store and a bar. After a stroll over to the bar, we walked back to the cars to find Benson & Mike parking their car. There was much banter back and forth as to who won the rallye but we would have to wait for the results to be tallied.

And wait we did – in the rain. A light drizzle turned into a pretty good downpour and the rallye participants wandered (ran?) to a small tent for cover. Soon the rallye leader, Brian Blackwell, was ready to make the announcement. The stray Cat winners were David Ayer and Brett Miller, driving a 2005 BMW, with a

total time deviation of 23:51. Third place winners were Judy and Bob Mitchell, driving a 2000 Jaguar XK8 convertible, with a total time deviation of 2:52. Second place was awarded to John and Janet Hoyo, driving a 2001 Corvette, with a total time deviation of 2:40. And, of course, coming in first place with a total time deviation of 1:49 was Joe Payne and yours truly. Who would of thunk it? Another victory for the Hill Country Triumph Club!

The rain put a damper on further activities in Luckenbach, so we headed back to Mike's to swap cars and then drive to

Joe's house to eat pizza and get a tour of his remodeled house and new garage/workshop.

Benson & I stayed over on Sunday to help Mike with a few projects on the Spit Six: install a front sway bar, replace the front parking lamp lenses and rear license plate lights and check the balance on all four wheels. After a late lunch Mike took us on a tour of four of the local breweries.

Monday morning came and I headed back to Tulsa. The car started right away and idled smoothly. I shouldn't have been surprised but I was surprised at how well the engine

ran now that all six cylinders were firing! I followed the same route back to Tulsa: up US281 to Wichita Falls, then TX/OK79 to Waurika, US81 to Chickasha, US62 to Newcastle. This time I decided to skip the Turner Turnpike (IH44) and take IH40 to Henryetta, the US75 north to Tulsa. I really get tired of paying tolls. It just isn't right.

Mark your calendars now for next year's rally. It is almost always the last weekend of January; rain will postpone it to the next weekend. Even if it means an 1,150 mile drive to get there and back, Luckenbach is waiting for you!



Mike & Benson at Last Stand Brewing Company in Dripping Springs, TX

# A Winner in the 2018 Moss Motoring Challenge

By Steve England

We have a winner! Yours truly and Mom's TR won a \$50.00 gift certificate from Moss Motors in their Motoring Challenge 2018.

Officially we were in 50th place, but a win is a win. I did not recognize any other HCTC members on the 2018 winner's list, but I hope some will join me in the 2019 Challenge. It was a hoot and looks to be at least as much fun as last year.

Below is a photo from the 2018 Challenge showing Mom's TR, my son Matthew and me sharing a cup of coffee at Sorrento's Drive Through Coffee in Austin.

**Editor's Note:** Steve also provided the SU tuning manual reproduced on the following pages. Thanks, Steve!



4115 (73034)

TELEPHONE: ERDINGTON 7371 (9 LINES)

TELEGRAMS: CARBURFLEX, BIRMINGHAM

# THE S.U. CARBURETTER CO. LTD.

PROPRIETORS:- MORRIS MOTORS LTD

WOOD LANE · ERDINGTON  
BIRMINGHAM · 24

YOUR REF.

OUR REF. LD/PL

15th September 1967

Mrs. G.L. England,  
105, Country Club Circle,  
Midwest City,  
Oklahoma 73110  
U.S.A.

Dear Madam,

We thank you for your letter of the 11th September 1967 and as requested we have pleasure in enclosing our Needle Chart together with other Tuning literature which you will no doubt find extremely useful.

Yours faithfully,  
for S.U. CARBURETTER CO. LTD.

L. Durham  
Service Technical

AKD 4778 B

THE



CARBURETTER

Type H

TUNING, ADJUSTING, AND SERVICING  
INSTRUCTIONS

MANUFACTURED

by

**THE S.U. CARBURETTER COMPANY LIMITED**

WOOD LANE · ERDINGTON · BIRMINGHAM 24

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TELEGRAMS: CARBURFLEX, BIRMINGHAM

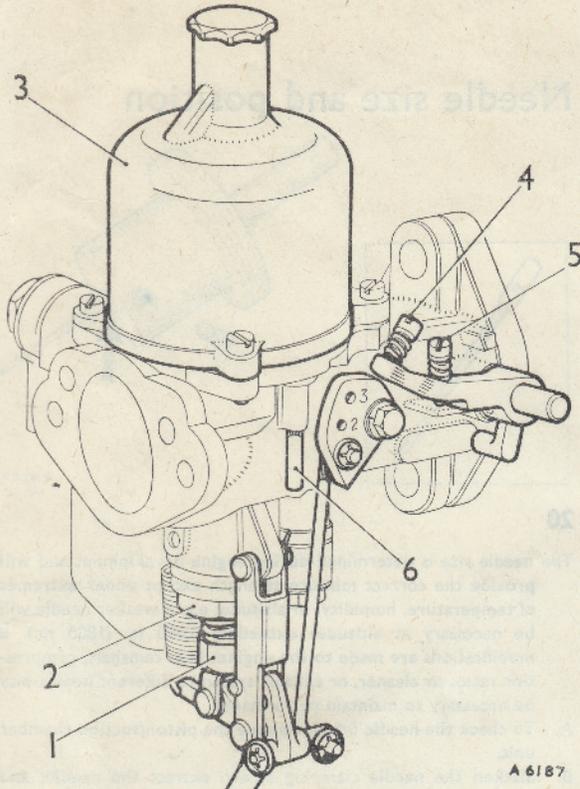
TELEX: 338342

George L. England  
105 Country Club Circle  
Midwest City, Okla. 73110



Service Sheet No. AUC 9612 B. March 1966

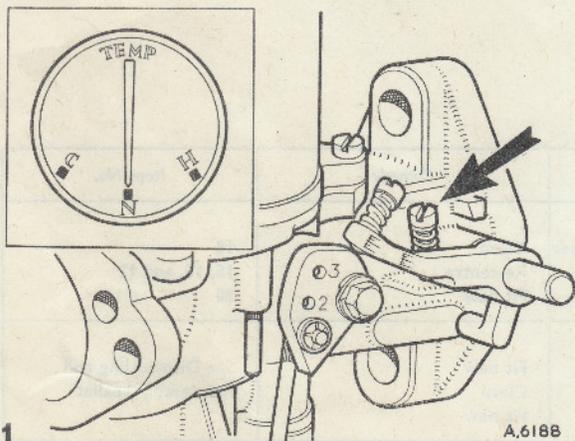
© THE BRITISH MOTOR CORPORATION LIMITED, 1966



