

The Ragtop



June 2014

Photo: Bob Skewis

Hill Country Triumphs

By Steve Johnson

The weather is great and the TR's are ready to go. I put the TR4A officially back on the street full time, and plan to use it as our second car for a while (maybe longer). I love having it to drive anywhere, any time. Now, what will I drive while it's in the body shop for paint? That's why it doesn't have paint now. Oh well, it looks pretty good from a distance and it is our favorite.

Our Hamburger club meeting on May 13th was an enormous success. Elizabeth had everything



planned for us and it went off like clockwork. We had 22 members attending. If you missed it, you missed our best meeting of the year. Thanks to all those who attended. And thank you Dean and Elizabeth for such a wonderful evening for us all.

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.

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2014 VTR Regional in Kansas City — April 27-30, 2014 — Eight Club Cars

We had at least eight cars and double that in members attending the VTR Regional in Kansas City. Here's their website for more information

<http://www.kansascitytriumphs.com>. We did bring home quite a few awards this year:

AUTOCROSS:

- Mike McPhail won 1st in Autocross (Prepped Spitfire)
- Roger Bolick, 3rd in Autocross (Early TR6)
- Dennis Duke, 2nd place GT6

PARTICIPANTS CHOICE:

- Roger Bolick, 1st in Participant's Choice (Early TR6)
- Bill Waller, 3rd in Participant's Choice (Early TR6)

CONCOURS:

- Bob Skewis, 3rd TR250
- Larry Fassauer (Amarillo) 1st place Modified Touring (TR6)
- Ed & Eva Gowett 2nd in Modified Touring (TR6)

- Benson Tuttle received a Gold Concourse Certificate (Late TR6)
- Dennis Duke 2nd in Spitfire/GT6

LONG DISTANCE AWARD

- Sam Bass and Linda Allen won the Long Distance Award (From Everett Washington)

GARY JOHNSTON AWARD

Bill Waller won the coveted VTR Regional "Gary Johnston Award" this year for his outstanding service, achievements and contributions as a member of the Hill Country Triumph Club to both the club and the region. He's this year's perfect example of club and regional service and participation.

Since I couldn't attend the Regional this year, Bob Skewis was kind enough to sit in on the Presidents meeting where the recipient of the "Gary Johnston Award" was selected. Bob provided the following input to during the Presidents meeting as he nominated Bill Waller for the award:

"The Hill Country Triumph Club would like to propose Bill Waller for consideration for the Gary Johnston Memorial Trophy. First of all, Bill is a member in good standing of our club and owns a Triumph ... actually, three of them: a TR6 and two Spitfires. He does his own mechanical work on his cars and drove his TR6 to this event from Austin. Although his cars may not be at the top of the trophy list, he believes in the process of sound mechanicals first. He has attended Regionals for several years now, including the last Regional and drove his TR6 to the last National meet

in San Francisco. He is a member of the VTR and a past president of our club. Bill is enthusiastic about all things Triumph and is only too glad to help other members with their Triumph tribulations... either sharing his knowledge or getting his hands dirty with them. He has been particularly helpful to a new member of our club that inherited his grandfather's Spitfire and is using it as a daily driver in Austin. Getting the next generation of Triumph enthusiasts on-line is a goal we all should have and a must for any recipient of this award."

Congratulations Bill. You are our perfect example of Gary Johnston's dedication and contributions to our club and our VTR Region.

Kastner Cup 2014 — May 16-18

The Kastner Cup this year was called "The Battle of Eagles Canyon" and was held May 16th through the 18th in Eagles Canyon just outside Fort Worth close to Decatur Texas. Look for an article on this one later in the Ragtop.

All British National Meet — Arkansas May 29th-31st

This is the third year that the All British National Meet



was held in Hot Springs National Park. A number of our club members have attended this event over the years. This one is still going on as I write this article. I'm sure you'll see a write-up for it in this Ragtop or the next one.

Officer Elections at the June 10th Club Meeting

June is traditionally our month for electing officers. Like any other club, we can't run without leadership. Please let me know if you would like to volunteer for any of our club officer positions, and I'll put your name in the running for a vote at our June 10th club meeting.

Below is a brief rundown on the current officers and what they do.

- President - Steve Johnson - Helps organize various events and interfaces with other clubs. Coordinates and runs our monthly club meetings.
- Vice President - Open - Assists the President and fills in at club functions as well as runs the club meetings when the president is out.
- Reservations - Elizabeth Mericas - Reserves space for our club meetings as needed.
- Webmaster - Jim Icenhower - Develops and maintains our club website.
- Treasurer - Mike Schubert - Manages our bank account. Reimburses authorized club members who spend their own money on approved events. Requires the President to approve before money is spent.
- Secretary - Betina Foreman - Writes our meeting minutes and publishes it in the Ragtop

- Membership - Nel McPhail - Tracks our membership and dues.
- Ragtop Editor - Dan Julien - Coordinates and edits our Ragtop Newsletter.

Please let me know what position(s) you would be willing to help with during the coming year. I'll present the volunteers for each position at the club meeting on June 10th and we will vote.

British Invasion at Cars & Coffee — Sunday June 8th

Cars & Coffee is a monthly event held the second Sunday of each month at the Oasis. Hundreds of cars participate. Last year Jim Icenhower organized a British Invasion at Cars & Coffee and it was a big hit. Jim is doing it again this year. Please join us for this year's British Invasion on Sunday June 8th!

We will meet at 8:30 at Randall's at 5145 Fm 620 @ Quinlan Park rd. Austin TX 78732, 512-266-3186. We will leave the Randall's parking lot at 9 AM for a British parade into Cars & Coffee. They will reserve space for all of us who arrive at that time. The only thing you have to do after that is discuss your great British car with all the interested onlookers.

Please let Jim know if you will be joining us so we can tell Cars & Coffee how much space to reserve for us. Email your RSVP to Jim at info@txabcd.org.

The Triumph Register of America National Meet-

ing June 11-15 in Deer Creek State Park, Ohio

The Miami Valley Triumphs Club is putting on the Triumph Register of America

2014 National Meeting at Deer Creek State Park Lodge, Mt. Sterling, Ohio.



Deer Creek State park is nestled in the rolling plain between Columbus and Cincinnati and boasts good roads and facilities.

They are planning all the usual activities, but because of the good road network in this part of Ohio they are planning on numerous tours and rallies along with two Early Morning Runs. For more information you can use the websites below:

* Meet web site:

www.miamivalleytriumphs.org/tra2014 (info and registration)

* Triumph Register of America Website:

www.triumphregister.com

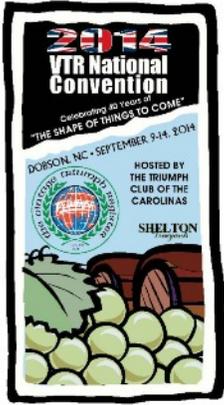
* Deer Creek State Park Lodge Website:

<http://www.deercreekstateparklodge.com>

Please let me know if you plan to attend by sending me a note at stevenjohnson7@sbcglobal.net.

2014 VTR National Convention — September 9-14

The Vintage Triumph Register and Triumph Club of the Carolinas will be hosting the 2014 VTR National



Convention in Dobson, NC and surrounding areas - September 9-14, 2014. It has been 20 years since the TCOC hosted this convention.

Their theme is "Back to the Blue Ridge." Enjoy the following video

for a taste of what will be available <http://www.youtube.com/watch?v=M6KbptrNRt0>. Check www.vtr2014.com periodically for additional detail.

Next Club Meeting — Tuesday June 10th



Our June 10th club meeting will be at 7:00 PM at PoK-e-Jo's BBQ 4109 S.

Capital of Texas Highway, Austin 78704 located at the intersection of South Lamar & Loop 360 in the Brodie Oaks Shopping Center <http://www.pokejos.com/Pokejos-store-menu>.

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

Triumphantly,

Steve

Steve Johnson
President
Hill Country Triumph Club
stevenjohnson7@sbcglobal.net

Our Website —
www.hillcountrytriumphclub.org



Betina's Bits & Bobs

By Betina Foreman - HCTC Secretary

You may have missed me at the last HCTC meeting, as we have been busy racing. April and May were perfect — sunny yet cool days for racing classic cars. David and I attended the Porsche Club of America Race at COTA and the Kastner Cup at Eagles Canyon. PCA was fun and I volunteered to help for that race. I was running around the track on the inner and outer "ring roads" all day delivering ice water and lunches to all the corner workers. The corner workers do a difficult job and they have their own contest for favorite racer. Dave received a number of votes, and got a call that he won. Only to get a subsequent call stating he did not win. So I think it was a "fixed" vote, because about 10 of the workers told me Dave had it in the bag. Either way it was great fun and I was able to get photos from angles

not possible from the stands. Dave ran a tight race line and the 914 had only minor problems. Don and Brenda Couch and Robert MacKenzie joined us and took about a million photos that weekend. We had a great time with them too! I was appreciative that Robert was around to help get Dave's safety gear locked and loaded since I was working. Thank you Robert!

The Kastner Cup was great fun that we were able to share with several



of our HCTC friends. We had a caravan with: Bob Blake, Greg Blake & Allison & Will, Bob Kramer, Robert MacKenzie & Mike Jankowski. (Pam elected to stay home with Talisker, her new horse.) We picked up our friend Bobby Whitehead, the race chairman, outside of Dallas for the last leg of the journey. We stayed in a hotel about 20 miles away from the track and it was nice to be able to start the day with Starbucks! I was lucky enough to get to ride to the track with Allison and Will, so no 6:00 AM wake up calls for me. Will spent much of the down time running around on his go-cart with another boy named Will. Bob Blake generously provided the beer, wine, brats, sausages and potato salad for the first Friends Of Triumph dinner. The turnout was somewhat less than expected, so we were able to serve lunch for

about 30 people the first two days complements of Bob! By the third day word got out we were serving lunch. Dave and I bought burgers and hot dogs and I grilled up lunch for about 50 people. When I was almost finished grilling burgers Dave came and told me they needed me to go work as a grid girl. By the time I got someone to cover the grill all grid girls were in place. Darn it I missed my chance. Then David Hopkins the Safety Steward asked me if I wanted to ride in the pace car... OMG! Yes please! Riding in the pace car on track in front of the race cars was far more fun than standing on the grid watching as the cars hit the track. We flew around the track in a 1972 Lincoln IV 2-door. Perhaps cruised around is better them since it is a very powerful land-yacht!?! It was great fun and a Fabulous 50th birthday present! I was lucky enough to get to meet Kas and his wife. Kas and Jan drove in from California for the event and were very nice. Jan even

shared a gluten-free bread recipe with me. If anyone wants it just ask. Kas also paid our chairman Bobby Whitehead a great compliment, "This race reminds me of the races in the 60s & 70s. Everyone is cooperative and racing like gentlemen. It's obvious these people love the sport and that makes me proud to be a part of this event." There was a lovely catered BBQ dinner the second night. The final dinner was a catered fajitas accompanied by a blues band. People gathered to listen from golf carts and rested in camp chairs. It was a great way to wrap up the day. Mike Jankowski was kept very busy working on multiple Triumphs all weekend. I don't know all the details, but I do know he helped drop a new engine in a beautiful Herald owned by the famous Jerry Barker. The bad news is Dave's Spitfire developed a problem and he was unable to race the final day for the Kastner Cup. The good news is Robert MacKenzie finished the race and he was NOT DFL! LOL The better news is Bob



Kramer and Bob Blake also finished the race, it was Bob Blake's first finish in a couple of races. His car has been plagued with fuel/speed reducing gremlins. The best news is our very own Greg Blake won the Kastner Cup! He ran a brilliant race and the car performed spectacularly! Now he has a huge shiny trophy to keep until next year and a mantle sized trophy to keep forever. I'm sure I have forgotten some details and I expect one of the guys will write something with more mechanical expertise.

