

The Ragtop



April 2019

Letter from the President

By Don Couch

Greetings All,

So much to talk about that I'm actually writing this **BEFORE** Dan's posted deadline for Ragtop article, something I haven't done in quite sometime.

Let me begin with thanking Bob Skewis for assembling another crowd of HCTC members to gather at the Deep in the Heart Foundry in Bastrop for an amazing night pour of molten bronze. Brenda and I drove in Ruby and joined the crowd of HCTC members. The weather was nice as was the sunset and it was a great time to catch up with each other and although we'd planned to meet up for dinner afterwards, we all opted to sit around the picnic tables and eat from the food truck that was there.

Brenda had a great time chatting with Lee Charlton, Julie Roccaforte, Gayle Akins and Annette Waller. I had a chance to catch up with Allison and Greg Blake as well as Bob

Blake, John Akins and Duncan Charlton. Bill Waller was there but it seems I never need to catch up with him. Greg and Allison also brought their children Presley and Will. I believe Will may be our youngest member with his TR3 project. Mike Rafferty and Rosemary Youngblood plus a slew of

In This Issue

Letter from the President, by Don Couch.....	1
Secretary's Report, by Mike McPhail..	6
News from New Orleans, by Art Graves.....	9
Shipwright's Disease, by Don Couch	10
Classifieds.....	19
Upcoming Events.....	23
Next Meeting.....	23



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Back issues of The Ragtop are available on our website:

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

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

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

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

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

tee meeting and we secured Live Oak Brewery as our official beer sponsor for the Nationals. Chip McElroy, owner of Live Oak Brewery is also a HCTC member with a very nice TR250. We had a good committee meeting and a great club meeting as well. Again, dinner was served via the food truck at Live Oak Brewery, lot's of German style bar food to choose from. Afterwards, Chip toured us around the grounds and gave us some history of the Brewery.

HCTC's Wildflower Tour/Drive this year is being hosted by Duncan and Lee Charlton. Duncan and I raced together in March at MotorSports Ranch Houston and we got to talking about club drives. I told him about Nick and Julie Rocafort's Valentines Day drive he joined us up with the MG club and it was such a fun time. We decided

to ask other British car clubs to join us for the Wildflower tour and we have The Morgan Club, MG club and San Antonio Triumph club members joining us. Two things to remember,
 1. the Saturday meeting is canceled for this drive and
 2. RSVP to me so I can get a head count for the restaurant.

Duncan also remarked how, for him, it was always a long drive to get to the start of our drives and we both thought it was a good idea to start the drive in his neck of the woods since he is hosting it. I like the idea of this as it's a chance for those who live on the east side to be closer to the start, much like how the Valentines Day drive gave those members who live north the same advantage of sleeping in a bit more! That being said, so many of our drives start at

the 'Y' in Oak Hill simply because Mike McPhail is hosting the drive. Mike drives in from Dripping Springs to turn around and head back the way he came but "Million Mile" Mike never seems to tire of driving his LBCs. One sure fire way to change the starting/ending point is to host a drive and we'll be there! (*HINT HINT*)

And **REMEMBER** the two things to **REMEMBER...** 1. Remember the Saturday meeting is canceled for the Wildflower drive and
 2. Remember to RSVP to me so I can get a head count for the restaurant.

and remember...

Stay Tuned,

Don





British Car Scenic Drive

Bastrop to Paige Wildflower Tour

Saturday April 13th, 2019

Contact phone numbers:

Duncan Charlton: 512 965 7583

Lee Charlton 512 965 7582

Don Couch: 512 680 3540



Start: The Home Depot at 525 Highway 71, Bastrop Texas 78602

Ending: Paige Roadhouse, 147 Old Hwy 20 East, Paige, TX 78659

We will gather in the east corner of the Home Depot parking lot at **9:30 am**. Maps and instructions will be distributed. We will depart the Home Depot parking lot at **10:00 am**.