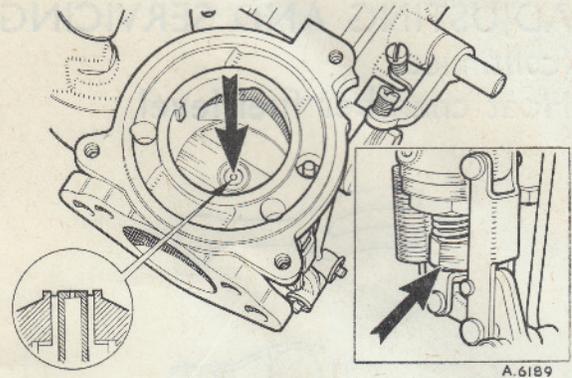
**The Type H Carburettor**

- |                            |                               |
|----------------------------|-------------------------------|
| 1. Jet adjusting nut.      | 4. Fast-idle adjusting screw. |
| 2. Jet locking nut.        | 5. Throttle adjusting screw.  |
| 3. Piston/suction chamber. | 6. Piston lifting pin.        |

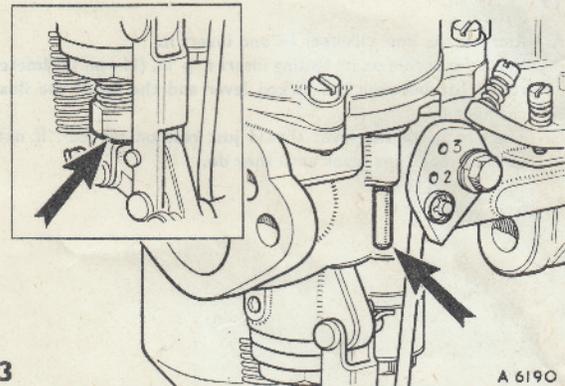
**TUNING**  
Single carburetters



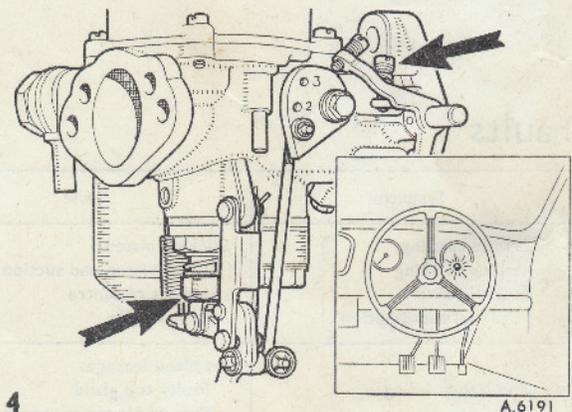
- 1**
- Warm engine up to normal temperature.
  - Switch off engine.
  - Unscrew the throttle adjusting screw until it is just clear of its stop and the throttle is closed.
  - Set throttle adjusting screw  $1\frac{1}{2}$  turns open.



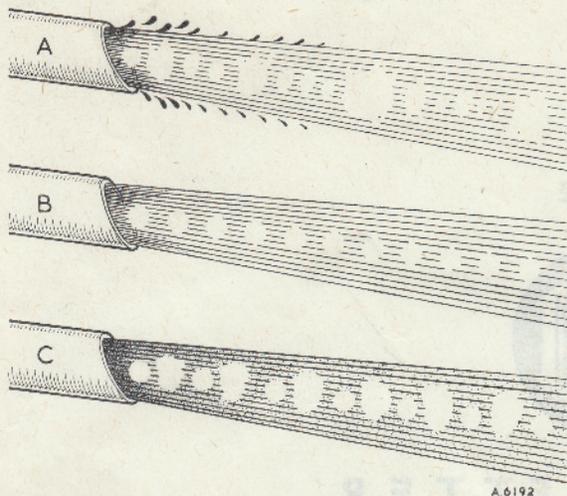
- 2**
- Mark for reassembly and remove piston/suction chamber unit.
  - Disconnect mixture control wire.
  - Screw the jet adjusting nut until the jet is flush with the bridge of the carburettor or fully up if this position cannot be obtained.



- 3**
- Replace the piston/suction chamber unit as marked.
  - Check that the piston falls freely onto the bridge when the lifting pin is released. If not, see items 15, 16, and 17.
  - Turn down the jet adjusting nut two complete turns.



- 4**
- Restart the engine and adjust the throttle adjusting screw to give desired idling as indicated by the glow of the ignition warning light.
  - Turn the jet adjusting nut up to weaken or down to richen until the fastest idling speed consistent with even running is obtained.
  - Re-adjust the throttle adjusting screw to give correct idling if necessary.

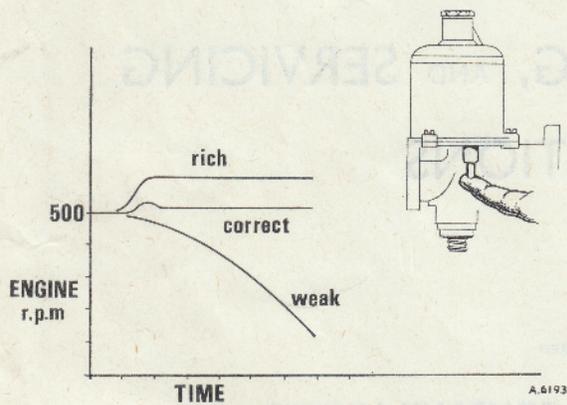


A.6192

5

The effect of mixture strength on exhaust smoke

- A. TOO WEAK: Irregular note, splashy misfire, and colourless.
- B. CORRECT: Regular and even note.
- C. TOO RICH: Regular or rhythmical misfire, blackish.

