

The

October 2020



RAGTOP



Letter from the President

Don Couch



Once again we met up at Live Oak Brewery for our monthly meeting. As suggested, we met a little later in the afternoon and enjoyed the cooler weather that had finally arrived. We had a great crowd with about a half dozen TRIUMPHS as well as some new members. Live Oak accommodated us with special parking around back and it turned into a mini car show for the other patrons.

There should have been one TRIUMPH at the meeting but Ruby was having none of it! I finally got her running a couple days ago and I have no idea what was wrong. I swapped out too many parts to figure out which was the culprit and am just happy to hear her roar to life again! Just in time for this great driving weather that's upon us now.

And speaking of drives, Bob Skewis and Pam Owens have planned out a Dripping Springs Drive for 17 October. It will have some fun roads but stay close to Dripping and have three stops for refreshments along the way. See the announcement for more info. I hope we have a great turnout and even better weather.

In a rare bit of club business, Secretary Mike McPhail proposed that Officer's dues be suspended while holding office. It was voted on and passed by an overwhelming majority (read all) of the members who attended the meeting. A little something to maybe coax Dr. Phil to be the next President?

I've had a busy month turning wrenches on TRIUMPHS. I'm still trying to get the race car back together in time to race SVRA at COTA next month. Right now, it's 50-50

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chance. Seems every time I'm to race COTA stars have to align just right.

I'm in need of a new crankshaft and I have a spare on my shelf but I sourced a race prepped crank. It's balanced, shot peened, nitrited and coated in unicorn farts but it has yet to arrive. So I may plow forward with the "bird in the hand". The '68 Spitfire I'm restoring is really coming together. She's starting to look like a car again. It's a great feeling to see the interior being installed. Finally seeing light at the end of the taillamp!



Look forward to seeing All Y'all!

STAY TUNED,

Don

VTR 2021 Nationals - COVTR has agreed to host the VTR 2021 Nationals in September 2021. Hotel reservations are not available now....need to wait until January.

SVRA - U.S. Vintage National Championship, November 5-8 at Circuit of The Americas

CANCELLED: 31st Annual Houston All British Car Day - October 17, 2020

Secretary's Report September 2020

Mike McPhail



Fall is in the air and Triumphs are on the road, as they certainly were in the first few days of September. That Labor Day weekend, eight (yes, count 'em, eight) of our very own HCTC TR6s were tearing up the byways in the hill country around Kerrville. I personally added over 400 miles to my odometer...so much for sheltering in place!

It all started on Saturday the 5th, when Art Graves, Benson Tuttle, Jim Wells, Wiley Christal and myself met at the Route 12 Filling Station for lunch. This is a fairly new eating establishment, conveniently (at least for me) located at the corner of RR12 and Fitzhugh Road. After a hearty meal and a cold glass of our favorite beverage, we were on our Westward way.



Blue skies over Kerrville.

Onion Creek was brimming with sparkling clear water from the recent rains, and could be seen plainly as we meandered down Creek Road onto Mount Sharp Road. We sped up after joining FM2325, before a quick left onto Chimney Valley Road, not stopping until we were at "Stripes" in Blanco. Soon it was onto River Run along the lovely Blanco River to FM1623 and onward towards Luckenbach.

Luckenbach wasn't really our next stop, but we noted that the parking lot was nearly full of holiday seekers. We slowed down only after reaching our turn onto Grapetown Road. Bankersmith was our true destination, but that wasn't to be, since this lively venue was completely overwhelmed with revelers, and there was not a parking place in sight. No matter, the Alamo Springs Café was just down Old



Herding cats!



Triumphs in Vanderpool.

Number Nine, and there were just enough spots for our Five TR6s. We didn't linger too long, as the sky was beginning to darken ominously.

As luck would have it, the storm clouds melted away as we approached the little town of Comfort, Texas and our next stop, Horseshoe Pub and Pizza. The staff and clientele were excited to see so many fine classic sports cars in one spot and showered us with comments and compliments. This scene would be repeated numerous times on our three-day adventure!

There is a dandy back road to Kerrville from Comfort and we were obliged to take it. It starts off in Comfort as Old Cypress



Leakey in Leakey.