Triumphantly Yours,
Betina
:)



On the Road with the Hill Country Triumph Club

By Mike McPhail

The 2014 driving season is upon us! On Saturday, April 19 there was a pre VTR Regional fix-it-day at Mike and Nel's Busted Knuckle Garage in Drippin' Springs. Bob Baker was the first to arrive and claimed early access to Mike's new lift. The annoying rattle under the TR250 was found to be a broken tail pipe hanger, which was soon welded back in place. Ralph and Jeffie Herter weren't far behind in their black TR3, and they brought the doughnuts! Sam Bass and Linda Allen traveled all the way from Washington State via Georgia, needing nothing more than a fan belt replacement on his super-charged TR6. Tim McDonnell's TR6 got the once over and is



scheduled for a new clutch. Bob Skewis' TR250 had a noisy throw-out bearing, attributed to a dangerously long non-stock slave cylinder rod. Ron Gould's Spitfire was treated to a wheel bearing adjustment, as were several other Triumphs. Greg and Loyce Carroll's TR6 has already spent a good deal of time on the

lift, and is now completely road ready. Roger Bolick was on hand to supervise. All this fun and a BBQ lunch to boot!

The plan had been to get all the cars traveling to the VTR Regional in Excelsior Springs, Missouri ready for the 750 mile trek on Saturday, April 26. Sam & Linda, Roger, Bill Waller, and Bob Skewis decided to drive straight through, while Benson Tuttle and Mike McPhail took the scenic route. The scenic route in this case was Drippin' Springs to Tulsa on Hwy 281 through such lovely places as Round Mountain, Burnet, Evant, Hamilton, Mineral Wells, Lawton and OKC. This meandering probably added an hour to the 500 mile trip, but certainly was worthwhile, keeping us away from the dreaded IH35 and Dallas/Fort worth Metroplex.

Our pleasant journey ended just after five at the stately Graves Manor. The azaleas were resplendent in the well-tended yard and





cold beer and sizzling fajitas were at hand. We figured that about this time Roger and company were sweating it out at the Dairy Freeze in Muskogee. Too bad.

Sunday morning we left behind the beautiful spring weather and slogged our way through heavy

downpour on our way through Coffeyville on the way to Lawrence. Art had scouted out a dandy brew-pub for lunch... the 23rd Street Brewery being just the place to stop while the storm passed. By the time we got to the Free State Brewing Company, the

sky was clear and the street was full of people. We could not agree more with the FSBC motto "Because without beer, things do not seem to go as well."

It was still another hour to Excelsior Springs, but more on that next month...

JUNE TOOL OF THE MONTH

By Mike McPhail

Sometimes brute force is not enough! In the rare instance that an impact wrench or cheater bar won't budge that stubborn bolt, don't think that you have been foiled. Put away your liquid wrench and grab that torch! Yes friends, it is time to turn the heat on.

Say, for instance that you are foolish enough to think that you can replace those rusty mani-

fold studs with hand tools alone. No way are those things coming out unless they are made red hot. That's right, get them cherry red and they will magically become barely finger tight... just don't unscrew them (ouch) with your fingers! Vice-grips will do the job nicely.

Now, you are not going to get the job done with that ridiculous little propane torch from Wal-Mart. Get over to Harbor

Freight or your local welding supply store and purchase an oxy-acetylene torch kit. The smallest portable set-up comes with the two bottles, regulators, hoses, welding and cutting attachments, all in a convenient carrying case. You will also need welding gloves, goggles, welding rods, brazing rods, silver solder, flux, fire extinguisher, and burn ointment.

Lets look at all the neat stuff you can do with this rig. Obviously you can weld, but actually an electric welder is usually more convenient...we will talk about that next month. Heating metal is probably the most often used application. Bent objects become very pliable when made red hot, and can be returned to their original shape, or take on a new one without damage or weakening. Items that have been bent once too many times will become just as strong as they were originally, once they have been heated to a glow.

Brazing is an excellent substitution for welding. Somewhat akin to soldering, brazing is great for joining thin steel objects, or filling cracks and holes in ferrous metal parts. The rods come with a white flux coating and will melt onto red hot metal, forming a very strong bond. The melting rod flows nicely onto the hot surface seeking out and filling depressions for a neat repair.

Silver solder can be used for thinner steel, copper, brass, or bronze that might not withstand the higher temperature required for brazing. This stuff comes in a little roll, and looks a lot like the solder used for plumbing, but is much stronger. A flux paste must be applied to the area to be soldered. The only drawback to using silver solder is that it is fairly expensive.

The cutting torch attachment can be useful, but only when other implements of destruction have failed. Cutting consumes lots of gas and produces dangerous blobs of molten metal, which can easily start a fire, usually on your clothing.

The propane torch may be nearly obsolete, but there is an alternative. Next to the little blue bottles at the Home Depot, are the yellow bottles of MAAP gas. This stuff is superior to the former, in that it lights better, gets hotter and smells great! The MAAP torch is often used for sweating joints in copper pipes for home plumbing jobs, but it can also be used for silver soldering and light brazing. Remember that plumbers solder will also stick to steel if the surface is cleaned properly and plenty of acid soldering flux is used. Of course, copper and brass just love to be soldered. Once the metal is made to shine, solder will flow smoothly and stick easily to those metals.

For electrical connections a soldering iron is just the trick. A big soldering gun is best for all but the most delicate jobs. Rolls of electrical solder come with a rosin core that differs from plumbing solder. Thin solder usually makes for a neater union; too much solder often just hides a poor connection. Copper wire must be absolutely clean and shiny before soldering. Wiping with sandpa-

per will get the desired results. The ends of copper and even steel wire can be "tinned" to prevent fraying by applying solder with the soldering iron. Excess should be wiped off quickly with a cloth after the solder melts so that the diameter will stay the same...a necessity on choke cables and the like.

Another hot item for the shop is the heat gun. Buy one of these inexpensive tools and you will never need to borrow the wife's hair drier again:

- Nothing works on heat shrink tubing like the gun.
- Preheat items to be painted for a perfect finish every time.
- Soften plastic without setting it on fire.
- Remove stubborn stickers.
- Use with penetrating oil for the mildly stuck nut or bolt.
- Dry the solvent from that part you want to paint.
- Get those Yule logs burning.
- Torture fire ants and other insect pests.

The uses are endless, just watch out for the metal tip...it gets hot and stays hot...long after you set it down on the newspaper!

The Kastner Cup at Eagles Canyon

By Bob Kramer

As members of the Hill Country Triumph Club you already know that no matter what your reason for owning a vintage car, there is a Triumph that fits the bill. If you want a daily driver, relatively cheap examples exist. If you want sportier than there are all sorts of aftermarket accessories available to speed up you Triumph, and if you want show car the best examples in the TR range are topping the \$40,000 range all the time now.

I'm a perfect example. I started out my Triumph driving life as a starving college student who just wanted to drive something fun. For me that meant it had to be affordable and easy to fix when it broke. The first one was a cobbled up TR250. So cheap that it had problems that led to an encounter with a tree and a bent frame. It provided parts for a ratted out TR6 that I made my own with a lot of Bondo and 3 coats of Corvette White after moving over the brakes from the 250. The experience taught me that I could fulfill my inner need to fix things and when somebody offered me more than I thought it was worth it was gone and soon replaced with a salvage titled TR6 fit my needs perfectly. With a little work it took me all the way through college, to the church when I married and eventually to a VTR National autocross held on a race track in Georgia.

Back in the early days we occasionally ran across other Triumphs on the road that displayed the everyman nature of the Triumph marque that continues to this day. I saw everything from tatty old TR3's with

the driver's arms dragging the ground to pimped out TR6's with mag wheels with sporty stripes and ANSA exhausts. Triumphs were clearly a brand that you can make your own and take it to any level you prefer. And so it was that I progressed from a basic transportation TR6, to an autocross worthy TR6 and even a pretty, might I say girlie TR6 in Barbara's TR6 "Godiva". Along the way the auto crossing turned into racing and when that began I learned that I wasn't alone.

The path I followed had been blazed by others before me. Back in 1996 I was invited to join a new fangled email message group called the Friends of Triumph. Being a newbie TR3 racer I had lots of questions and I with what I learned from the guys I became a competent Triumph wheelman and wrench. Within a few years the SoCal arm of the FoT invited Kas Kastner back to the track to see them race. Kas worked in a Southern California Triumph dealership and he was hired by Triumph to lead the Competition Department. He started from the ground up, developed parts, sponsored drivers and teams and by the time the TR4 hit the race tracks in the early 60's Triumph was a name to be feared in SCCA circles. Development continued and expanded adding Spitfires, GT6's and every version of TR. One of Kas' sponsored teams, Group 44, became the race team that epitomized Triumph success. As we all know eventually Triumph faded and folded. By that time the Competition Dept. was long gone and Kas had moved on to developing the ARKAY turbocharger aftermarket kits, sail-

boat racing and back on the track again running Nissan's GTP program. The SoCal adventure led to Kas being invited to attend a gathering of Triumph race cars at Mid Ohio in 2002 and he was surprised at how much he enjoyed it and floored at how revered he was among these "Friends".