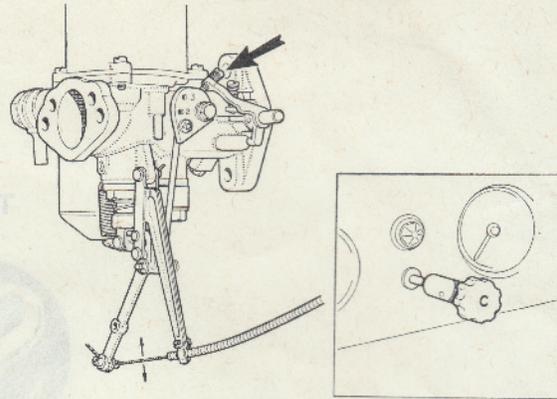


A.6193

6

- A. Check for correct mixture by gently pushing the lifting pin up about  $\frac{1}{16}$  in. (1.6 mm.).
- B. The graph illustrates the effect on engine r.p.m. when the lifting pin raises the piston, indicating the mixture strength.

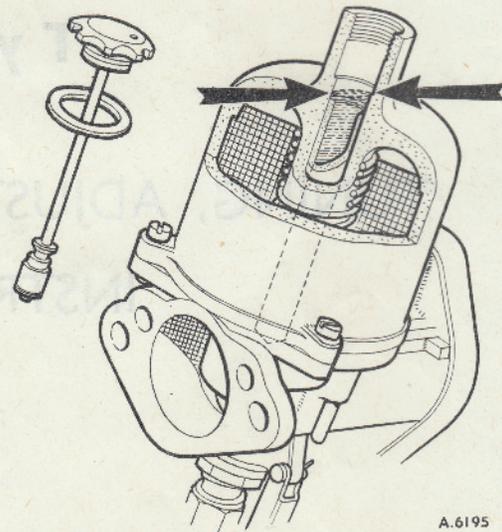
RICH MIXTURE: r.p.m. increase considerably.  
 CORRECT MIXTURE: r.p.m. increase very slightly.  
 WEAK MIXTURE: r.p.m. immediately decrease.



A.6194

7

- A. Reconnect the mixture control wire with about  $\frac{1}{8}$  in. (1.6 mm.) free movement before it starts to pull on the jet lever
- B. Pull the mixture control knob until the linkage is about to move the carburettor jet and adjust the fast-idle screw to give an engine speed of about 1,000 r.p.m. when hot.



A.6195

8

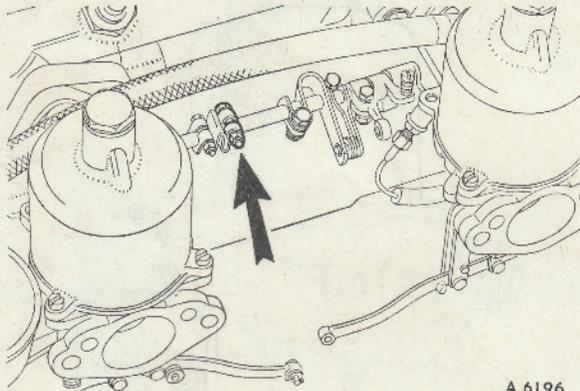
Finally top up the piston damper with thin engine oil grade S.A.E. 20 until the level is  $\frac{1}{2}$  in. (13 mm.) above the top of the hollow piston rod.

Note

On dust-proofed carburettors, identified by a transverse hole drilled in the neck of the suction chambers and no vent hole in the damper cap, the oil level should be  $\frac{1}{2}$  in. (13 mm.) below the top of the hollow piston rod.

# TUNING Multi-carburetters

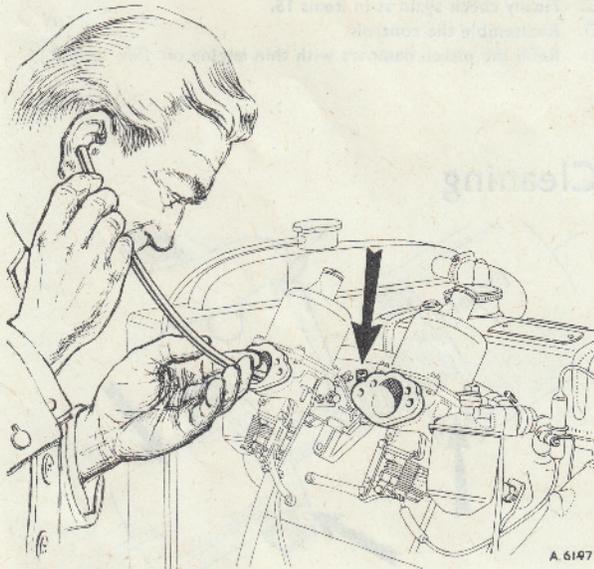
Remove the air cleaners and carry out item 1 as for single on all carburetters then:



A.6196

**9**

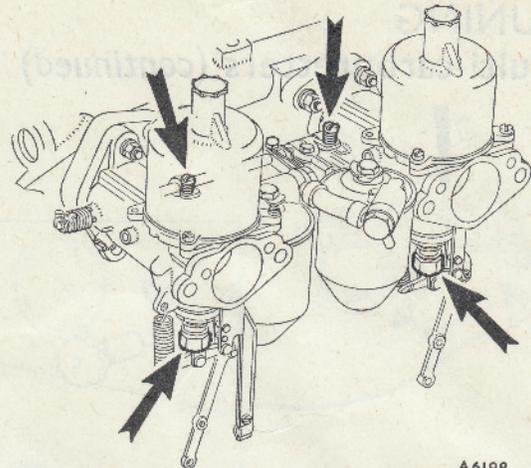
- A. Slacken one of the clamping bolts on the throttle spindle interconnections.
- B. Disconnect the jet control linkage by removing one or, in the case of triple carburetters, two of the linkage swivel pins.
- C. Carry out items 2 and 3 as for single carburetters, then additionally:



A.6197

**10**

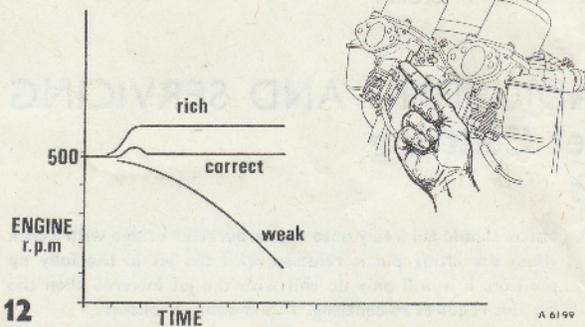
- A. Restart the engine and adjust the throttle adjusting screws on each carburettor to give the desired idling speed of 500 to 600 r.p.m. as recommended by the vehicle manufacturer.
- B. Compare the intensity of the intake 'hiss' on all carburetters and alter the throttle adjusting screws until the 'hiss' is the same.