Creek Road and ends up as Tivy Street in Kerrville. This got us to the corner of Main Street with no turns, just miles of delightful curves. Most of us had reservations at the fabulous Inn of the Hills. This classic hotel has been a favorite respite for car clubs for as long as I can remember. The rooms form a rectangle around the nicely landscaped swimming pool, with doors on both sides of the accommodations.

Art had surveyed the area for brewpubs and found the Pint and Plow just minutes from our lodgings, so back in the top-down Triumphs we were. By now, the sky was clear and the temperature balmy, as it was to be the rest of the trip. Pitchers and pizza were consumed with gusto at our picnic table under a shade tree before hustling



Taking it easy.



TR lineup.



Art on patrol.



TR6s galore!

back to the Inn. We did not want to miss “Night at the Museum”, which was being shown poolside on the big outdoor screen...standing room only!

I suppose that we stayed up pretty late, but had a good night’s sleep none the less. Sunday morning the rest of the crew were to meet us downtown at Rita’s Tacos and we didn’t want to be late! Sure enough, Rip, Joe & Debra, and Roger & Tina were right on time and joined the group...consuming mass quantities of those tasty Mexican breakfast treats.

Now properly fortified, it was off to the genuine Texas Hill Country, not to be confused with those tiny lumps around Austin. Hwy 16 is a delightfully undulating route towards Medina, where it joins 337,

part of what is know as “the Twisted Sisters”, arguably, the finest sports car road in Texas. The drive to Lost Maples Natural Area was a blast, but we were turned away since some of us had neglected to make reservations. No matter, there was plenty left to do...like tend to a leaky radiator at our next stop in Vanderpool.

We were by now looking forward to our mid-day feeding, and the Bent Rim Grill just outside Leakey fit the bill perfectly. This is really a Harley kind of place, but we felt quite welcome, regardless. Once satiated, we reluctantly pulled ourselves away from the cozy patio and meandered towards Rio Frio and Garner State Park.

The miles melted away as we passed through Utopia and Tarpley and before we



knew it we were in Bandera. After a stop to top up our leaky (Leakey?) radiator, it was on to Camp Verde, home of the Texas Camel Corp. Too bad the place was closed...but we stopped anyway to admire Verde Creek and congratulate ourselves on such a wonderful outing.

It didn't take long to get back to our digs in Kerrville and in no time, we were all cleaned up and off to Mamacita's Mexican Grill for our celebration dinner. This is a really lively destination and the place was packed! The Sun was had long set by the time we laid our weary bones to rest and in just awhile we were dreaming of our next exciting day behind the wheel.

Monday morning was glorious, with perfect driving weather for our breakfast run along the mighty Guadalupe River. We worked up quite an appetite traversing the Hunt/Mountain Home/Ingram loop and were rewarded with "desayuno muy grande" at the Taqueria Jalisco.

It was time to think about getting home, but with plenty of time to dally, we went in search of more interesting places to explore. Not wishing to back-track, Fredericksburg was on the horizon. Altstadt Brewing was closed, so we hustled to Pecan Street in Johnson City. They presented us with a one hour wait, so an

impromptu picnic was organized on the nearby Court House lawn.

Fitzhugh Road seemed like the likely route home, and a stop at Fox 12 Brewing was deemed appropriate. At this point there were only four TR6s left in the convoy, and rumor has it that everyone got home safely. We did, for sure, and spent the rest of the day back at my house cooling off in the pool.

More fun was on the horizon, with the HCTC monthly meeting on the 12th. Some of the boys met for BBQ at the South Side Market in Elgin. We took 95 to Bastrop with a detour to Old Town on Main Street. Hwy 71 was avoided by jumping onto Webberville Road (FM969) and we were some of the first to arrive at Live Oak. President Don was there to direct us to our VIP parking at the rear of the property and we were pleased to score a premier spot in the shade.

Before long the place was buzzing with TR enthusiasts and admirers. After discussing important club business, the conversation turned to more important topics...our Triumphs!

October promises to be a stellar month for top-down motoring, so...gentlemen, start your engines!



Live Oak Meeting.



Top down, hood up!