The Mid Ohio event was attended by some 60 Triumphs with a collection of UK cars shipped over just for the occasion. It was a huge success with many of the Group 44 cars in attendance. I was awed at the cars that passed me regularly on the track and I loved every minute of it. Plans were developed for Triumphs to meet at Mosport in Canada the following year and the concept of Kas picking a competitor and awarding that driver the Kastner Cup began with Uncle Jack Drews winning the first ever Kastner Cup.

If he is going to give an award to Triumph racers that best epitomize the spirit, competitiveness and preparation necessary to be successful racing these old Triumphs Kas wants to make sure that the event moves around the country so all Triumph racers can participate. Thus the twelfth Kastner Cup came to Texas at Eagles Canyon Raceway. We have about a dozen Triumphs in Texas racing on any given race weekend and it was our time to have a shot at the Cup. Mind you it wasn't a given that a Texas boy would win the prize. We had a couple of hot shot contenders in from as far and wide. Jerry Barker brought his sly and fast Herald coupe in from southern California and Tony Drews came with his Red

Rocket TR4 from the Quad Cities in the Midwest. Mike Munson countered with his SCCA prepared TR6 from the east. Jim Cox came to join us from Missouri. Rob Noyes-Smith came in from New Mexico. The Texas Spitfire squadron included Derek Vick, Robert MacKenzie, Joe Hovey, Bill Collins, and Dave Foreman, joined by the big TR's of Bob Blake, Greg Blake, John Frymark, Andrew Kramer and yours my TR4A.

As expected Mike Munson's TR6 was untouchable for the rest of us all weekend. The out-of-towners spent Friday learning the track and Saturday racing in preparation for the Cup race. Most all of the Triumphs raced in group 2 and it was a large group. Saturdays racing was exciting as the drivers learned how to tame the bumpy and varied surfaces of Eagles Canyon. Effective racing lines that I knew from the past have been modified by concrete repair sections but the track was dry and clean all weekend and I settled in. As Sunday unfolded most of us participated in a spirited morning Group 2 race that set the stage for the Cup race. We lapped nose to tail, with occasional passes and eventually paired up into one on one battles. Since the K-cup race was to be gridded by best lap time of the weekend this race effectively set the grid for the big race. Although I only saw the race live from my seat, spent mostly chasing Tony Drews around ECR we live in a "Go Pro" age. Video from the other drivers showed that we had paired off all around the track for the whole race.

Make no mistake; Eagles Canyon is a tough track, tough on the driver, tough on the car, on brakes, and in my case the clutch. Although we are driving similar Triumph models there are varying configurations from car to car that a track like Ea-

gles Canyon exposes. Camshaft power band and rear end ratio's put two look alike cars on track with completely differing strengths and weaknesses. Tony's car had the power, but my car had the handling. I don't know what cam, rear gear or transmission he has but we were very different. I had a high rev camshaft and I spent the whole race in second and third using the transmission to assist in braking. On You Tube I watched Greg Blake race in third and fourth, with his lower power band engine. There is a lot more going on out there than it might appear. I'm pretty sure that Spitfires have the same type of racing spec differences. There are high revving little monsters, many transmission and rear gear choices and of course wild camshafts. At this Kastner Cup we were all the same, but at the same time all different, and that made all the difference.

I started the K-Cup race on the third row, behind John Frymark's TR4A, in front of him was the Mike Munson TR6 and Greg Blake held the other front row position. Behind Greg sat Jerry Barker in his Herald and Tony Drews started just to my right. The race start provided an opportunity to get past Tony. I got a good start because I was in first gear and I ran up to the back of John's car. Jerry didn't get a good start but there wasn't room to squeeze in between him and John so I settled for following John through on and two. I hadn't been in front of Tony yet this weekend and I spent too much time watching him in the mirror and messed up a couple of shifts in a row coming out of the canyon to the short straight. He easily powered past me to get his position back but I stayed on his tail often losing ground but catching him in braking and the turns. Jerry Barker's Herald developed mechanical problems so it was the

four of us lined up for a few laps. As the race progressed Tony and I dropped back from Greg Blake who was battling John Frymark for the OTMM (other than Mike Munson) lead.

John felt that he could have the better of Greg as the race unfolded. He was biding his time, running his fastest laps of the weekend and planning his final pass when an oil line came loose. A little further back I was testing my way around Tony. I hounded him off and on and I could see that he was losing grip and I wasn't. It was just a matter of time. I stuck my nose in a few times but it wasn't right and just about that time I felt my clutch beginning to slip. It wasn't a surprise to me. I knew I was overdue for a replacement but I hadn't found the time. John and I got beaten by our equipment. Greg went on to win the race and Tony finished second, both OTMM!

The stories from behind us were very similar. Bob Blake and Rob Noyes-Smith Race and two pairs of Spitfires battled for position all race long. Finishing position doesn't always mean that you win the Kastner Cup. Kas has so far limited it to true vintage cars so that would probably leave Mike Munson out. Kas quickly announced Greg Blake as the clear and well deserved winner. Greg is a perfect example of a grass roots Triumph racer. He does it all himself, built the car from a restoration project handed down from his dad and he even painted his car. After build he progressed both as a wrench and as a driver to the point that he could come out and drive a flawless K-Cup race. John, Tony Jerry and I are the veterans out there and Greg took all we had and won. He has the trophy to prove it. Congratulate Greg when you see him!

Race Report:

The 12th Annual Kastner Cup, 'The Battle for Eagles Canyon',
May 16- 18, 2014, Eagles Canyon Raceway,
My Perspective

By Bob Blake

The big weekend of the Triumph event of the year is over and was most successful. The event was not as well attended as we had hoped, with only five out-of-state cars making the trip, however the Texas contingent was strong with 10 cars from the Texas FOT, of which 6 were from the HCTC. As the host club, everyone did a fantastic job of providing a great venue and all the Texas hospitality anyone could possibly want.

Greg and I hosted a Thursday evening brat fest with all the trimmings, wine and beer. The barbie was transported in my new enclosed car trailer along with the car, and the cooking and eating was done in the Triumph Ghetto. There were a few moments during the weekend when I thought the most functional thing to come out of the trailer was the barbecue.

We had so much food that we feed the group lunch on Friday and Saturday as well. Friday night was a barbecue beef, chicken and sausage extravaganza catered by John Frymark of Dallas. Again done in amongst the cars. Saturday was a Tex/Mex dinner served up by our parent Club (CVAR), with music provided by the South Side Blues Kings from Ft Worth, another special deal arranged by our lone (some-time) GT6 driver, Bobby Whitehead.

My car was not prepared for the rigors of the Eagles Canyon track.

Day one (Friday) I had a reprise of the issues from Hallett. Twice on track and dead at turn 5 both times.

Coasted to turn 6 and then pulled off onto a paved section only used when running the short course. Dragged in on the back of a pickup. At least he pulled me around the track so I got to do a full circuit both times. We worked on the carbs, this time with a some expert help from Greg and Bob Kramer. No joy. I had brought another set of carbs and I did a quick install. After lunch, on track and I approached turn 5 with much trepidation only to go sailing by, Wow. Made three full trips before the session ended. I was full of hope that the dry spell of DNF's was over. Au Contraire Kemosabe! Last afternoon session the throttle stuck wide open at, take a guess, turn 5, and I was barely able to control it. 6500rpm and unable to shift for fear of over-speed. Had to turn off the ignition and coast, then when I slowed down

I would put it in 3rd gear, turn on the ignition and pop the clutch to get it running again to gain speed, then off again and coast. I was bound and determined not to have to be towed off track again so we did this on again off again routine about 3 times to get to the exit lane and back to the pits. Turns out my throttle cable had unbraided and then stuck inside the cable housing at full throttle. I had a spare cable with me (bicycle brake cable) and had it fixed in a couple of minutes. Decided I had had enough fun for the day and retired with a beer. Meanwhile Greg is tearing up the track with high-speed runs and getting the attention of our guest of

honor, Kas Kastner, for whom the trophy is named. Little did we know at that time how interested Kas was!

Saturday I went out for my first practice session and had no issues other than concern for what would befall me this day. Ran the full 10 minute practice and came back in. Popped the hood to check oil, water and general condition. Bob Kramer walks over and looks at the intake manifold and noticed a crack in the weld at No.4. Great. Pulled the carbs and the manifold off and found the crack was around the full circumference and into the flange that bolts to the head, a serious, day ending problem. Fortunately, there was a welding shop at the track and 1 hour and \$50 later the crack was repaired.

Bolted everything back up and ready for the first afternoon race. Since I did not have a lap time from the morning's race, only the practice session, I started at the back of the grid. As it turned out that was a very good thing. We did the first lap with a pace car to form up then green flag and off we go. Coming out of turn 8, a 90 degree hard right turn, my car suddenly decided to go left 90 degrees and off into the fields. Fortunately there had been no one beside since I had started last. Had I started further up in the pack the day could have been considerably more exciting. I smacked the hay bales abutting a fence that was at the edge of a 50 foot drop to the track below. I had initially thought I had hit an oil slick causing me to loose traction but

while I'm plowing through the wheat I noticed there was much less steering control than one would like under these circumstances. They dragged me out of the hay and loaded me up on a low boy to haul me back to the pits. Turned out that the tube containing my steering rack had separated from the pinion housing and left me with wheels that could turn at their own discretion; not a good thing. Now I definitely figured my lonely battle to defeat the evil car gods was over: gods 4 Bob 3. A shining knight in the form of our Ft Worth sports car shop owner, Ed Banard, appeared and offered to drive to Ft Worth and get a spare rack from his used spares bin. He came back 3 hours later with 5 so we could fit the best one. By 10pm that evening we had the old one out, new in and an alignment by eyeball done. Ready to Race as they say.

While all this is going on Greg was running lights out. Getting lap times that was putting him in the top three starting spots in his race group.

There was some fantastic racing going on between him and three TR4's driven by Bob Kramer, Jim Cox and John Frymark and an SCCA TR6 driven by Mike Munson. Greg eventually ended up qualifying for the second spot on grid next to the TR6 for our feature race to be run on Sunday. When he came in he said he was having some braking issues and that he thought that he did not have any rear brakes. He pulled the rears drums and found a wheel cylinder that had broken the mounting bolts and was just dangling inside the brake drum. Definitely not a whole lot of braking going on. A remarkable driving job considering.