A.6198

**11**

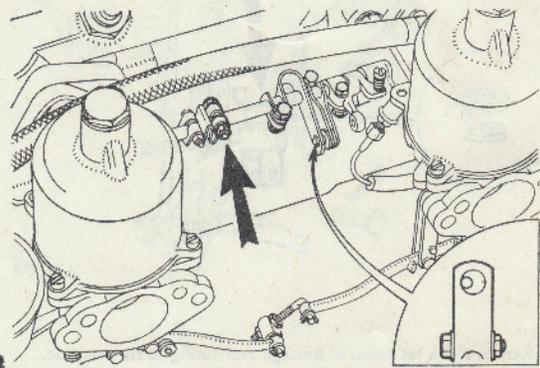
- A. Turn the jet adjusting nuts on all carburetters up to weaken or down to richen the same amount until the fastest idling speed consistent with even running is obtained.
- B. Re-adjust the throttle adjusting screws to give correct idling if necessary.



A.6199

**12**

- A. Check for correct mixture by gently pushing the lifting pin of the front carburettor up  $\frac{1}{16}$  in. (.8 mm.). The graph illustrates the possible effect on engine r.p.m.
- B. Repeat the operation on the rear carburettor and after adjustment re-check the front carburettor since the two are interdependent.
- C. Item 5 shows the correct type of exhaust smoke.

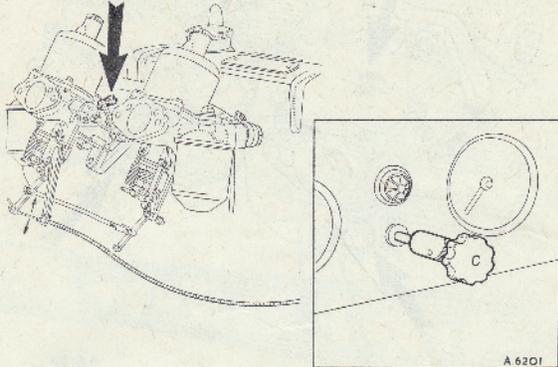


A.6200

**13**

- A. Tighten the clamp bolt of the throttle spindle interconnections and set the link pin lever with the pin resting against the edge of the pick-up lever hole (see inset). This provides the correct delay in opening the front carburettor throttle disc.
- B. Re-connect the jet control linkage, so that both jets commence to move simultaneously.

## TUNING Multi-carburettors (continued)



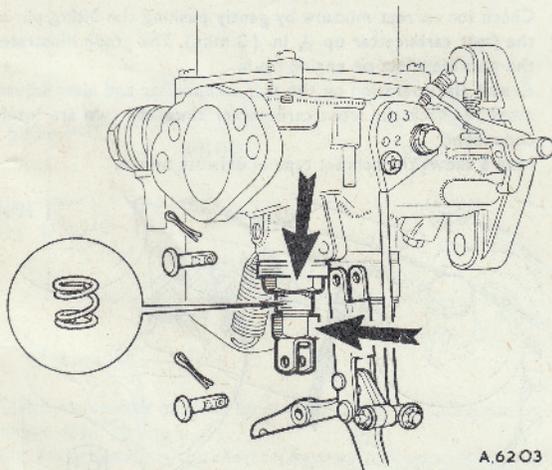
14

- A. Reconnect the mixture control wire with about  $\frac{1}{16}$  in. (1.6 mm.) free movement before it starts to pull on the jet levers.
- B. Pull the mixture control knob until the linkage is about to move the carburetter jets, and adjust the fast idle screw to give an engine speed of about 1,000 to 1,200 r.p.m. when hot.
- C. Refit the air cleaners.

## ADJUSTING AND SERVICING Jet Centring

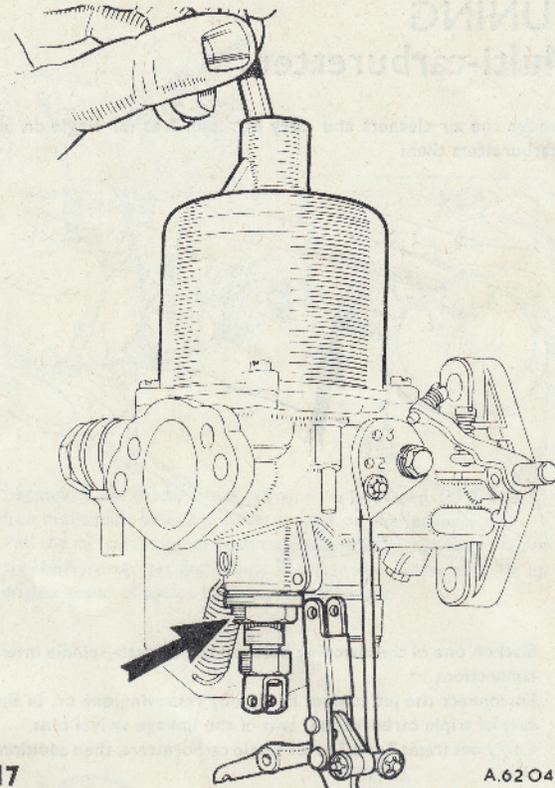
15

The piston should fall freely onto the carburetter bridge with a click when the lifting pin is released with the jet in the fully up position. If it will only do this with the jet lowered then the jet unit requires re-centring. This is done as follows:



16

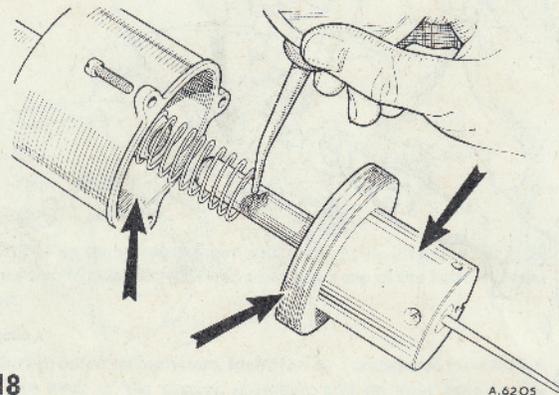
- A. Remove the jet control linkage and swing it to one side.
- B. Mark for reassembly and withdraw the jet, remove the jet locking spring, replace the adjusting nut and screw it up as far as it will go.
- C. Replace the jet, keeping the slot in the jet head in the correct relative position to the control.
- D. Slacken the **jet locking nut** until the assembly is free to rotate.