From the Archives

Art Graves



The following creative events were organized by Phil Walden. Phil was a very active member of the club, who sadly passed away in December 2016. He was an optician who owned and operated an optical shop in Georgetown, Texas. Many club members, myself included, took advantage of eyewear discounts he offered to club members. In addition to the events described below, he probably introduced the club to the Walburg Restaurant in (you guessed it) Walburg, Texas. And if memory serves, he also introduced Mike and Nel McPhail to the club. I think Mike sold an Austin Healey Sprite to Phil, but it could have been the other way around. Anyway, enjoy the trip down memory lane!

Road Rallye to Lake Buchanan

By Bob Kramer

First published in the June 22, 1996 issue of 'The Ragtop'

Two in a row! That's right folks, we've had two great turnouts in a row at our monthly events. It's taken us a long time to figure it out, but apparently our club membership needs to be reminded of events. The last two event coordinators made a few calls to remind the faithful of the upcoming events, and what do you know, big time turnouts! It didn't hurt the cause that we planned fun, food and beverage events! Both had the "Al Johnson" Seal of Approval! Phil and Teresa Walden set up this trip to end at a picnic spot located on the lake residence of a business associate on Lake Buchanan. After meeting at the Mickey D's in Cedar Park, we made an uneventful but scenic drive on through to Kingsland and a stop at the Sand Bar, a cozy bar that opened up

especially for us. We needed a break from the sun, and the beer was really, really cold (Al gave a thumbs up!) The drive continues after an appropriate rest stop and rest room break. Apparently, the ladies' room was something special. I wouldn't know, but I'm told that Richard Ceraldi and Brian Byrd might, ask them. The rest of the trip was an easy jaunt. At the lake, our host, Dr. Malamud took a few of our group to see the falls at Fall Creek, often used as a postcard shot from the Vanishing Texas River Cruise. The rest of us chilled out, swan and squashed ants. Phil cooked up a ton of butterfly chicken breasts salvaged from a broken Outback Steakhouse delivery truck. One of Phil's neighbors was the truck driver, and he had to give away a full load of the fillets around the neighborhood when his chiller broke. He was insured! The full crew hung around till after 6 PM. The skies started darkening as we started leaving. I heard tales of some pretty wet drives home. For Barbara and I, it was an adventure. Shortly after leaving the

premises, it started to rain. We had the top down and decided to wait it out. It wasn't long before we were in a full downpour. Barbara felt that we would get wetter if we stopped, and although it didn't stop until Burnet, she was right. We really didn't get that wet. The only problem that we had was a pick-up truck that hounded me from behind and passed as soon as he could. He was in such a hurry he missed the full arc rainbow!

We All Got "Leid"!!!

By Big Al Johnson

First published in the August 17, 1996 issue of 'The Ragtop'

On Saturday July 13th, the HCTC met in Cedar Park for "Phil's Polynesian Pig Roast." Bob & Barb Kramer, Art & Karen Graves, Phil & Theresa Walden, Charlie Adriane Stewart, Roger & Tina and yours truly turned out for the pig pfeest trip to Granite Shoals. After car-pooling to the "The Shoals" we relaxed in a very tropical setting — "The Tropical Hideaway" (or as tropical as you can get in central Texas) on the edge of Lake LBJ. We settled in for a "few" cold beers until the festivities started. Karen and Theresa gave mutual nods of approval on the tropical drinks. The band began to warm up as did those of us imbibing. The band played Polynesian tunes, none of which we knew except for Art. After the Polynesian dancers passed out leis it was time to officially begin the evening;s festivities and our own Art Graves helped lead the procession to the beach to begin the feast. After a Polynesian prayer (we hoped we weren't pledging eternal allegiance to some Polynesian god somewhere) we were then led back to the dining area for some more music while the pig was prepared. In the meantime. Bob was involved as well, helping keep our attention focused on the "other" sights in the local area. As to the buffet "leiout," it was great-it got a "Big Al" thumbs up! BBQ

pork, fish (salmon?) cakes, chicken breasts, boiled shrimp, roast pork, and fried catfish were all just part of the buffet. The band then cranked it up and included dancers performing in grass skirts. Later on, Barb was gracious enough to buy me a five-dollar beer with my own money—what a deal!! (She did buy me another later on—too bad, I was hoping it was going to be one of those "never live this down" type of fodder!) After the good food, cold beer and digesting with the help of the band, two of us took dips in the available aquatic facilities (natural and manmade). It was a perfect end to the tropical evening. In the parking lot it was decided (with an approving vote from this writer!) to stop off at The Sand Bar pub on the way back. The Sand Bar is the place that opened up just for us on our Lake Buchanan trip a few weeks ago. We extended our good evening with a great time at the 'Bar; we had ice cold Shiners and shot pool—another "Big Al" thumbs up! All-in-all it was a great time and got two "Big Al" thumbs up!!