Sunday morning I went out for the first practice session to see if my new (old) steering rack was up to the task. First time through turn 8 was tenta-

tive but thereafter the car seemed to be back on track (literally and figuratively). Finished the session and decided that I was not going to tempt fate by running in the next session, opting instead to wait for the feature race at 1pm. I figured that if the gods were still plotting against me I would at least go out in the race for which I had been preparing (not so much).

The grid for the K Cup was short by three cars. Andrew Kramer, Jim Cox and Dave Foreman (in spite of heroic efforts by Mike Jankowski) had mechanical issues and had retired earlier. Mike Munson qualified for the pole with Greg next to him. The rest of the grid consisted of Bob Kramer (TR4), John Frymark (TR4), Tony Drews (TR4), Jerry Barker (Herald), Bill Collins (Spitfire), Joe Hovey (Spitfire), Derek Vick (Spitfire), Robert Mackenzie (Spitfire), Bob Blake (TR4) and Rob Noyes-Smith (TR3). After some pomp and circumstance with the FOT Ladies gracing the grid with flags, we set of.

According to all reports and videos, the racing up front was spirited and very competitive. The field spread out and individual races developed. By the standards established on Friday and Saturday, my car ran flawlessly, albeit a little slow due to some lingering brake issues, and I had a fantastic time dueling with a TR3, trading places at least 5 times during the 30 min race. I had never run 30 min before and I was completely worn out afterwards but what a blast. Greg ran the wheels off his car, doing 2 min 14 second laps; very, very fast and came in 2nd behind the TR6.

Bob Kramer burned up his clutch in a futile attempt to stay with Greg, John Frymark broke an oil fitting and retired, Bill Collins blew a head gasket and got an oil bath to boot and Jerry Barker lost 3rd gear, battled on, only to then lose 2nd and he retired.

We gathered up in the paddock shortly after the race was over. Kas was about to present the winner of the coveted Kastner Cup. We had been handicapping earlier in the day and I figured it would be Bob Kramer, John Frymark or Greg. Dusty Nichols, a soon to be Spittie racer from Houston, said hands down Greg. WOW, Greg was surprised. A well deserved award and recognition of his overall excellence as a builder and a driver. In an email after the event, Kas said the Cup went to a very, very nice guy who had a very well prepared car and was a talented driver.

An additional note from several sources: Kas said that the manner in which the Texas FOT (TxFOT) prepared and ran this Kastner Cup was the way he had imagined a Kastner Cup should be run. It is the standard for future events. In great measure the recognition should go to Bob Kramer for organizing, preparing and financially supporting this event and to the willingness of the participants to give of their time and resources to make it happen. Special recognition to, in no particular order, the TxFOT Ladies for their support and forbearance, Bobby Whitehead, CVAR race event chairman and musician extraordinaire, John Frymark, a new, but dedicated Texan who fed us Texas style, Jim Cox, of Memphis, who gave of his resources to support us and his time to come race with us, Greg for his support and great performance, Dave Foreman, fulltime racer and part time business executive, providing financial support and lots of chips and me, providing comic relief defeating the car gods through perseverance and good fortune. Kas has said many times in his illustrious career, "Never be beaten by equipment." So be it!

My Road to the Kastner Cup

By Greg Blake

It all began for me at age 9 or 10. Dad was looking for a Triumph TR3 to rekindle his relationship with the Marque after a 2 decade hiatus. We would scour the Sunday classifieds in the Fort Worth Star Telegram and the Dallas Morning news. I remember riding along with him on several trips to the far reaches of the metro-plex only to be disappointed by a “ran when parked” collection of rusted mechanical bits. The few that we actually test drove provided a unique perspective for a young passenger. Watching the asphalt speed beneath my feet and consuming the mixed aroma of unburnt fuel and burning oil intoxicated this young boy. Either that or leaded fuel provided permanent brain damage. I am going with the latter because I was instantly a Triumph fan.

Dad finally landed on a prime '58 example from British Auto Specialists in Haltom City, TX. Now when I say prime, I mean one that was pulled out of their bone yard. Dad and I spent the next few years refurbishing the car so that I'd have a running example in time for high school. Along the way, we picked up a '59 TR3 that had been through a very nice restoration but subsequently flipped into a ditch. The '59 donated its running gear and interior while the body tub and panels were retained from the '58.

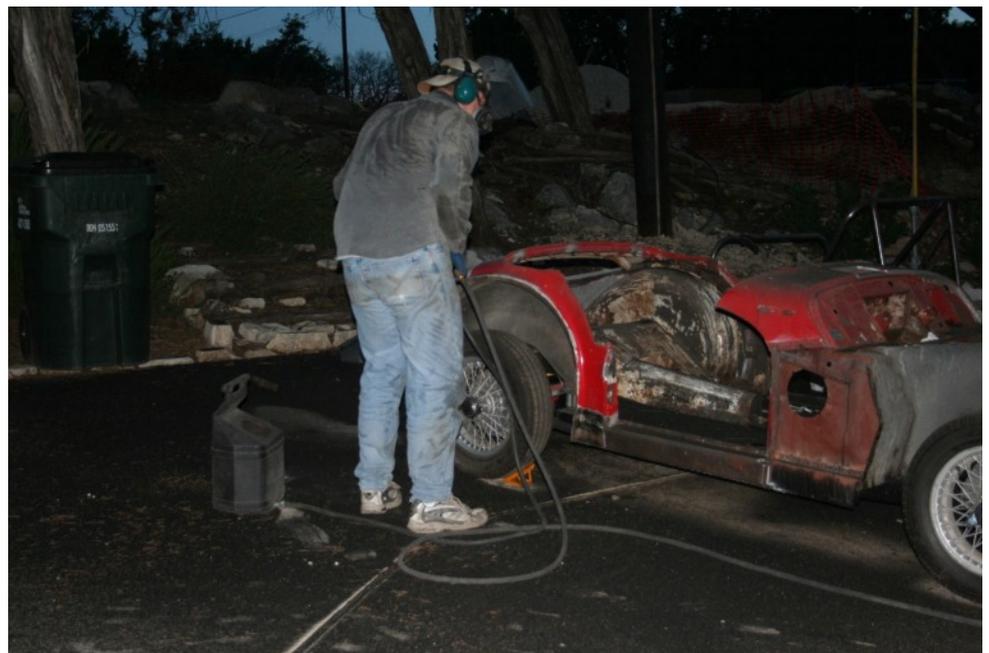
This refurbished TR3 provided me with semi reliable transportation for high school and my first year in college. After the year in College Station, TX I decided it would be



Cage mock up...

better to send the car back home to protect it from weather and empty beer bottles it would accumulate being parked outside of a college apartment. The 3 sat the

next few years until I was out of school with a house of my own. I drug an empty trailer back to Mom and Dad's one weekend with the goal of driving the 3 onto the trail-



Removing years of paint jobs (in the driveway)...

er and towing back to Houston. My girlfriend at the time, Alison, thought I was crazy once she saw the layers of rat droppings and squirrels nests in the engine bay. After changing the oil, cleaning the carbs, and changing the plugs we gave the starter a jolt, no joy. Some quick diagnostic revealed a toasted condenser. A couple phone calls and we had it running that afternoon. Alison was amazed as we sped around the neighborhood; she was not as impressed by the smells as I had been as a young boy.

Fast forward to 2004 and Alison (now wife) was pregnant with our first child. Being a bit ADD, I needed something to do while she was sleeping, constantly. I started to slowly disassemble the TR3 again. First I think it started with the goal of doing a deep cleaning. After removing the carpet and seats and inspecting the floors that Dad and I had fiber-glassed back in the '80s, the project quickly became a full frame off restoration. About this time, I started attending Hill Country Triumph Club meetings. This provided the opportunity to meet Bob Kramer. After a few conversation with Bob, I was convinced that the TR3 could finally provide my opportunity to go road racing. I had always wanted to go SCCA club racing. I had run the TR3 previously in SCCA autocrosses and I had dabbled a bit with a spec RX7 and a BSP 240Z but never gone as far as getting my competition license and gone wheel to wheel racing. Bob hooked me.

I spent the next 4 years doing a nut and bolt restoration/conversion into a vintage racer. I decided that instead of farming out sub projects like roll cage fabrication and final painting, I would invest the money in tools to do it myself. Hence the 4 year build.

When I had been autocrossing the TR and Datsun, I had heard of Kas Kastner but did not know about the preparation books he had written for the TRs back in the day. I had even drooled over his GTP cars at various car shows over the years. Alison bought me my first Kastner book in 2006 when I was getting into the mechanical preparations of the engine and driveline. I thought it was so cool to see all those racing TRs. I



My pain inspector pointing out a few flaws...



Fitting new billet crankshaft after breaking 2 stock cranks...



Taking a test drive... Is she hooked on Triumphs???

Car specifications at the Kastner Cup

| | |
|--------------|--|
| Pistons | Wiseco 87mm |
| Rods | Eagle SIR (Chevy rod) |
| Crank | Marine crankshaft custom billet with 2 dummy mains, Chevy rod journals |
| Cam | Larry Young 298 |
| Head | big valves from BFE, porting work by me |
| Compression | 12ish |
| HP | unknown - need a dyno day |
| fuel | 110 lead |
| carbs | 2 - HS6 from Volvo |
| transmission | TR6 standard gears |
| rear end | 3.7 welded |
| axles | Southwick conversion to ford bearings on steel axle shafts |
| front hubs | Southwick alloy with larger bearings w/ bearing spacer |

would read about drivers like uncle jack, Joe Alexander, Tony Drews, and Bob Kramer. I thought about how cool it would be to race with those guys one day at a Kastner Cup race.

We finished the car in February 2009 and test fired the engine for the first time as I was driving on the trailer to get to my driver's school weekend with CVAR, just in time completion. The car barely made it through the weekend with

much help from Bob and my Dad. Dad saw how much fun I was having that he bought his race prepared TR4 in July of 2009 to take the Sept 2009 CVAR driver's school. We have been racing together now for 5 years. We made the trek up to Road Atlanta for our first Kastner Cup race in 2012. Unfortunately Dad's engine let go after 7 laps around Road Atlanta. The 3 held up and I had a great race with Bob Kramer in which we passed each other multiple times each lap with Bob finishing about 3 car lengths ahead. At that race I met Kas, Joe, Tony, Henry, Bill and a whole host of other FOT legends. We had a great weekend, other than Dad's motor letting go.