17

- A. Remove the piston damper and apply pressure to the top of the piston rod with a pencil.
- B. Tighten the **jet locking nut** keeping the slot in the jet head in the correct position and the jet hard up against the adjusting nut.
- C. Finally check again as in items 15.
- D. Reassemble the controls.
- E. Refill the piston dampers with thin engine oil. (See item 8.)

## Cleaning

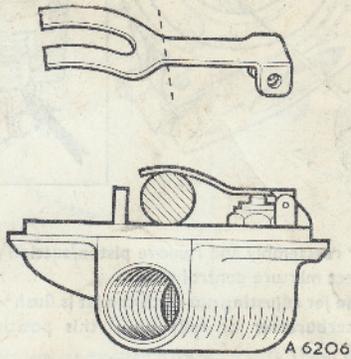


18

- A. At the recommended intervals mark for reassembly and carefully remove the piston/suction chamber unit.
- B. Using a petrol-moistened cloth, clean the inside bore of the suction chamber and the two diameters of the piston.
- C. Lightly oil the piston rod only and reassemble as marked.

## ADJUSTING AND SERVICING (continued)

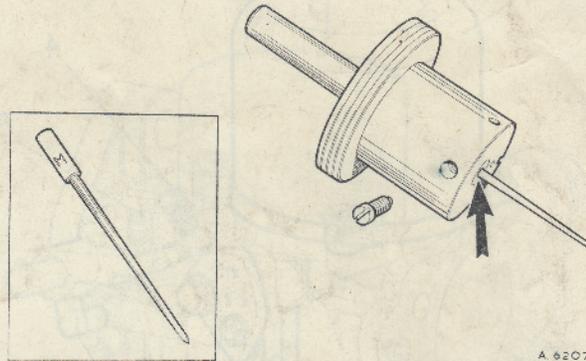
### Float chamber fuel level



19

- A. Remove the float chamber lid and invert it.
- B. With the needle on its seating insert a  $\frac{1}{16}$  in. (11 mm.) diameter round bar between the forked lever and the lip of the float chamber lid.
- C. The prongs of the lever should just rest on the bar. If not, carefully bend the lever until they do.

### Needle size and position



20

The needle size is determined during engine development and will provide the correct mixture strength except under extremes of temperature, humidity, or altitude; e.g. a weaker needle will be necessary at altitudes exceeding 6,000 ft. (1800 m.). If modifications are made to the engine; (e.g. camshaft, compression ratio, air cleaner, or exhaust system) a different needle may be necessary to maintain performance.

- A. To check the needle fitted, remove the piston/suction chamber unit.
- B. Slacken the needle clamping screw, extract the needle, and check its identifying mark against the recommendation.
- C. Fit the correct needle and lock it in position so that the shoulder on the shank is flush with the piston base.
- D. Reassemble the piston/suction chamber unit.

## Faults

Symptom	Cause	Remedy	Item No.
Erratic running Stalling at idling Lack of power High fuel consumption	Sticking piston: Dirty piston and suction chamber Jet out of centre Bent needle	Clean Re-centre Fit new	18 15, 16, and 17 20
Too rich at idling Fuel leak	Jet gland leakage: Faulty top gland Dirt under top gland washer Faulty bottom gland	Fit new Clean Fit new	See Dismantling and Reassembly Leaflet
Float chamber or jet flooding	Incorrect fuel level Dirty or worn float chamber needle valve Punctured float	Check and reset level Clean or renew valve Fit new	19 See Dismantling and Reassembly Leaflet

2-6-litre PS (PTFE bushes) ... .. 1963 AUD58 Single HD8† ... .. Red/Green AUC9781 AUC9782  
 \* Air jet .116 in. diameter. † Air jet .102 in. diameter. ‡ Air jet .096 in. diameter. 13 † AUC939 replaced by AUC959 (see page 14) for Service.