Official Google Maps travel time is 1 hour, 15 minutes but we are going to allow 2 hours for stragglers, wildflower photography, unexpected gaggles of bicyclists on back roads, etc. **After lunch bonus!** Open house from 2-4pm at Duncan and Lee Charlton's farm at 1121 Lower Elgin Road, Elgin, TX 78621 BYOB. Come see the farm, continue those lunchtime conversations or have long conversations with the farm animals, see Lee's fiber arts studio and the car projects in Duncan's garage. **Bonus bonus:** Triumph TR2/3/4 engine parts for sale. There might even be some free Triumph stuff.

PLEASE RSVP to Don Couch
president@hillcountrytriumphclub.org
 as we need a head count for The Roadhouse.



Secretary's Report March 2019

By Mike McPhail

Spring has sprung, albeit with fits and starts. We started March off with an un-official trip to the foundry in Bastrop to view a "night pouring" ...whatever that is! Well, it was a big deal indeed, as several hundred spectators, including about twenty-six Hill Country Triumph Club members swarmed the place! Guided tours were given to groups of about thirty and everyone was impressed with the scale of the operation. Those paying attention learned all about the very complex process involved in casting an object in bronze...remember, the casting is hollow!

The following day was the Saturday breakfast meeting at the Waterloo Ice House and all the usual suspects were in attendance...seems like the burrito plate was the hot set-up. The clever thing to do is just get what Roger orders!

We skipped the Tavern on the following Tuesday and went right to the source...of beer, that is. Bill Waller wanted a sit down with Live Oak Brewery Honcho and Triumph TR250 owner Chip McElroy so as to gain his sponsorship of the upcoming Triumph Nationals.

Since the "Chipster" is a close personal friend of mine, I arranged to have our meeting at the fantastic Colorado River bank location that is the home of Live Oak. The turnout was tremendous, with people (Art Graves) coming all the way from as far as Tulsa. Needless to say, Bill charmed the socks off of Chip, and his full support is in the bag!

We are blessed this month with the presence of some of our out-of-state (country?) members this Spring in the persons of Sam Bass and Ian & Elaine Phillips. Be sure to give them a big Texas wel-

come if you see them this go-around.

Expect to see Bob Skewis behind the wheel of his yellow TR250, as he has been working feverishly to get it in top shape for the Triumph Nationals beginning April 24. Hopefully, the rest of you are doing the same!

You can work the last of the bugs out of your TR on Duncan Charlton's Bluebonnet tour of Bastrop and surrounding counties on the thirteenth of April. This is in lieu of the HCTC breakfast meeting, so don't miss it!



All eyes on Don's dissertation.



Bob and Art at Live Oak.



HCTC at Live Oak.

Morning Meeting



News from New Orleans

By Art Graves

In 2007, several members of Hill Country Triumph Club began a new business venture in New Orleans. Now unfair competition is hurting the brand. Should a delegation from the club return to New Orleans to defend our interests?