This year the Kastner Cup race was held at Eagle's Canyon Raceway in north Texas. A couple of our own Tx-

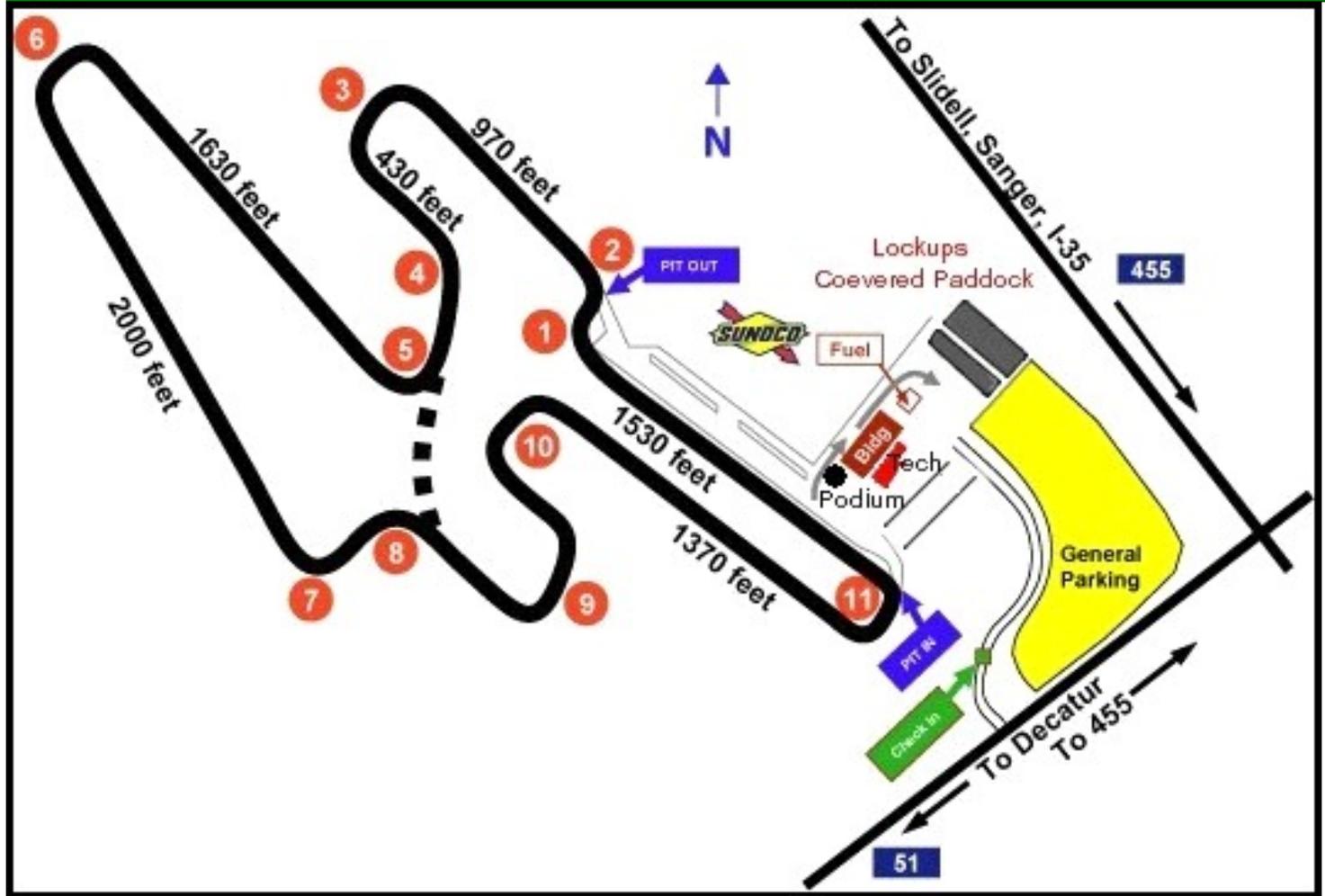
FOT members stepped up to the plate to organize this great race weekend. Bobby Whitehead volunteered to be the CVAR race chairman. Bobby scheduled a fajita dinner and blues/rock band for us on Saturday night in addition to all the work and headaches that go into running the race weekend. It was great. Bob Kramer was the Kastner Cup organizer for our annual FOT race. There are a lot of details Bob had to handle: getting Kas and Peggy into town, host ho-

tels, a reception for Thursday night, transportation at the track for spectators, paddock space for the racers, T-shirts, cups, and various other swag. Bob did an outstanding job. I really enjoyed the way we were all in the same paddock space next to each other with a couple spaces reserved for common space for the grills, coolers, and tables for gathering around a meal. This provided ample opportunity to share stories with some of the Triumph greats in attendance.

Oh yeah, there was a race too. The TR3 turned a record lap for me at ECR in the 2:14s during the Friday test and tune. It was a crowded test and tune day and I only had 2 clean laps all day long. I was very pleased with that time. I've raced at ECR before, but never in my TR3 when the track was completely dry. I was surprised to be down in the 2:14s but then again, I did not really have a good baseline. A quick review of lap times of the Triumphs from Friday revealed only one faster, the TR6 driven by Mike Munson. I knew two things for certain:

- 1) I was not going to catch up to Mike in his amazing TR6 and
- 2) Tony Drews, Bob Kramer, and John Frymark would most certainly be faster than 2:14 in the Kastner Cup race on Sunday, I had work to do.

Saturday's races arrive to nice weather again (no rain). In the qualifying session, I was unable to get a clean lap. John and I had some fun laps together but it felt like we both got held up at one point or another during that session, never a clean lap to get a great grid position for the morning race. Tony was gridded 1st or 2nd,



John in 8th, I was in 9th, and Bill Collins was in 10th to my left in the yellow Spitfire. This race was pretty fun. I held my position at the start and got past the red Midget heading up to turn 3. John got past George Curl (blue MGB) pretty early. It took me several laps to get past George and by that time, John and Tony were out of site. Starting in the second lap, the brakes did not feel great. You can see that I started pushing a bit more on turn-in and I was missing the apexes. I got back to the paddock and got busy talking with folks and helping fix cars and lost track of time. Not having time to dig into the rear brakes, I checked the fluid level in the master cylinders and made a note that the rear was slightly low.

On the pace lap for the Saturday afternoon race, the brakes felt horrible. I run a custom fabricated twin 5/8" bore master cylinder setup for the brakes. This paired with the 3/4" wheel cylinders in the rear and stock TR6 calipers in front provides a very stiff pedal. Usually it only gives about 1/4" of travel when I stomp on it. In the pace lap, it seemed like the pedal was traveling half way to the floor, no matter how many times I pumped. At the start, I backed off a bit to make sure I had adequate brakes to stay on track. After the green flag going into turn one where I had been trail braking a bit, it felt like I only had front brakes. This was confirmed going into turn 3 a few seconds later. I chirped the front tires a bit and the car understeered on turn in. It

took about a lap to get comfortable with this "new" brake setup and adjust my braking and turn-ins accordingly. I picked up the pace a bit in this race as I got use to the braking. I was still off my pace from the Friday test and tune, but I was directly behind John and Tony at the finish. I had work to do Saturday night. This was the one race I did not capture on my camera so there is no video link.

I got back to the paddock Saturday afternoon and put the rear end in the air. I opened the bonnet and checked both master cylinders, surprise, the rear reservoir was bone dry. That would explain what I was feeling on track, no rear brakes. As I removed the passenger side drum the failure was immediately obvious. The bolts that hold the shoe adjuster to the

backing plate were missing. This allowed the shoes to rotate out of position. When this happened, the wheel cylinder popped out of its bore. So every time I hit the brakes, I was pumping brake fluid from the rear reservoir out into the passenger side drum. GOOD idea to have a twin cylinder setup with independent reservoirs. The good thing was I had a rear cylinder rebuild kit and an OEM shoe adjuster in the spares. The bad thing, the shoes were destroyed and the only spare I had with me were a set of OEM style County replacement. I got everything back together and was ready for Sunday morning warm up session. I went out for few quick laps in the warm up session to confirm the brakes were working, all good. I also felt like I could get down into the 2:14s again.

For the Sunday morning race the grid was set with Tony in 3rd, me in 4th, Bob in 5th, and a Lotus 7 next to Bob. John had been gridded 3rd in front of me, but he slept in on Sunday morning so did not participate in the am race. At the green flag, Tony and I had a drag to turn one, the 3 kept up with Tony's 4 and we went side by side through 1 and 2. I was actually setup to take him in 3 since I was to his left, stupid me forgot to down shift into 2nd in turn one and I watched as Tony pulled away heading up the hill towards turn 3. My error also let Bob and the Lotus by. I had gotten use to staying in 3rd gear through 1&2 on Saturday. I failed to adjust to the slower cornering speed caused by going through the turn 2 abreast. I stayed behind the Lotus until he made a mistake and went two off driver's left on the exit to turn 10. I snuck past him and started to work on Bob. I

started filling his mirrors going into turn 11. He stayed in front of me going down the front straight and pulled slightly right in the braking zone for turn 1, a very good move. He took away any chance I had of setting up for an inside pass through 1. He stayed in front of me up the hill to 3 and I moved around a bit behind him just so he'd know I was still back there. I got a good run coming out of 4 and 5 and had a nice run on Bob heading into the braking zone for 6 (brakes are key). I pulled to his left and got past him in the braking zone setup for the inside entry into 6. Now I needed to fill Tony's mirrors to give him something to think about other than his line. A couple things were immediately apparent, Tony's TR4 had more power than the 3 but the 3 seemed to be able to out brake Tony's 4. That meant my best opportunity to pass him and stay in front would be turn 1 or turn 7. I was a little more comfortable with the idea of a braking zone pass in turn 7 than turn 1. I had problems making the 3 stick in Turn 1 all weekend. They had made some tack repairs and placed a big patch of concrete right at the apex on turn 1. The 3 seemed to not like the change in surface as I went through turn 1 and it would slide a bit as I hit that concrete patch. I did not want to try and go through there at full chat two abreast. Turn 7 it would be. I think it was the 3rd time down the back straight behind Tony that provided the opportunity. I got a good run coming out of turn 6 and stayed close enough to him on the back straight to get a bit of a tow. As we approached the braking zone, I stayed in the gas and moved to his left, I heard Tony lift and I hit the brakes hard as I nosed

past him for the turn-in for 7. I had just made a clean pass on Tony Drews, WOW. I checked my mirrors to see where everyone was located as I setup for turns 8-10 and I saw Bob trying to follow me past Tony. I think this slowed them both up a bit as I pulled away through the next set of turns. After getting past Tony, I had an opportunity for a clean lap and I set my best time for the weekend a 2:14.1. This was important because it would set our grid position for the Kastner Cup race that afternoon.