Phil also made the display board pictured below. He passed these out as a Christmas gift to long-time members (I was going to say 'old' but we're all old) in attendance at one of the Christmas parties. I still haven't decided what to display on mine.



What Hit the Fan?

Wiley Christal

While driving away from Lost Maples State Park in my TR6 around noon on Sunday, Sep. 6, I noticed a messy mist on my windshield and thought it was just another cloud giving up rain like happened the day before. I, and seven other TR6s, were on a HCTC drive of the Texas Hill Country that had been organized by Mike McPhail. Roger Bolick was immediately behind me in the line of eight little British cars enjoying the scenery of the hill country on a nice day. When we pulled in for gas at the Lost Maples General Store near Vanderpool, Roger said, "What is all that smoke and mist coming from under your hood?" I was oblivious. He was persistent. After lifting the hood of my TR6 and looking around, a few of the other TR6



Wiley's white TR6.

drivers also came over to see. Roger spotted the water/antifreeze mixture everywhere it should not have been. But where was it coming from? It was difficult to tell because the radiator's fan was dispersing the liquid everywhere under the hood.

If you are going to have mechanical problems with your TR6 while away from home, it is sure nice to have seven other TR6 owner/mechanics come to your rescue with assistance and spare parts! The drips hitting the ground seemed to be coming from the lower radiator hose which is on the right side of a TR6. I pulled into a handicap parking lane at the store because the water faucet out back had a garden hose that would barely reach that parking spot. In no time Jim Wells had used his jack to raise the front of my car to get to the lower radiator hose. He was on his back and asking for a screwdriver. Rip Torn supplied a heavy plastic cover for the work on the ground as well as a kneeling pad. How thoughtful to carry a kneeling pad in the trunk of the car!

Jim had the lower radiator hose off in quick order. An inspection showed no obvious break in the hose but why mess around when Rip was standing there with a shiny new green hose... and Art Graves had a brand-new black hose in his spare parts, also. The team decided that the green hose on my TR6 would have been out of place so out came Art's black hose. Just for good measure, Rip had new hose clamps too, so Jim put it all back together – new hose and clamps. Water in the radiator was topped off with the garden hose and the engine was fired up. F#!&\$k... it's still leaking. The radiator must be leaking. No worries... Mike had a tube of Bar's Leak Radiator Stop Leak in powder form in his spare



Jim Wells stretching his legs

parts. Into my radiator it went as it was topped off with water again. Benson Tuttle pulled two 2L Pepsi bottles filled with

water from his trunk and offered one to me. Joe Payne had about a half-gallon of water/antifreeze mixture in a gallon jug in his trunk and gave it to me. It could not have been any better! This group of HCTC guys had everything I needed (except for a spare radiator) in the trunks of their cars.

We completed the planned Sunday drive, but I had to stop a few times to top off the radiator level. The first application of Bar's Leak was working but it did not completely stop the leak. When we arrived back in Kerrville for the night, I bought a bottle of Bar's Leak in liquid form and added it to the radiator — following all directions exactly. The radiator did not leak again so I was able to continue with the group for Monday's drive. I was thinking about heading straight home Monday morning, but Mike convinced me that if I had additional trouble, I would be off with the group. He was right but fortunately I had no other problems. I had a fantastic time on this HCTC outing! I got better acquainted with additional members and I learned what to keep in my trunk. What a great club this is!

TR6 Aluminum Radiator

Wiley Christal

I had to replace my original TR6 radiator because of a leak so I purchased an aluminum radiator from Moss Motors. Why aluminum? Aluminum radiators are known for running cooler and the price at Moss for an aluminum radiator was slightly less than the normal metal (tin, copper, whatever) radiator. Would I do it again?