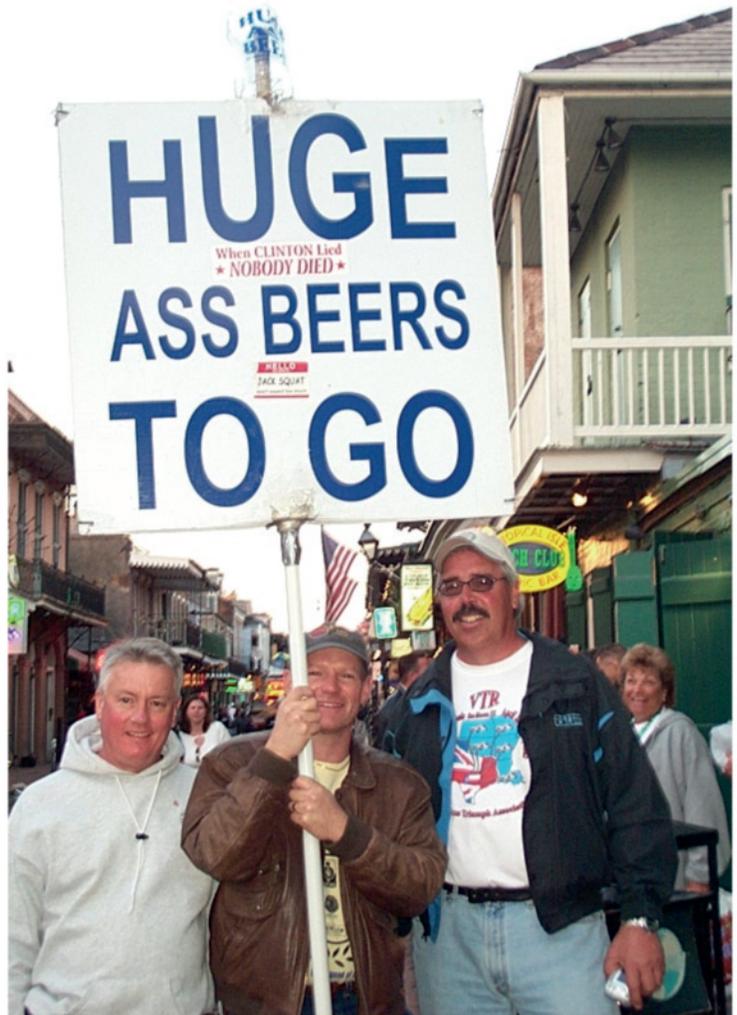
Jumbo beer seller sues over trademark infringement

NEW ORLEANS — It's a Bourbon Street battle of jumbo beers, just before Mardi Gras' climactic weekend: Huge Ass Beers vs. Giant Ass Beer.

The creator of Huge Ass Beers is suing another string of bars and clubs on Bourbon Street for marketing a rival draft pour as Giant Ass Beer, The New Orleans Advocate reported Thursday. Huge Ass Beers is the trademarked name for plus-sized draft beers sold at a trio of related businesses on the famously rambunctious New Orleans street.

The lawsuit in New Orleans federal court alleges trademark infringement and seeks a restraining order barring the sale of Giant Ass Beer, as well as damages. Nicholas S. Karno #1 Inc., a company run by Billie Karno, the operator and landlord for several businesses in the French Quarter, filed the suit Tuesday.

Local open-container laws have made Bourbon Street known for novelty to-go drinks in colorful, usually oversized containers that double as marketing materials as patrons stroll the streets carrying them and post photos on social media.



Shipwright's Disease

or: How I Learned to Stop Worrying and Love the Bomb

By Don Couch

Shipwright's Disease goes something like this:

Sailor owns boat.

Boat has burned out light.

Sailor decides to change bulb.

Sailor notices socket is corroded, decides to change socket.

Sailor notices wiring frayed while trying to change socket.

Sailor decides to change wiring.

Sailor notices ceiling slats are rotted while changing the wire.

Sailor decides ceiling slats need changing.

Sailor notices ...

this goes on and on and on and on and pretty soon, Don is undertaking a major renovation of Ruby because his carbs needed tuning.

So it began, coming back from the Valentines Day drive I decided it was time to turn my attention away from Money Penny, my 1962 Spitfire race car and give Ruby, my 1979 Spitfire street car some much needed TLC. Ruby had been running just OK for sometime and I felt it was time to go from okay to back to her rip roaring days. About five or six years ago I decided to rebuild the dual Weber DCOE carbs on Ruby. No real reason other than they hadn't

been rebuilt in ten years or so, so hey... they MUST need to be rebuilt, right? Well, they never really ran quite right since. One thing about a DCOE is most people tune them wrong. I did for 20+ years and they still ran pretty well. They way most people tune them is like any other carb in the world but that's not quite correct with a DCOE, mainly I'm talking about the idle adjustment. Without going into a lesson on DCOE tuning I'll just say three weeks ago I decided to tackle the carbs, do it right and get them back to the "fuel injection" feel that properly tuned DCOEs have.

Enter the Shipwright.

First, its always good to know what jetting your carb has in it. I try to keep notes and update as I change jets and I must have six or eight pieces of paper with jet sizes jotted down. I got to where I put the date on them as well. So I go about pulling all the jets, venturis and choke tubes and make a note of all the sizes. The DCOEs on Ruby are the old school style with the spring clips holding in the venturi and choke tubes in place as opposed to the newer style Webers that have a grub screw holding them in place. We'll get back to this in a bit.