Upon returning to the paddock, I got a comment from Kas, "that was some nice driving for a kid." WOW that was very cool, I guess from his perspective, I could be considered a kid? John had made it to the track by then and I let him know that he had just missed a lot of fun... to be repeated that afternoon.

I opened the bonnet and took a look over the fluids and all was good. The Saturday evening rebuild on the rear brakes had held tight, good. All ready for the Kastner Cup. The grid was set:

They threw the green pretty early on this race. It was probably because we were a relatively small grid as compared to the Group 2 races we had been a part of all weekend (48). Typically they want all the cars on the front straight before showing green, with only 12 cars, I guess we were all on the front straight pretty early. Mike and I seemed to have been ready and we were off. Not shockingly, the 6 pulled out in front right off the bat. He had been turning 2:07's in the Group 7 races so I knew there was not much chance to catch Mike. A quick check of the mirrors setting up for

Kastner Cup Grid

| | |
|--------------------------------------|------------------------------|
| 2 Greg Blake (TR3) | 1 Mike Munson (TR6) |
| 4 John Frymark (TR4a) | 3 Jerry Barker (Herald) |
| 6 Bob Kramer (TR4a) | 5 Tony Drews (TR4) |
| 8 Joe Hovey (Spitfire) | 7 Bill Collins (Spitfire) |
| 10 Robert Mackenzie (Spitfire) | 9 Derek Vick |
| 12 Robert Blake (TR4) | 11 Rob Noyes- Smith (TR3) |
| DNS Jim Cox | |
| DNS Andrew Kramer | |
| DNS Dave Fore- man | |

Turn 1 and I saw John coming on strong with a few others right behind him. Jerry dropped back at the start, turns out he had lost 3rd gear and later retired from the race. I have not done too many 30 minute races in the 3 and I had been discussing with Tony, John, and Bob before the race what strategy should be followed. They all just kind of looked at each other and shrugged, no one wanted to tip their hand. My thoughts were to get a good strong start to separate from the field, run a few laps, maybe 3-4, at pace, then back off a bit and save some tires and brakes for the last 2 laps. 8 laps in and I had been running at full chat. John Frymark had been on my bumper the whole 8 laps. I had had a good look at his grill and both front fenders in various turns in those 8 laps. The only part of his car I had not seen was his taillights. It felt like John and I were turning 2:14s

lap after lap. I knew we could not keep this pace for the duration so I had decided I'd let him by in lap 9 and cool off a bit. As soon as I had made that decision, we rounded turn 9 and going into 10 I watched as John spun off driver's left in a cloud of smoke. I was bummed because he had such a great race up to that point, but relieved in that I could let up a bit. I got around turn 11 and started looking back to see where Tony and Bob were. It looked like John and I had set a pretty good gap so I let up. As soon as I did, I missed my braking point for turn 1 and nearly went 2 off driver's left into the apex of 2. I smacked my head trying to remind myself to stay focused. I started wondering if I could catch Mike. In reality, I knew there was no chance, but I needed something to keep me focused. Throughout the race, there were no position changes in 1-4 other than Jerry dropping out due to the transmission, John dropping out due to an oil line, and Bob dropping out due to a worn out clutch. After the race, I heard that there was a lot of individual races going on. I heard that Bob, Tony, Joe, and Bill had a group together for a while. Bob Blake and Rob Noyes-Smith had a great battle going on with Derek just a few seconds in front of them. All in all a great Kastner Cup race.

One of the greatest individual accomplishments of the weekend was Dad's No. 14 making it all the way through the 30 minute Cup race. His car has proved to be challenge over the last couple years. Most recently, he towed all the way to Hallett only to make it to turn 2 about 6 times and have the car die on him. At ECR he started Friday and Saturday off with the same results. I think he

was getting to turn 5, then the car would die. We changed his carbs and had a cracked welded up in his intake manifold on Saturday afternoon and that seemed to do the trick. Then on Saturday afternoon, his steering rack failed in turn 8. He was turning in for 8 and all of a sudden his car violently went left straight into the hay bales. Luckily no one was injured and the car was ok. Ed Barnard went to his shop in Arlington and returned with a small pile of TR steering racks. He and Dad found a suitable candidate and replaced the rack for Sunday's races. Way to go Pops, I think you have finally nailed it.

Alison and Will decided to join me for this race weekend and that made it so much more special. I think Will had a great time looking at all the cool cars and watching some good racing. He and his track friends had a good time when the track went cold driving Will's (I mean Alison's) go-cart around the paddock. Alison provided her usually unflinching support for a husband obsessed with old Triumphs. I can't thank her enough for her encouragement and support. Thank you honey...

Greg

Video links:

Saturday am race

<https://www.youtube.com/watch?v=Y8-opmpTOI>

Sunday am race

<https://www.youtube.com/watch?v=xgA3qknVHDQ>

Kastner Cup race

https://www.youtube.com/watch?v=v_2xiaM-Ze4

Race results: (on following pages)

Group 2 Race 1 Saturday AM

| pos | start no# | competitor | laps | total time | diff | best time | best lap | best speed |
|-----|-----------|------------------|------|------------|---------|-----------|----------|------------|
| 1 | 101 | Chris Duroy | 7 | 15:52.2 | | 02:13.8 | 5 | 67.286 |
| 2 | 61 | Rex Mcdaniel | 7 | 15:55.6 | 3.421 | 02:15.0 | 6 | 66.648 |
| 3 | 4 | Peter Sandy | 7 | 15:59.0 | 6.797 | 02:14.8 | 6 | 66.78 |
| 4 | 95 | Tony Drews | 7 | 15:59.3 | 7.096 | 02:16.5 | 5 | 65.952 |
| 5 | 167 | John Frymark | 7 | 15:59.6 | 7.341 | 02:15.5 | 6 | 66.4 |
| 6 | 45 | William Gardner | 7 | 16:04.3 | 12.083 | 02:16.0 | 5 | 66.159 |
| 7 | 41 | Greg Blake | 7 | 16:07.2 | 14.993 | 02:17.0 | 3 | 65.699 |
| 8 | 2 | Doug Hilton | 7 | 16:10.3 | 18.05 | 02:15.7 | 5 | 66.33 |
| 9 | 76 | Jim Cox | 7 | 16:10.7 | 18.477 | 02:16.6 | 5 | 65.909 |
| 10 | 40 | George Curl | 7 | 16:13.7 | 21.465 | 02:17.0 | 2 | 65.711 |
| 11 | 27 | Jeffrey Walker | 7 | 16:15.0 | 22.783 | 02:16.5 | 2 | 65.932 |
| 12 | 8 | Ken Morris | 7 | 16:15.9 | 23.688 | 02:16.6 | 5 | 65.883 |
| 13 | 14 | Scott Brady | 7 | 16:16.6 | 24.382 | 02:16.4 | 4 | 65.977 |
| 14 | 113 | Scott Barrett | 7 | 16:31.2 | 39.011 | 02:19.2 | 4 | 64.659 |
| 15 | 8 | Bill Collins | 7 | 16:37.7 | 45.466 | 02:19.1 | 7 | 64.709 |
| 16 | 7 | P.D. Sohn | 7 | 16:44.4 | 52.135 | 02:18.0 | 7 | 65.211 |
| 17 | 20 | Joseph Hovey | 7 | 16:45.5 | 53.24 | 02:20.6 | 7 | 64.027 |
| 18 | 51 | Robert Hoemke | 7 | 16:45.7 | 53.52 | 02:14.5 | 7 | 66.905 |
| 19 | 103 | Mike Vecellio | 7 | 16:57.2 | 01:05.0 | 02:20.0 | 5 | 64.291 |
| 20 | 13 | Mike Glass | 7 | 16:59.3 | 01:07.1 | 02:21.6 | 5 | 63.541 |
| 21 | 44 | Samuel Partin | 7 | 17:00.2 | 01:08.0 | 02:21.6 | 7 | 63.562 |
| 22 | 98 | David McCullough | 7 | 17:47.6 | 01:55.4 | 02:24.5 | 6 | 62.272 |

| pos | start no# | competitor | laps | total time | diff | best time | best lap | best speed |
|-----|-----------|------------------|------|------------|----------|-----------|----------|------------|
| 23 | 16 | Gary Perser | 7 | 18:15.8 | 02:23.6 | 02:22.8 | 3 | 63.033 |
| 24 | 5 | Tony Welsh | 7 | 18:17.8 | 02:25.6 | 02:28.5 | 4 | 60.605 |
| 25 | 15 | Gary Reed | 7 | 18:19.6 | 02:27.3 | 02:29 AM | 6 | 60.426 |
| 26 | 776 | Derek Vick | 7 | 18:21.0 | 02:27.44 | 02:29 AM | 6 | 60.543 |
| 27 | 62 | Robert MacKenzie | 7 | 18:21.9 | 02:27.53 | 02:29 AM | 6 | 60.373 |
| 28 | 15 | Marty Baker | 7 | 18:54.6 | 03:02.3 | 02:32 AM | 5 | 59.361 |
| 29 | 29 | Bob Kramer | 6 | 13:55.1 | 1 lap | 02:17 AM | 5 | 65.868 |
| 30 | 66 | Peter Glawe | 6 | 15:58.9 | 1 lap | 02:34 AM | 4 | 58.282 |
| 31 | 419 | Ronald Reed | 6 | 16:39.7 | 1 lap | 02:34 AM | 2 | 58.436 |
| 32 | 7 | Bob Pinkston | 4 | 18:30.3 | 3 laps | 02:42 AM | 2 | 55.621 |
| dnf | 67 | Andrew Kramer | 2 | 05:13.1 | 5 laps | 02:28 AM | 2 | 60.912 |
| dnf | 614 | Mike Floyd | 1 | 02:38.5 | 6 laps | 02:22 AM | 1 | 63.438 |
| dnf | 44 | Jeff Norris | | 12.048 | 7 laps | | | |
| dnf | 71 | Trevor Bond | | 17.046 | 7 laps | | | |
| dns | 124 | Jerry Barker | | | | | | |
| dns | 10 | Rob Noyes-Smith | | | | | | |
| dns | 14 | Robert Blake | | | | | | |
| dns | 77 | Rodger Grantham | | | | | | |
| dns | 1 | Jim Jones | | | | | | |
| dns | 18 | John Mcfadden | | | | | | |
| dns | 24 | Dave Foreman | | | | | | |
| dns | 99 | Nathan Thompson | | | | | | |
| dns | 106 | Mike Briggs | | | | | | |
| dns | 115 | Steve Knight | | | | | | |
| dns | 133 | Stan Bell | | | | | | |
| dq | 22 | Bryant Barnes | 7 | 18:20 .0 | | 02:30 .5 | 6 | 59.8 |