Probably not.

The new radiator fit in the space that the old radiator occupied without much trouble – even the ducting material went back on where it should be. However, it is not cooling as good as the original. My radiator temperature comparisons are not



Original radiator.

direct because when I replaced the radiator, I also replaced the water pump, the thermostat (both are 180F), and the temperature sensor. However, the water temperature gauge in the car shows that the engine runs noticeably hotter with the aluminum radiator! When idling in the garage a 7 psi radiator cap (also new from Moss), the temperature gauge gets to the "H". It never got much past mid-range with the original radiator and its 12 - 16 psi aftermarket cap! When I tried the 12 - 16 psi radiator cap on the aluminum radiator with the in-garage idling test, the temperature gauge stayed a little below the "H". The parts supply places say that my 1971 TR6 should have a 7 psi radiator cap; however, the second edition of the TR Repair Operation Manual makes no distinction about the year model and calls for 13 psi cooling system pressure.

The aluminum radiator came with a cap with Chinese writing but it had 0.5 stamped on it. Assuming that is metric pressure in kilogram-force per square centimeter units, it would be about equivalent to 7 psi. I did not use that cap but maybe I should try it.



Aluminum radiator.

I do not like about the aluminum radiator for a few other reasons:

- It is made in China and comes with metric bolts and threads
- The overflow pipe and the input and output pipes are slightly over-sized which makes installing the hoses more difficult
- The top of the radiator has an awkward slant toward the front making it difficult to add water without using a funnel

Maybe the radiators from The Roadster Factory would have been better but it's hard to beat original.

Not FAUX nothing...

Cad plating with paint



Don Couch

In restoring this 1968 Spitfire, one issue is how to deal with plated parts. While the car only has 64,000 miles on it it has fifty plus years of corrosion. Cleaning the cadmium plated parts can take the plating off and rust sets in fairly quickly. The door strikes are one such item. They were cleaned but the look ratty. I media blasted it and while it looks great it took the cadmium plating off.



Cadmium plating kits are available and while it would work great for the striker plate, for the latch mechanism, I couldn't plated it as it is pressed together with springs and levers inside that would get plated together if I tried. So, I looked to the inter-webs and found EASTWOOD sells a "Cadmium" paint kit. I bought the gold "cad" paint off AMAZON and didn't realize it was a refill for the three color kit EASTWOOD sells. AND... EASTWOOD was out of stock on the green and red paint, so I just sourced some "chrome" green and red paint and keep moving forward with my project.



Cadmium plating can vary dramatically in color and tone. You can see in this picture both parts real cadmium plated. The red and green can really vary in vibrance.



STEP 1 - Sort of like gesso. I started off putting down a base coat of silver just to have an even "blank canvas" to work from.



STEP 2 - Next I masked off an irregular area and sprayed a very light red coat. I used a rag and some scrap wood to mask off an area.



STEP 3 - I sprayed green in another area. I sprayed over the red some to overlap the colors a bit. I then take a paintbrush and burnish in the paint to help it look more even and feather in the edges.



STEP 4 - Next comes the gold cad paint. For me, the gold lays on too heavy so once it dries I dust the part with silver paint, again in an irregular pattern to mimic the look of cad plating.



Classifieds

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

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

I live in Lockhart and can deliver the parts.

Bill Duran, 512-227-6067 (cell)



TR6 Air Filter Components

\$40.00 Raymond Brown 240-472-7200



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

\$80.00 Ray Brown 240-472-7200



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

Ray Brown 240-472-7200

Wanted: TR 6 jack and handle.

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



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

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

Text Jim @ 254-563-9141



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

Text Jim @ 254-563-9141



MOMO Super Indy Mahogany Steering Wheel 350mm (13.7")

Excellent Condition
Manufactured 10/97
(you would need to buy the install kit specific to your car)
Asking \$200

Charles Wagner
cell 512.296.0972
cwagner@sam.biz

1974 TR6 trunk lock. Operates poorly and does not have a key. **Free** to anyone in HCTC who might want to try to restore it for use or sale. A new one costs about \$150. Donnie Anderson 512-627-3502

Used and new TR6 parts for sale. Full listing, contact info, and pictures at <https://tinyurl.com/ryhyq5h>



For Sale: **Fuel Tank** fits TR4, TR4A, TR250 & TR6 - \$100

This is a Victoria British Repro, it is about a year and a half old with no rust. It has a few scrapes and scratches, but is in great working condition. It also has the Bob Danielson Petcock valve. I've upgraded to an aluminum 15 gallon tank and no longer need this. The tank is located in Lago Vista, TX.