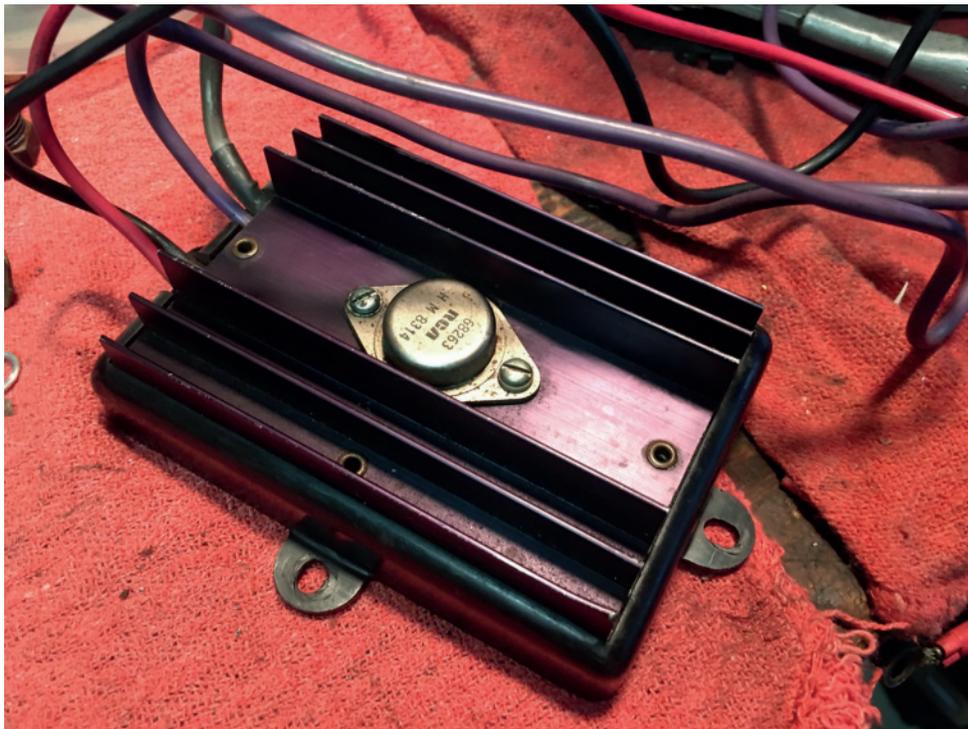


Setting the float levels on both carbs is accomplished by measuring from the emulsion tube well to the surface of the fuel in the bowl, NOT the float to bottom of the cover as all Weber manuals describe. Next, I fired up the car and turned the idle adjustment screw on top of each throat. You do this one cylinder at a time, trying to reach highest idle speed. On the older DCOEs you should be able to do this with the screw 3/4 of a turn open. Any more and you're too lean on the idle jet and any less, you're too rich on the jet and a simple swap of jets is all you should need to do.

Next, I put my Uni-Sync on and noticed #4 wasn't drawing in as much air as #1, 2 and 3 were. Hmm, vacuum leak somewhere maybe? I chased this around for awhile and upon further inspection, I noticed I could make the engine die if I moved a bit of wiring harness which lead to to look at the moldex connector on the Allison unit. One of the wires was a bit frayed so I fire up the soldering iron and go about fixing the connection. It was the middle wire which was the most difficult to solder of



course. I put some heat shrink tubing on and patch her back up



and now she doesn't cut out if I jiggle the wires.



This led me to look at the gargantuan yellow ACCEL coil I had installed a few years back. I'd been meaning to put a Lucas Sport coil in that I had on the shelf. I kept the ACCEL in because Roger Bolick hated it and always commented on how it



was larger than the engine. It was time though because well, shipwright's had set in deep by this point. In goes the Lucas and after thirty minutes of changing spade connectors and fittings on the coil the car now weighed about ten pounds less.