Group 2 Race 2 Saturday PM

| pos | start no# | competitor | laps | total time | diff | best time | best lap | best speed |
|-----|-----------|------------------|------|------------|---------|-----------|----------|------------|
| 1 | 14 | Scott Brady | 7 | 16:01.8 | | 02:14.8 | 3 | 66.771 |
| 2 | 4 | Peter Sandy | 7 | 16:03.4 | 1.595 | 02:16.5 | 3 | 65.937 |
| 3 | 95 | Tony Drews | 7 | 16:08.1 | 6.299 | 02:17.2 | 1 | 65.578 |
| 4 | 167 | John Frymark | 7 | 16:08.5 | 6.72 | 02:17.3 | 7 | 65.548 |
| 5 | 41 | Greg Blake | 7 | 16:08.7 | 6.953 | 02:16.5 | 4 | 65.92 |
| 6 | 2 | Doug Hilton | 7 | 16:10.1 | 8.361 | 02:16.1 | 7 | 66.109 |
| 7 | 45 | William Gardner | 7 | 16:11.9 | 10.108 | 02:17.3 | 2 | 65.537 |
| 8 | 77 | Rodger Grantham | 7 | 16:16.1 | 14.365 | 02:14.8 | 4 | 66.758 |
| 9 | 29 | Bob Kramer | 7 | 16:23.0 | 21.223 | 02:17.2 | 4 | 65.587 |
| 10 | 113 | Scott Barrett | 7 | 16:23.5 | 21.73 | 02:18.6 | 5 | 64.948 |
| 11 | 20 | Joseph Hovey | 7 | 16:24.1 | 22.374 | 02:17.8 | 4 | 65.312 |
| 12 | 115 | Steve Knight | 7 | 16:46.3 | 44.524 | 02:18.8 | 5 | 64.84 |
| 13 | 98 | David McCullough | 7 | 16:53.7 | 51.968 | 02:21.2 | 6 | 63.75 |
| 14 | 71 | Trevor Bond | 7 | 16:54.2 | 52.405 | 02:19.9 | 3 | 64.315 |
| 15 | 103 | Mike Vecellio | 7 | 17:07.6 | 01:05.8 | 02:23.9 | 7 | 62.532 |
| 16 | 7 | P.D. Sohn | 7 | 17:11.9 | 01:10.1 | 02:24.6 | 4 | 62.227 |
| 17 | 27 | Jeffrey Walker | 7 | 17:12.2 | 01:10.5 | 02:19.9 | 7 | 64.311 |
| 18 | 44 | Samuel Partin | 7 | 17:17.9 | 01:16.1 | 02:25.1 | 4 | 62.03 |
| 19 | 5 | Tony Welsh | 7 | 17:18.8 | 01:17.0 | 02:25.6 | 4 | 61.815 |
| 20 | 67 | Andrew Kramer | 7 | 17:22.9 | 01:21.1 | 02:20.7 | 7 | 63.953 |
| 21 | 15 | Gary Reed | 7 | 17:36.5 | 01:34.7 | 02:27.4 | 3 | 61.042 |
| 22 | 776 | Derek Vick | 7 | 17:47.3 | 01:44.8 | 02:29.2 | 2 | 60.342 |

| pos | start no# | competitor | laps | total time | diff | best time | best lap | best speed |
|-----|-----------|------------------|------|------------|---------|-----------|----------|------------|
| 23 | 66 | Peter Glawe | 7 | 18:06.9 | 02:05.2 | 02:32.8 | 3 | 58.884 |
| 24 | 15 | Marty Baker | 7 | 18:26.3 | 02:24.5 | 02:33.4 | 7 | 58.675 |
| 25 | 22 | Bryant Barnes | 7 | 18:26.9 | 02:25.2 | 02:33.5 | 7 | 58.621 |
| 26 | 419 | Ronald Reed | 7 | 18:36.4 | 02:34.6 | 02:36.8 | 2 | 57.392 |
| 27 | 44 | Jeff Norris | 4 | 10:42.1 | 3 laps | 02:35.8 | 2 | 57.769 |
| 28 | 101 | Chris Duroy | 3 | 06:44.9 | 4 laps | 02:14.1 | 1 | 67.112 |
| 29 | 16 | Gary Perser | 3 | 07:17.6 | 4 laps | 02:22.6 | 2 | 63.132 |
| 30 | 14A | Robert Blake | 3 | 07:55.7 | 4 laps | 02:33.1 | 3 | 58.776 |
| 31 | 7 | Bob Pinkston | 3 | 17:43.8 | 4 laps | 02:52.1 | 2 | 52.3 |
| dns | 51 | Robert Hoemke | | | | | | |
| dns | 61 | Rex Mcdaniel | | | | | | |
| dns | 124 | Jerry Barker | | | | | | |
| dns | 10 | Rob Noyes-Smith | | | | | | |
| dns | 76 | Jim Cox | | | | | | |
| dns | 1 | Jim Jones | | | | | | |
| dns | 8 | Ken Morris | | | | | | |
| dns | 18 | John McFadden | | | | | | |
| dns | 40 | George Curl | | | | | | |
| dns | 614 | Mike Floyd | | | | | | |
| dns | 8 | Bill Collins | | | | | | |
| dns | 13 | Mike Glass | | | | | | |
| dns | 62 | Robert Mackenzie | | | | | | |
| * | 24 | Dave Foreman | | | | | | |

Group 2 Race 3 Sunday AM

| pos | start no# | competitor | laps | total time | diff | best time | best lap | best speed |
|-----|-----------|------------------|------|------------|---------|-----------|----------|------------|
| 1 | 14 | Scott Brady | 7 | 15:53.1 | | 02:14.2 | 2 | 67.05 |
| 2 | 4 | Peter Sandy | 7 | 15:57.7 | 4.613 | 02:15.9 | 4 | 66.232 |
| 3 | 41 | Greg Blake | 7 | 16:00.0 | 6.848 | 02:14.1 | 6 | 67.106 |
| 4 | 101 | Chris Duroy | 7 | 16:05.3 | 12.166 | 02:14.3 | 7 | 67.007 |
| 5 | 95 | Tony Drews | 7 | 16:09.0 | 15.868 | 02:17.2 | 3 | 65.595 |
| 6 | 29 | Bob Kramer | 7 | 16:11.3 | 18.179 | 02:17.1 | 3 | 65.622 |
| 7 | 20 | Joseph Hovey | 7 | 16:15.3 | 22.203 | 02:17.3 | 5 | 65.569 |
| 8 | 7 | P.D. Sohn | 7 | 16:45.7 | 52.538 | 02:20.6 | 7 | 64.029 |
| 9 | 44 | Samuel Partin | 7 | 16:46.1 | 52.993 | 02:18.3 | 7 | 65.072 |
| 10 | 103 | Mike Vecellio | 7 | 16:59.6 | 01:06.5 | 02:23.2 | 2 | 62.84 |
| 11 | 8 | Ken Morris | 7 | 17:24.5 | 01:31.3 | 02:23.4 | 6 | 62.744 |
| 12 | 5 | Tony Welsh | 7 | 17:29.4 | 01:36.3 | 02:27.2 | 6 | 61.138 |
| 13 | 71 | Trevor Bond | 7 | 17:30.4 | 01:37.3 | 02:16.7 | 7 | 65.86 |
| 14 | 108 | Mike Briggs | 7 | 17:42.3 | 01:49.2 | 02:26.3 | 5 | 61.512 |
| 15 | 98 | David McCullough | 7 | 17:42.6 | 01:49.4 | 02:19.4 | 5 | 64.541 |
| 16 | 15 | Marty Baker | 7 | 17:44.2 | 01:51.1 | 02:26.9 | 5 | 61.246 |
| 17 | 15 | Gary Reed | 7 | 17:51.4 | 01:58.3 | 02:27.1 | 7 | 61.169 |
| 18 | 776 | Derek Vick | 7 | 17:52.8 | 01:59.7 | 02:29.5 | 5 | 60.195 |
| 19 | 66 | Peter Glawe | 7 | 18:44.9 | 02:51.7 | 02:29.1 | 5 | 60.373 |
| 20 | 419 | Ronald Reed | 6 | 16:01.1 | 1 lap | 02:38.1 | 2 | 56.936 |
| 21 | 7 | Bob Pinkston | 6 | 17:51.3 | 1 lap | 02:42.5 | 1 | 55.397 |
| 22 | 8 | Bill Collins | 4 | 09:43.7 | 3 laps | 02:22.0 | 3 | 63.377 |

| pos | start no# | competitor | laps | total time | diff | best time | best lap | best speed |
|-----|-----------|------------------|------|------------|--------|-----------|----------|------------|
| dns | 77 | Rodger Grantham | 2 | 04:42.1 | 5 laps | 02:19.1 | 2 | 64.716 |
| dns | 13 | Mike Glass | 2 | 05:03.8 | 5 laps | 02:29.6 | 1 | 60.168 |
| dns | 51 | Robert Hoemke | | | | | | |
| dns | 61 | Rex McDaniel | | | | | | |
| dns | 124 | Jerry Barker | | | | | | |
| dns | 14A | Robert Blake | | | | | | |
| dns | 67 | Andrew Kramer | | | | | | |
| dns | 76 | Jim Cox | | | | | | |
| dns | 167 | John Frymark | | | | | | |
| dns | 1 | Jim Jones | | | | | | |
| dns | 16 | Gary Perser | | | | | | |
| dns | 18 | John Mcfadden | | | | | | |
| dns | 40 | George Curl | | | | | | |
| dns | 2 | Doug Hilton | | | | | | |
| dns | 22 | Bryant Barnes | | | | | | |
| dns | 27 | Jeffrey Walker | | | | | | |
| dns | 45 | William Gardner | | | | | | |
| dns | 113 | Scott Barrett | | | | | | |
| dns | 115 | Steve Knight | | | | | | |
| dns | 44 | Jeff Norris | | | | | | |
| dns | 62 | Robert Mackenzie | | | | | | |
| dq | 614 | Mike Floyd | 7 | 16:36.1 | | 02:13.3 | 2 | 67.505 |
| * | 20 | Joseph Hovey | | | | | | |
| * | 24 | Dave Foreman | | | | | | |