Contact Rod Hamilton -
rbhamilton1130@gmail.com
(714) 420-6996

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

1976 Tr-6 For Sale

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

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





MGBGT for sale

Excellent condition. New interior, stereo, tires, paint, needs nothing.

\$12,500

Jim Vier

(512) 266-1769

jim@mechnology.net





Restored 1964 TR4 for sale. Strong engine with 150 psi on all 4 cylinders. The 4 speed all synchro gear shifts smoothly and quietly. See listing [here](#) of all that has been done on this great car including a fresh professional paint job in original BRG. This car won first place at the 2019 TABCD in Round Rock. Asking \$19,750 OBO. If interested call Nick Roccaforte at 832-493-2288 or email at roccaforte1@sbcglobal.net.



Hill Country Triumph Club Advertising Rates

Member ads for Triumph cars or parts are free and will run for two issues. These ads may be renewed as necessary two times, for a total of six issues.

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

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

Business Card ad: \$5:00 per issue

Quarter page ad: \$10.00 per issue

Half page ad: \$15.00 per issue

Full-page ad: \$25.00 per issue

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

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

Fees should be sent to:

HILL COUNTRY TRIUMPH CLUB

Attn: Mike Schubert

18340 Masi Loop

Pflugerville, TX 78660



Enjoy your TR more!

ENJOY A TRA MEMBERSHIP:

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



Join TRA Today!
www.TriumphRegister.com

Pay Your Dues!!!!!!!

Please check the latest spreadsheet sent out by Nel. If it says Jul-20 in the dues column your dues are over-due now. Any delinquent member who hasn't paid will be dropped from the roster.

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

Mail your check (payable to **Hill Country Triumph Club** or **HCTC**) to:

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

Membership Application

Name: _____

Address: _____

City/State: _____ Zip: _____

Home Phone: _____

Work Phone: _____

Email address: _____

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

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

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



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

HCTC Officers

President — Don Couch
president@hillcountrytriumphclub.org

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Back issues of The Ragtop are available on our website:

<http://www.hillcountrytriumphclub.org>

Become a VTR Member

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

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

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



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

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

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

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

Upcoming Events

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

Oct 10, 2020 — **HCTC meeting**. 1 PM at Live Oak Brewery. See the next page for details.

Oct 17, 2020 — **HCTC Dripping Springs Drive**. Watch for an email with details.

Oct 17, 2020 — **31st Annual Houston All British Car Day**. **CANCELLED**.

Oct 31, 2020 — **South Texas ABCD**, Boerne, TX. **CANCELLED**.

Oct 25, 2020 — **Rolling Sculpture Car Show**, Hill Country Galleria, Bee Cave, TX. **CANCELLED**. rollingsculpturecarshow.com

Nov 5-8, 2020 — **SVRA**. U.S. Vintage National Championship, at Circuit of The Americas.

Nov 14, 2020 — **Pioneer Flight Museum** Fall Wings & Wheels Fly-In, Kingsbury, TX. pioneerflightmuseum.org

Sept 14-18, 2021 — **VTR 2021 Nationals**, Edmond OK. COVTR has agreed to host the VTR 2021 Nationals in September 2021. Hotel reservations are not available now....need to wait until January. www.triumphsokc.org/vtr2021

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

Next Meeting

Next meeting:

Saturday, October 10, 2020, 1:00 PM

Live Oak Brewery

across US 71 from Austin Bergstrom International Airport,

behind the Fast Park

1615 Crozier Ln

Del Valle, TX 78617

liveoakbrewing.com—Phone: 512-580-4265

Bob Skewis and Pam Owens have planned out a Dripping Springs Drive for October 17. It will have some fun roads but stay close to Dripping and have three stops for refreshments. Watch your email for details!

Please note there is only one meeting this month!