Next I thought, "let me check the timing." I hook up my trusty 40 year old Craftsman timing gun and set #1 to 12° BTDC. The engine still had a slight shake to it. I remembered reading Kas Kastner's article in the current VTR magazine in which he said to check timing on #1 and #4 to make sure they are the same otherwise most of the time you

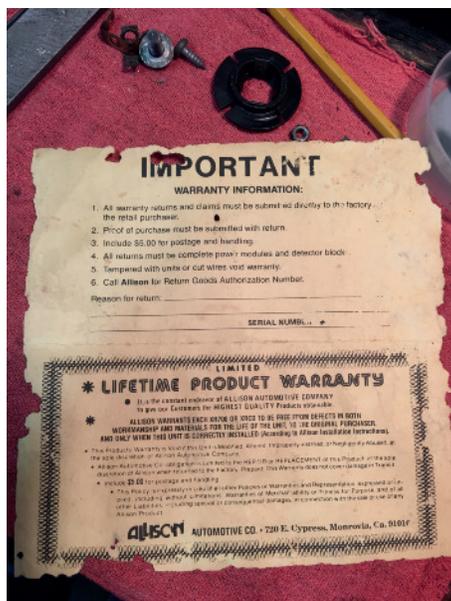


have a bent distributor shaft. Hook up to #4 spark plug wire and... 14° BTDC not 12°. Well, I figure it IS a forty year old dizzy that I've put well over 200k miles on so give it a rest. I replace the guts of my electronic ignition over to another dizzy I have and... same thing. At this point, I can't believe I have two distributors with bent shafts so I look to the electronic ignition. Tuning the carbs I am...

This Allison XR700 electronic



ignition unit I bought back in 1983. The first thing that went bad on my 1979 Spitfire was the Lumination electronic ignition the factory had used to replace the Lucas Opus system that was prone to failure. Leave it up to



British Leyland to find a much better replacement. Countless times I'd be driving along and the engine would die, I'd sit for thirty minutes or so and she fire up and off I'd go. Finally, one day, a friend of my father said it was the ignition box, something heats up inside and separates and no longer makes contact. After awhile, it cools back and contact is made and she'll fire up.

So, I purchased the guaranteed for life (I still have the warranty card) Allison XR700 unit in 1983. Some years ago, Crane bought out Allison. This unit employs a slotted wheel and electric eye to trigger the spark. I cannot imagine how one slot in the wheel got off to trigger a few degrees different from the rest, if that's really what's happening.



I guess I did get my money's worth out of it. Anyway, the fix was to use a new Pertronix unit I had. I put it in the same dizzy



and it was dead on 12° BTDC on #1 and #4. Tuning the carbs was I?

Now I turned my attention to the 10-12 year old spark plugs. Might be time to change them? They were sooted up as you might expect plugs that old to be. Hey, cap and rotor, how old were they? Changed them out and thought, "Well, the plug wires are just as old". Ah, tuning carbs was I?

So now, I start Ruby up and she sounded much, much better, even the slight engine rocking was gone. There was that slight ticking sound from the valves though. Tuning the carbs was I? So, off with the valve cover and out with the feeler gauges. Just by hand I could tell some of the gaps were larger than should be. I set valve lash and once again I fire her up. Ticking noise is gone and she idles pretty well. So back to the carbs. DCOEs like a lot of advance and some people say 38° BTDC at 3k rpm is where you want to be. The distributor I used has 16° total mechanical advance in it. This would mean I would need to set initial timing to 22° BTDC if I wanted 38° full advance. 22° seems a bit much for idle. so I started with 12° BTDC which would give me 28° all in. On a side note, you can check how much advance your dizzy has if you look at the weights in the body of the dizzy. They are stamped with a number, in my case an 8, which tells you how much total mechanical advance that dizzy has. Two weights, 8x2=16° advance. That is on an

original Lucas distributor. Getting back to the saga, I set the timing to 12° BTDC and take her out for a test drive. She falls flat on her face as soon as I get off idle. I nurse her back to the garage and re-adjust the timing, 14° this time and off I go again. Flat on her face she goes. Back to the garage and set timing at 10° BTDC figuring maybe I'm going too far and the engine is trying to run backwards. Flat on her face again!