Kastner Cup Race

| pos | start no# | competitor | laps | total time | diff | best time | best lap | best speed |
|-----|-----------|------------------|------|------------|--------|-----------|----------|------------|
| 1 | 28 | Mike Munson | 14 | 31:43.4 | | 02:13.6 | 9 | 67.384 |
| 2 | 41 | Greg Blake | 14 | 31:44.8 | 1.428 | 02:14.3 | 9 | 67.007 |
| 3 | 95 | Tony Drews | 14 | 32:10.1 | 26.731 | 02:16.6 | 3 | 65.894 |
| 4 | 20 | Joseph Hovey | 14 | 32:18.9 | 35.514 | 02:16.6 | 2 | 65.894 |
| 5 | 776 | Derek Vick | 13 | 32:16.0 | 1 lap | 02:26.0 | 7 | 61.654 |
| 6 | 14A | Robert Blake | 13 | 33:48.6 | 1 lap | 02:33.4 | 11 | 58.664 |
| 7 | 101 | Rob Noyes-Smith | 13 | 33:49.1 | 1 lap | 02:33.1 | 13 | 58.789 |
| 8 | 62 | Robert MacKenzie | 12 | 32:02.3 | 2 laps | 02:36.4 | 11 | 57.544 |
| 9 | 8 | Bill Collins | 11 | 25:37.5 | 3 laps | 02:16.6 | 6 | 65.882 |
| 10 | 29 | Bob Kramer | 11 | 25:40.2 | 3 laps | 02:16.5 | 3 | 65.918 |
| 11 | 124 | Jerry Barker | 10 | 23:12.0 | 4 laps | 02:16.7 | 2 | 65.832 |
| 12 | 167 | John Frymark | 9 | 20:21.2 | 5 laps | 02:14.1 | 9 | 67.125 |
| dns | 76 | Jim Cox | | | | | | |
| dns | 67 | Andrew Kramer | | | | | | |
| dns | 24 | Dave Foreman | | | | | | |



13th ANNUAL BRITISH *in the* OZARKS

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



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BRITISH IRON TOURING CLUB OF NORTHWEST ARKANSAS

University of Arkansas Agri Park
Fayetteville, Arkansas

September 13

SPECIAL GUEST

Kas Kastner

Racer, tuner and Triumph legend

Car Display • People's Choice Judging • Concessions Available

Host Hotel

Holiday Inn Convention Center of Northwest Arkansas
I-540 and Highway 412, Springdale, AR

FOR REGISTRATION INFORMATION CONTACT

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479-636-2168

OR

DOUG SCHRANTZ
479-531-2783

www.Britishironnwa.org

dschrantz@arkansasusa.com





THIRTEENTH ANNUAL ALL BRITISH CAR & CYCLE SHOW

Hosted by British Iron Touring Club of NW Arkansas

In Fayetteville, Arkansas, Agri Park, South of Exit 66 off I-540

September 13th, 2014, Rain or Shine (Hey, they're British cars, after all !!)

ALL PROCEEDS BENEFITTING THE ALS ASSOCIATION OF NORTHWEST ARKANSAS
 "FIGHTING LOU GEHRIG'S DISEASE"

Sept 12th - Registration (4:00 - 6:30 P.M.), cook out and parking lot party (6:30 PM or later if the chicken is not ready) at the **Holiday Inn Convention Center of Northwest Arkansas**, until...

Sept 13th - Car and cycle display and popular choice judging at Agri Park, 10 AM - 2 PM.
 Lunch and concessions available on site. Silent Auction (donations welcomed)
 Catered Awards Dinner at the hotel 6 PM **SPECIAL GUEST: RACER, TUNER AND TRIUMPH LEGEND KAS KASTNER - ONLY 200 TICKETS WILL BE SOLD FOR THIS EVENT, FIRST COME, FIRST SERVED, TICKETS REQUIRED - ORDER NOW!!!**

No vendors permitted due to U of A regulations regarding use of the facility.

GOODY BAGS FOR FIRST 175 ENTRANTS (1 BAG PER ENTRANT REGARDLESS OF NUMBER OF CARS)

REGISTRATION: (also available as above or on site the day of the show starting at 8:30 a.m.)

(FREE T-SHIRT FOR FIRST CAR IF RECEIVED PRIOR TO AUGUST 30TH, 2014, no free shirts for bike entries. Additional t-shirts may be purchased below or, if available, at the cook-out or at the show)

Name(s): _____ Phone: _____

Address: _____

City/State/Zip: _____ E-mail: _____

Registration **RECEIVED ON OR BEFORE 8/30/14** (free t-shirt included): \$25.00 for 1st car, \$10.00 for 2nd car

Registration **RECEIVED AFTER 8/30/14:** \$30.00 for 1st car, \$10.00 for 2nd car. **(no free t-shirt)**

Registration for **all motorcycles** regardless of entry date \$10.00 per bike **(no free t-shirt)**

PLEASE COPY THIS FORM AND USE A SEPARATE SHEET FOR EACH VEHICLE!!!

Car / Motorcycle:

Marque: _____ Model: _____ Year: _____ Class: _____ (See list) \$ _____

Additional Cars / Motorcycles **carried over from additional registration forms:** \$ _____

Awards dinner, \$20.00 per person—Number: BBQ:# _____ Chicken Breast:# _____ \$ _____

Early Registration (before 8/30/14) FREE T-shirt: -MUST Circle one: S M L XL XXL

Additional T-shirts - MUST Circle when ordering: S M L XL XXL (\$15.00 each) x _____ = \$ _____

TOTAL (Make checks payable to British Iron) \$ _____

Mail to: Jim Carney 11565 Oak Hills Dr., Bentonville, AR 72712

HOST HOTEL: Holiday Inn Convention Center of Northwest Arkansas, I-540 and Highway 412, Springdale, AR
 Specify British Iron Car Show, rate includes ALS donation by the hotel, 479-751-8300 Ask for British Car Show rate before 8/25/14

Information or questions: Email Jim Carney at carney1081@cox.net Or Bill Watkins at bwatkins@watkinslawoffice.com

See also www.britishironwa.org

FOR SALE



1958 Triumph TR3A

TS 37875L

- Soft top
- Tonneau cover
- Stick cover
- New sliding side curtains
- Car cover
- Rebuilt engine
- It does not have overdrive
- Many spare parts are included
- More photos available upon request
- Repair history

\$20,000

Having owned my TR3 for 29 years, I am selling her. The car has had a full frame off restoration completed in 2003. It has been garaged the entire 29 years I have owned it.

It is in very good condition, but not 1st place concurs. It is 95% original with modifications including spin-on oil filter, Pertronix electronic ignition, and a TR6 fan.

Carol 512-971-6778 cpenn43@yahoo.com



Michael Connally
mcfoto@swbell.net
 210-262-0275

1973 Triumph TR6 with Overdrive

Commissioned April, 1973. Full frame off restoration 11/2001-11/2003. Totally disassembled, sandblasted and cleared of any rust. Paint job includes two coats etching primer, two coats of standard primer, 4 coats of color coat (Duco Jet Black) and four coats of Clear Coat. The under carriage is coated with POR 15 which is used to protect oil derricks in the Gulf. The car was voted Participant's Choice at the 2006 VTR National Competition in Dallas. It has won 1st and 2nd Place in subsequent competitions. It cruises comfortably at 70 mph and has been as far as 1,200 miles round trip on more than one occasion. The car is appraised and insured for \$22,000. I am offering it for \$19,500.

All suspension bushings replaced.
 Wheels sandblasted and powder coated.
 5 Yokohama 203 x 5.5 Tubeless Tires
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Engine:
 New Rings and Valves Ground
 New Rod Bearings and Crankshaft Bearings and seals
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 New Slave Cylinder
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 Modified Cam
 Headers
 Monza Exhaust
 Radiator Rebuilt

Richard Good Triple Manifold with three Stromberg Carburetors
 MSD Multiple Spark Distributor and Heavy Coil
 New Master Cylinder and Vacuum Booster
 Richard Good HD U-Joints on Drive Shaft and Short Shafts
 All New Discs, Shoes
 Drums and Rotors Turned
 All Brake and Fuel Lines replaced with Stainless Steel Tubing
 Spin off Oil Filter
 Rear Lever Shocks Replaced with Tube Shocks
 Set of Four Koenig 15x7 Rims and Goodyear Eagle Tires
 New Windshield
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For Sale: TR6 fiberglass hardtop "Snug Top" by Custom Hardtops of Longbeach, CA. Outstanding condition. Located in Dripping Springs. \$500 Contact Benson 361-947-7704 gbtuttle@yahoo.com



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

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

Back issues of The Ragtop are available on our website:
<http://www.hillcountrytriumphclub.org/newsletters.php>

Pay Your Dues!!!!!!!

Please check the latest spreadsheet sent out by Nel. It says the month and year your dues are due. If the year listed next to your name is earlier than July 2014, you are past due now. Any quite delinquent members who haven't paid will be dropped from the roster.

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

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

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

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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

June 10 — **HCTC Monthly Meeting**, Information below.

June 8 — **British Invasion at Cars and Coffee**. See www.txabcd.org.

June 11-15 — **Triumph Register of America National Meeting**, Deer Creek State Park, OH. See www.miamivalleytriumphs.org/tra2014.

Sept. 9-14 - **VTR National Convention**, Dobson, NC. See [Website](#).

Sept. 13 — **Brits in the Ozarks**, Fayetteville, AR. See www.britishironnwa.org/show14.html.

Sept 26-28 — **Texas All British Car Days**, Round Rock, TX. See www.txabcd.org.

HCTC Classifieds



FOR SALE (in New Mexico)—1961 Triumph Herald Convertible. This car spent most of its life in southern New Mexico. I bought it as a project from an estate and it had been garaged for the past 25

years. It has a 948 cc engine, new tires, new interior, the convertible top is good. It needs door latches. \$3,500. Call Ron (575) 531-2193.

I am looking for a TR250 or TR4a Bonnet for a vehicle I am restoring. If you have one for sale please call me at 512-517-5325 or email me at filv@fnbbastrop.com. Thank you, Fil Valderrama

I am parting out another Spitfire 1500. Some good bits left. Everything is free.

Robert MacKenzie

I recently bought a project 1965 TR4a.... Any advice, help, parts,would be greatly appreciated

Alan Palmer ampalmer4@gmail.com

Next meeting: Tuesday, June 10, 2014, 7:00 PM

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