CAR MODEL	YEAR	CARB. SPEC.	TYPE No.	NEEDLE			SPRING COLOUR	PARTS LIST	PUMP	
				RICH	STD.	WEAK			SPEC.	ALT.
<b>Rover—continued</b>										
2-6-litre	110 P4	1963	AUD62	Single HD8†		UG	Red/Green	AUC9781	AUF503	
2-4-litre	PS	1963	AUD64	Single HD8†		UT	Red/Green	AUC9781	AUF503	
2-litre	'2000'	1963/4	AUC968	Single HS6		RN	Green	AUC9788		
3-litre	NADA (Smith's valve)	1963/4	AUD114	Single HD8*		UR	Red/Green		AUF503	
3-litre	'2000' (Smith's valve)	1963/4	AUD115	Single HD8*		UR	Red/Green		AUF503	
2-litre	2000 TC	1966	AUD141	Single HS6		RR	Green			
			AUD92	Pair HD8		U1	Black/Blue			
<b>NOTE—AUC939 replaced by AUC959 for service</b>										
<b>LAND ROVER</b>										
2-6-litre	109 FWD, Forward control	1963	AUD81	Single HD6*		SS	Yellow		AUF503	
<b>SINGER</b>										
14-litre	Le Mans (Mk. I)	1934	AUC252	Three HV2		I			AUA25	
9-h.p.	4-cyl. Sports	1935	AUC270	Pair HV2	WX	WX1	AK		AUA25	
11-h.p.	4-cyl. Sports	1935	AUC282	Pair HV2		RO				
16-h.p.	4-cyl. Sports	1937	AUC355	Single HV3		M2				
12-h.p.	4-cyl. Sports	1937/8	AUC379	Pair HV3		AH2	Yellow	AUC9566	AUA25	
9-h.p.	4-cyl. Sports	1939/46	AUC422	Single D2	SS	O7	Green	AUC9566	AUA25	
10-h.p.	4-cyl. Sports	1939/46	AUC441	Single D2	WX	O7				
<b>STANDARD</b>										
9-h.p.	4-cyl. Little Nine	1930	AUC6	Single OM		MO				
8-h.p.	4-cyl. Little Nine	1933	AUC193	Single HV1		M9				
9-h.p.	4-cyl. Vanguard Sportsman	1955/6	AUC770	Pair H1		D3				
10-h.p.	4-cyl. Pennant	1955/6	AUC775	Pair H1		D3				
2-litre	4-cyl. Vanguard Sportsman	1957	AUC792	Pair HD6	SD	TC	Red			
10-h.p.	4-cyl. Pennant	1958	AUC789	Pair H1		MOW				
<b>SUNBEAM</b>										
	Tiger	1964	—	—	—	—	—	—	AUF301	
<b>TRIUMPH</b>										
7-h.p.	4-cyl. Coventry Climax	1930	AUC7	Pair HVO		D4				
9-h.p.	4-cyl. Coventry Climax	1933	AUC202	Single D2		M5	Yellow			
12-h.p.	4-cyl. Vitesse (twin carbs.)	1935	AUC267	Single HV2	H4	I				
12-h.p.	4-cyl. Vitesse (twin carbs.)	1935	AUC268	Single OM	CW	CX	Yellow			
16-h.p.	6-cyl. Sports	1935	AUC269	Single D3	L12	4				
14-h.p.	4-cyl. Sports	1935	AUC284	Pair HV3	L12	4	Yellow			
16-h.p.	4-cyl. Sports	1936	AUC336	Pair HV3		CD				
16-h.p.	4-cyl. Sports	1936	AUC336	Pair HV3	81	CB	61			
14-h.p.	4-cyl. Sports	1937	AUC350	Pair HV3		CD				
16-h.p.	6-cyl. Sports	1937	AUC350	Pair HV3	81	CB	61			
14-h.p.	6-cyl. Sports	1938	AUC383	Pair H2	M5	MA	M6			
16-h.p.	6-cyl. Sports	1938	AUC395	Pair H2	LS1	VS	62			
16-h.p.	6-cyl. Sports	1939	AUC401	Three H2		I				
16-h.p.	6-cyl. Sports	1953/5	AUC721	Pair H4	GER	FV	CR	AUC9579		
TR2	6-cyl. Sports	1956/8	AUC786	Pair H6	RH	SM	SL	AUC9589		
TR3	6-cyl. Sports	1959/61	AUC874	Pair H1	EB	GV	CA	AUC9708		
Herald	6-cyl. Sports	1959/62	AUC878	Pair H6	RH	SM	SL	AUC9760		
TR3; TR3A & TR4	6-cyl. Sports	1962/3	AUC983	Pair HS2	H6	AN	EB	AUC9774		
Spitfire 4	6-cyl. Sports	1965/6	AUD209	Pair HS6	SW	TW	C1W			
TR4A	6-cyl. Sports	1966	AUD235	Pair H4		DB	Blue			
Spitfire Group II	6-cyl. Sports	1966	AUD235	Pair H4		DB	Blue			

\* Air jet .116 in. diameter. † Air jet .102 in. diameter.

# Valentine's Drive

We are excited to announce our second annual combined clubs (MG and Triumph clubs )Valentine's Drive that will take us through a very interesting route and end up at the Canyon of the Eagles for lunch. There are a number of options on the drive that are geared to what you have time and or interest in doing. Please respond to me by Feb 12th at [roccaforte1@sbcglobal.net](mailto:roccaforte1@sbcglobal.net) if you are planning to attend so I can make reservations at the restaurant. Please let me know what vehicle you will be driving and how many will be coming on the drive. Below is a draft schedule for the drive. I only need to know how many are going on the initial drive to the Canyon of the Eagles. If you would like to join us for destination 2 and or 3 you can just let the drive coordinator know after lunch. We plan on going on the drive rain or shine.

## VALENTINE DRIVE SCHEDULE:

**DRIVE DATE:** February 16, 2019

**TIME:** 10:15 am Drive briefing

10: 30 am Leave time. Be gassed up and ready to depart.

**LOCATION:** Meet @Chevron Station on corner of RR 1431 and Nameless Road.

(See trip route [here](#)). If you wish please print your own copy of the complete route.

I will only be handing out a 1 or 2 page overview of the route at the briefing before we leave.

**DESTINATION:** 12 noon- arrive at the Canyon of the Eagles for lunch (see menu [here](#)).

Please print a menu for each person in your party and circle menu choices and bring with you to the restaurant.

Leave for home after lunch if you wish.

**DESTINATION 2:** 1:30 pm leave the Canyon of the Eagles for the Highland Lakes Air Museum.

2:00 pm arrive at the museum in Burnet.

Leave for home after the visit if you wish.

**DESTINATION 3:** 2:45-3:30 coffee and dessert at the Trail Blazer Grill on the square in Burnet.

End of adventure and leave for home.

**NOTE:** This particular drive is especially fun in a Triumph or MG; however you do not need to drive an MG or Triumph to join in on the fun. Whatever you drive will be welcome!

I look forward to seeing you on the drive!

Nick Roccaforte



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



VTR National Convention 2019  
 Dripping Springs, TX  
 Event Registration Form  
 October 6-11 2019



**Personal Information (for Badges)**

Name of Driver A (First & Last Name)			Name of Driver B (First & Last Name)		
Address			Cell Phone A	Cell Phone B	
City	State	ZIP	E-mail address A		E-mail address B

Club Affiliation:

List Additional Attendees below for badges: First & Last Name

1.
2.
3.
4.

Check if you are willing to be a Concours Judge

Check if you Require Parking for Trailer

**Car 1 Vehicle Information**

**Car 2 Vehicle Information**

Year	Model	Color	VIN	Year	Model	Color	VIN
------	-------	-------	-----	------	-------	-------	-----

Car show select only one

Car show select only one

Concours Showroom Stock	Concours Senior	Concours Showroom Stock	Concours Senior
Concours Modified Prepared	Concours Preservation	Concours Modified Prepared	Concours Preservation
Concours Modified Touring	Participants Choice	Concours Modified Touring	Participants Choice

Driving Events (check the event(s) Car 1 will participate in

Driving Events (check the event(s) Car 2 will participate in

Autocross	TSD Rallye	Gimmick Rallye	Funkhana	Autocross	TSD Rallye	Gimmick Rallye	Funkhana
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Other Events

Terms & Conditions

If you plan to attend one of the events below, please indicate by selecting below and enter the number of attendees for planning purposes.