By now it's getting a bit past my Miller time, so I crack a cold one and do what we all do best... stare at her and drink, I mean

stare at her and THINK! In a moment of clarity? I think "Hmm, It's acting like it's not get to the progression circuit." She runs fine on idle but as soon as I try to go past idle she flops. I stick a finger into the carb throat and I can move the venturi and choke tubes in the front carb back and forth. #3 and 4 are rock solid but 1&2 are loose. That "old school" clip is not seated correctly. The venturi draws fuel from the roof of the carb throat and if it's not lined up right, "you get what we had here last week." Simple fix for the next day as by now it's dinner time.

I think I'll continue this article next month as I am still battling the carbs but for good measure I added on replacing the diff and "tuning" the clutch. And by clutch I mean the clutch SYSTEM. I've replaced the slave, rebuilt the master and still have about one inch of pedal travel. I even managed to have NO clutch at one point. Also, bonus points for knowing what the "Bomb" reference has with a Spitfire. If you do, buy me a beer or coffee and let me know someone actually read this article!

Just tuning the carbs...

Don





Visit Luckenbach, TX
With Willie & The Boys

Join the
Hill Country Triumph Club
of Austin
as we celebrate



Enjoy the roads at the
Gateway to the Hill Country

VTR National 2019

in Dripping Springs, Texas October 6-11, 2019



All photos courtesy Don Couch Photography



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



Personal Information (for Badges)

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

Club Affiliation:

List Additional Attendees below for badges: First & Last Name

1.
2.
3.
4.

Check if you are willing to be a Concours Judge

Check if you Require Parking for Trailer

Car 1 Vehicle Information

Car 2 Vehicle Information

Year	Model	Color	VIN	Year	Model	Color	VIN
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Car show select only one

Car show select only one

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

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

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

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

Terms & Conditions

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

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

of Attendees

WAIVER OF LIABILITY

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

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

Registration Fees and Regalia

Must be a VTR Member to Register.

I am a VTR member already. My membership number is _____

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

Car Insurance Agency _____

Expiration Date: _____

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

Signature Driver A _____

Signature Driver B _____

See VTR2019.com for more information

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



April 24-27, 2019

Tanglewood Resort in Pottsboro, Tx

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

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

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

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

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

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





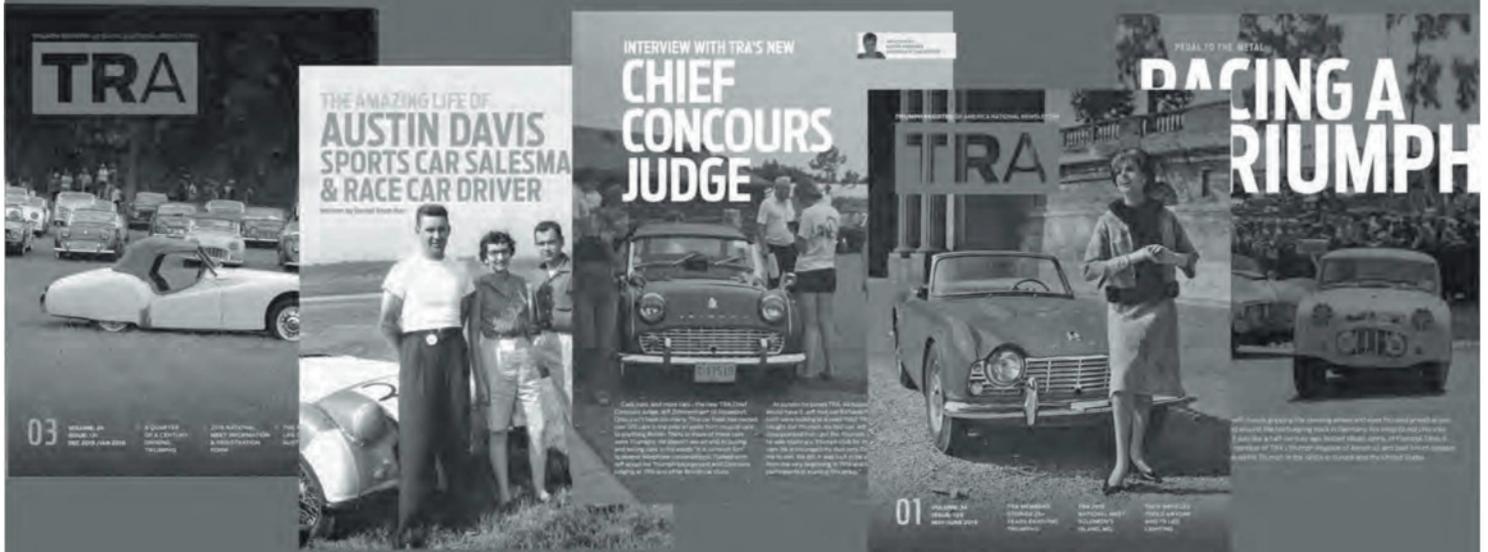
ESTABLISHED 1974

Join TRA TODAY!

WITH A TRA MEMBERSHIP WE OFFER:

- 4 National newsletters per year
- Annual National Meet
- Website (member password protected area)
- Concours judging standards

- Factory build records
- Technical articles
- Contact information
- Shutterfly National Meet website



SEE WHAT YOU'VE BEEN MISSING AT:
www.TriumphRegister.com

OR CONTACT:
TONDA.MACY@MACYSGARGE.COM

Welcome to TRA



TRIUMPH REGISTER OF AMERICA Membership Application Form

Please write legibly.

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____ Email _____

Please include area code

Car _____

Make & Model

Year _____ Commission Number _____

Car _____

Make & Model

Year _____ Commission Number _____

Car _____

Make & Model

Year _____ Commission Number _____

Car _____

Make & Model

Year _____ Commission Number _____

Mail check and/or application to:

Tonda Macy
TRA Treasurer/Membership
4200 Lisa Drive
Tipp City, OH 45371
tonda@macysgarage.com
937-266-1832

HCTC Classifieds



Lucas Brake Master Cylinder for Spitfire

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

\$60

Charles. 512-296-0972



Spitfire intake manifold 1300-1500

\$20

Charles. 512-296-0972

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)

* * *

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 above.)

Text Jim @ 254-563-9141

For sale

1961 TR3-A

5,000 miles since frame-off restoration.

Black /Black with White piping.

First in class at ABCD.

\$22,500

Jim Vier

(512) 266-1769





HILL COUNTRY TRIUMPH CLUB ADVERTISING RATES

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

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

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

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

Business Card ad: \$5:00 per issue

Quarter page ad: \$10.00 per issue

Half page ad: \$15.00 per issue

Full-page ad: \$25.00 per issue

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

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

Fees should be sent to:

HILL COUNTRY TRIUMPH CLUB

Attn: Mike Schubert
18340 Masi Loop
Pflugerville, TX 78660

Pay Your Dues!!!!!!!

Please check the latest spreadsheet sent out by Nel. If it says Jan-19 in the dues column your dues are over-due now. Any quite delinquent member who hasn't paid will be dropped from the roster.

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

Mail your check (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

Upcoming Events

April 9, 2019 — HCTC evening meeting.

April 13, 2019 — Spring Wildflower Drive in lieu of meeting. See p. 5.

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

May 5, 2019 — Dallas All British and European Car Day. Info at www.allbritishcarday.com.

May 11, 2019 — HCTC morning meeting.

May 14, 2019 — HCTC evening meeting.

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

Next breakfast meeting:

Saturday, April 13, 2019

Spring Wildflower Drive

NO MEETING!

See p. 5 for details.

Next evening meeting:

Tuesday, April 9, 2019, 7:00 PM

The Tavern

922 West 12th St

Austin, TX 78703

At the corner of 12th and Lamar

tavernaustin.com — Phone: 512-320-8377