Proof of car insurance is required to participate in moving events. Under VTR rules all Triumphs entering concours and participants 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 autocross. Any vehicle can be disqualified at the technical inspector's discretion for safety reasons.

# of Attendees

<input type="checkbox"/> Welcome Party	_____
<input type="checkbox"/> Breakfast Run(s)	_____
<input type="checkbox"/> Brewery Tour	_____
<input type="checkbox"/> Olive Orchard Tour * Fees Apply	_____
<input type="checkbox"/> Winery Tour * Fees Apply	_____

**WAIVER OF LIABILITY**

I understand my passenger(s) and I are participating in the 2019 Vintage Triumph Register (VTR) National Convention at our own risk, and agree not to hold the event Organizers, it's members and/or the property owners including but not limited to the Hill CountryTriumph Club, Vintage Triumph Register, Holiday Inn Express, the City of Dripping Springs any associated entities or persons, collectively and separately liable for any and all damages or injuries that may occur while participating in, traveling to/from, or in any way related to this event. I understand that the Organizers cannot be responsible for the action of others and insist on care and caution through the event. Neither the organizers nor anyone else except me has insurance protecting me or my guests during the activities in this event.

**Registration Fees and Regalia**

Must be a VTR Member to Register.

I am a VTR member already. My membership number is \_\_\_\_\_

Item and Quantity	QTY	Sub Total
<input type="checkbox"/> I am not a VTR member but would like to Join VTR (\$35)		\$
Registration Fee 1 Car/ 2 People \$145 (after July 31 \$165)		\$
Additional Attendants (No car, \$75 per person)		\$
Additional Car \$25		\$
Banquet \$45 per person _____ Vegetarian		\$
Pint Glasses with 2019 VTR Logo \$6 each		\$
Caps \$18 Each		\$
S/M/LG/XL T-shirts \$20 each Size _____ Size _____		\$
2XL/3XL T-shirts \$25 each Size _____ Size _____		\$
<b>TOTAL</b>	<b>\$</b>	

Car Insurance Agency \_\_\_\_\_

Expiration Date: \_\_\_\_\_

I have read and agree to the VTR 2019 Waiver of Liability

Signature Driver A \_\_\_\_\_

Signature Driver B \_\_\_\_\_

See [VTR2019.com](http://VTR2019.com) for more information

Send signed form postmarked by 9/13 and check payable to:  
**Hill Country Triumph Club c/o Barbara Kramer**  
**4018 Malaga Drive**  
**Georgetown, TX 78628**



April 24-27, 2019

**Tanglewood Resort in Pottsboro, Tx**

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](http://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.





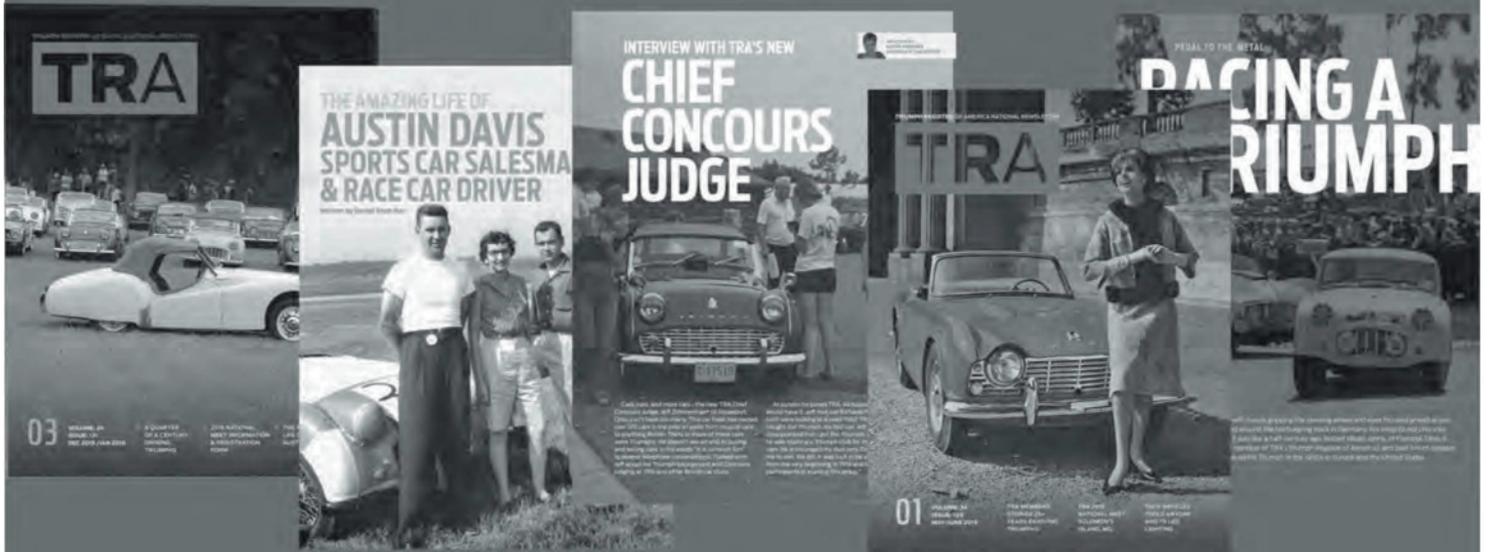
ESTABLISHED 1974

# 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](http://www.TriumphRegister.com)

OR CONTACT:  
[TONDA.MACY@MACYSGARGE.COM](mailto: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](mailto:tonda@macysgarage.com)  
937-266-1832

# HCTC Classifieds



### Lucas Brake Master Cylinder for Spitfire

New. Requires DOT 3 brake fluid. (That's why it was never installed) Has sat in box for a few years so if you get this order a re-build kit.

\$60

Charles. 512-296-0972

\*\*\*

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

Text Jim @ 254-563-9141



### Spitfire intake manifold 1300-1500

\$20

Charles. 512-296-0972

\*\*\*



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

Text Jim @ 254-563-9141

An old friend Kenneth Pierce who lives in Snyder TX has a Triumph GT6 for sale. The 1973 2 liter GT6 is in mint condition. It has a rebuilt original engine and transmission, new rubber hoses, running boards , interior and tires. He was asking \$12,000.00 for it.

The reason he is selling is because his health has not been good the

last few years and he has had surgery this year.

I spoke with him recently and he said that he is willing to negotiate down to close to half price!

Anyone interested please give him a call directly at 325-573-0979.

Thanks

Nick Roccaforte



### Restored High Performance Specification 1964 TR4

This car is based on the one-off official factory colored dark metallic grey - with red interior - car as exhibited at the annual national Earls Court new Car Show, London to showcase talent of the Triumph factory apprentices (and with whose subsequent UK owner/restorer I had communicated).

Full frame off restoration of clean donor; LHD, with overdrive and both hard and surrey soft tops

Performance has been enhanced – from discussions with (and sourcing of appropriate parts from) former Triumph tune and Triumph factory race team personnel / authors, owner of factory TR4 race cars, US / UK marque performance specialists – to produce bench rated 125-130 bhp (versus stock 104).

Special features include:

- Performance engine: 89mm pistons/liners, ported/polished head with increased compression and matched camshaft from BFE, roller-rockers, lightened racing flywheel, 4.1 rear end and overdrive



- Currently fitted with rebuilt SUs (idles at 800 rpm); package includes mated twin Weber DCOE set up with regulator, mounts, etc.
- Numerous uprated/strengthened/lightened internal components include: intake and exhaust valves, tappets, springs, rocker shaft etc., valve cover, oil pump and feed, water impeller / housing
- Matched to custom headers (per 1960s option) and exhaust system, custom built distributor with electronic ignition, sports coil, spin-on oil filter and specially mounted oil cooler radiator kit, electric fuel pump, new gas tank with protective interior lining, alternator and narrow V-belt conversion, electric fan conversion with harmonic damper, uprated anti-roll (sway) bars, suspension/shocks, and quicker steering rack, finned rear alloy alfin drums and performance upgraded front discs/rotors
- Original surrey top rear section with new plexiglass, UK-sourced last-known NOS aluminum hardtop (with custom matching headlining by US specialist), plus original surrey soft top and frame
- New red interior trimmed white with matching custom headliner, and grey carpet, fitted over special sound-deadening primer/paint, walnut dash option, fitted roll-over bar, seat belts
- Other options include trunk liner, custom raised floor/cover to accommodate wider spare, twin racing door mirrors, both battery cut-off and inside fuel pump cut-off (safety / anti-theft devices)
- Knock-off alloy wheels (\$2,000 plus conversion package)

Serious offers invited; selling 1-2 cars to fund (two) kids' colleges following industry downturns / layoffs.

Clear Texas title.

Contact David at 713-412-0661 or djf713@tamu.edu



## Unique **1989 Morgan Plus Four** Four-Seater : 138 BHP for sale

Serious offers invited; selling 1-2 cars to fund (two) kids' colleges following industry downturns / layoffs.

- 21k miles (believed still on original tires?)
- 138 bhp Rover engine with 5 speed gearbox (0-60 in 7.7 seconds range)
- Lighter weight factory option aluminum body panels and wings
- Numerous factory options including reclining leather seats, walnut dash, Motolita steering wheel, door handles and wing mirrors, luggage rack, 15" wire wheels, full weather gear and (two) tonneaux

- Four-seater for family or exceptional extra luggage capacity on road trips
- Offered on bill of sale
- Recently serviced and fitted replacement ECU from UK, new fuel pump, battery, rear brakes

Many Morgans were powered by either a Triumph (104 bhp) in Plus Four or Rover (155 bhp) engines in Plus 8 models. This Plus Four model provides best of both world – the standard factory-fitted 2-litre Rover's 138 bhp fuel-injected four-cylinder engine endows Plus Four with 90% of bhp of the early Plus 8.

Inviting serious offers on \$25,000 for quick sale. Contact David at 713-412-0661 or [djf713@tamu.edu](mailto:djf713@tamu.edu)





## 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](mailto:dan.julien@gmail.com)

Fees should be sent to:

### **HILL COUNTRY TRIUMPH CLUB**

Attn: Mike Schubert  
18340 Masi Loop  
Pflugerville, TX 78660

# Pay Your Dues!!!!!!!

Please check the latest spreadsheet sent out by Nel. If it says Jan-19 in the dues column your dues are 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](mailto: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

- February 8-10, 2019 — SCCA at COTA. Details [here](#).  
February 9, 2019 — HCTC morning meeting.  
February 10, 2019 — Drive Your Triumph Day.  
February 12, 2019 — HCTC evening meeting.  
February 16, 2019 — Valentine's Drive. Details on [p. 21](#).  
March 9, 2019 — HCTC morning meeting.  
March 12, 2019 — HCTC evening meeting.
- March 23, 2019 — New Orleans All British Car Day. See [www.bmcno.org](http://www.bmcno.org) for details  
April 24-27, 2019 — VTR Regionals, Pottsboro, TX. Info at [redrivertriumphclub.org/2019-registration-home/](http://redrivertriumphclub.org/2019-registration-home/).  
May 5, 2019 — Dallas All British and European Car Day. Info [here](#).  
October 6-11, 2019 — VTR Nationals, Dripping Springs, TX. Info at [www.vtr2019.com](http://www.vtr2019.com).

## Next breakfast meeting:

Saturday, February 9, 2019, 9:00 AM

Waterloo Ice House

6203 N Capital of Texas Hwy

Austin, TX 78731

NE corner of Lp 360 & RM 2222

[waterlooicehouse.com](http://waterlooicehouse.com) — Phone: 512-478-9700

## Next evening meeting:

Tuesday, February 12, 2019, 7:00 PM

The Tavern

922 West 12<sup>th</sup> St

Austin, TX 78703

At the corner of 12<sup>th</sup> and Lamar

[tavernaustin.com](http://tavernaustin.com) — Phone: 512-320-8377