

The Ragtop



July 2019

Letter from the President

By Don Couch

My hat is off to First Lady Brenda and Bob Skewis for organizing the HCTC Luckenbach Food Truck Festival drive. It was quite a hit! From the amazing bunch of cars and friends to the amazing Hill Country drive Bob mapped out. We stopped off in Blanco at the Red Bud Cafe for a pit stop and if one was so inclined, to grab a burger to go! Next came the low water crossings and cattle guards that all good drives must have as we made our way to Luckenbach. Trucks, trucks and more trucks lined the grassy show field. I cannot thank them both enough. **WE NEED MORE DRIVES!**

Bob Skewis has once again stepped up and is hosting a BBQ at his place. See the flyer in the ragtop and/or check your email for more details but I will tell you this, Bob had one request. It's a **TRIUMPH ONLY** event. If you're gonna drive something else... find your own parking! OK OK I don't think you'll drive up and find the house "shotgun" closed but I think you get the idea. Bob is slow cooking for days and days the meat and has a big 'o pot of beans to go with it. Please bring a side dish and/or dessert. Drinks will be on hand but BYOB and a lawn chair might be a good idea. Oh, and ice and ummm a hat. And...

We are now three months away from SHOW-TIME! The 2019 VTR NATIONALS in Drip-

ping Springs is coming together after a lot of hard work from all those who have volunteered. That being said, we need more volunteers. It's a big show and we really could use more help. Please let me know if you'd be willing to help us out. Bob Kramer sent out a call for volunteers to help out with the Auto-X. The Auto-X is always a great event but it does take quite a few people to pull one off. So please help him out if you would. He could really use a Tech team leader, a course worker leader, a knowledgeable course walking educator, a Timing and Scoring mastermind as well as volunteers in general. Anyone that just wants to help can let me or him know.

It's been a busy month for me. See my articles to catch up. I want to thank John Akins for all his help with my gearbox swaps. I had a neighbor in Daytona who once said to me, "You have that gearbox in and out so much you should put wing-nuts on the bell housing!" This pretty much sums up what John and I went through to get Ruby back on the road so as not to have to park down the road at Bob's BBQ!

In the meantime...

STAY TUNED! +/- 2°

Don

In This Issue

Letter from the President, by Don Couch.....	1
Secretary's Report, by Mike McPhail.....	6
Report from Spain, by Ian & Elaine Phillips.....	8
2019 Silver Summit, by Art Graves.....	11
Luckenbach Food Truck Drive 2019, by Brenda Couch.....	16
SVRA at Mid-Ohio, by Don Couch	18
Shipwright's 2.1, by Don Couch	21
Classifieds.....	28
Upcoming Events.....	32
Next Meeting.....	32

HCTC Officers

President — Don Couch

president@hillcountrytriumphclub.org

Vice-President — Roger Bolick

Webmaster — Kyle Fagan

webmaster@hillcountrytriumphclub.org

Treasurer — Mike Schu-
bert

512-740-9937

trebucs43@gmail.com

Secretary — Mike
McPhail

Membership — Nel
Mcphail

512-656-1456

membership@hillcountrytriumphclub.org

Ragtop Editor — Dan
Julien

512-451-3102

editor@hillcountrytriumphclub.org

Back issues of The Ragtop are available on our website:

http://www.hillcountrytriumphclub.org/newsletter_test

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.

warm winds blowing
heating blue sky
and a road that goes forever
I'm going to Texas

Chris Rea

2019 VTR NATIONALS

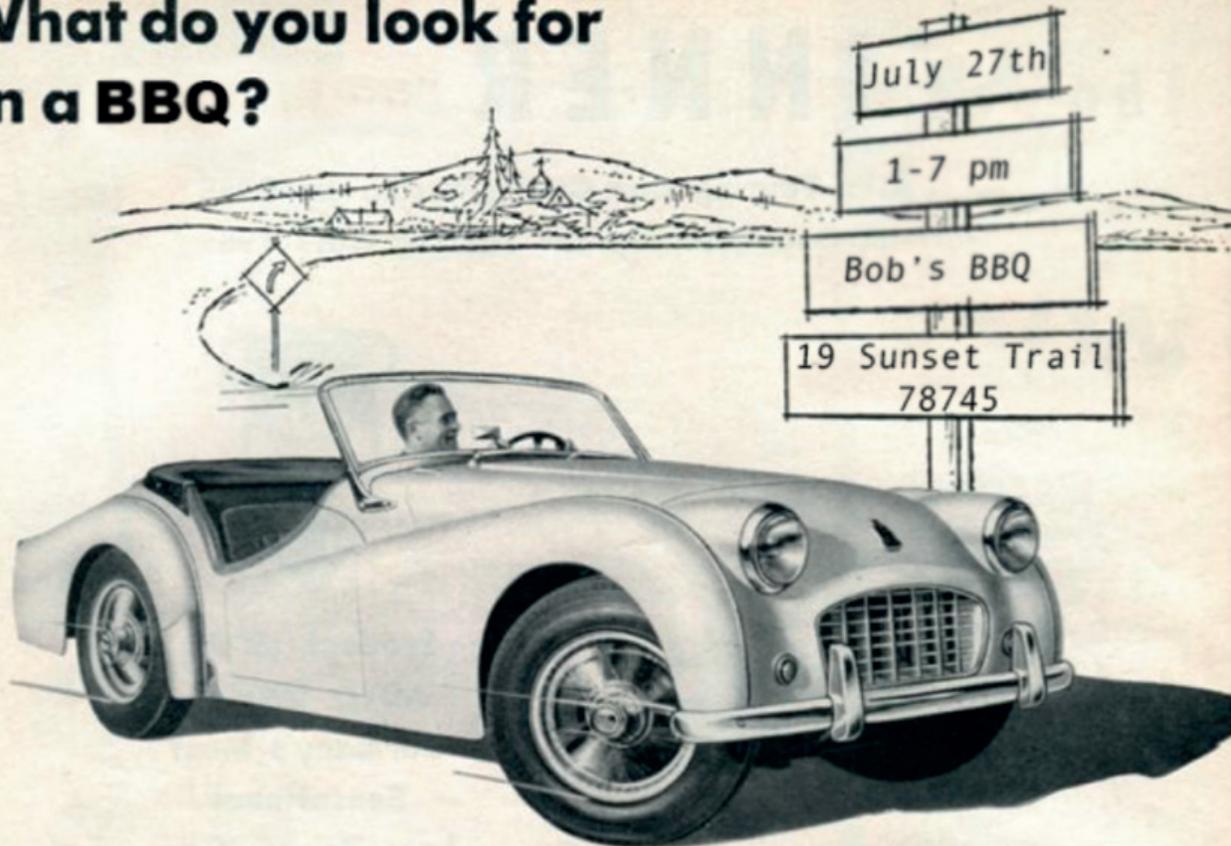
October 6-11
Dripping Springs, Texas





**I WANT YOU
TO VOLUNTEER
FOR THE AUTO-X**

What do you look for in a BBQ?



BOB'S BBQ

Bob has only one requirement, that this be a Triumph only BBQ, all others park down the street somewhere. Bob's slow cooking the meat. He asks you to bring a side dish or dessert. Refreshments will be provided but feel free to bring your favorite libation.

Zest-drive a Triumph BBQ. See how much more meat you get for so little money

*It's a **TRIUMPH ONLY BBQ***



For more information and dealer nearest you write:

STANDARD-SKEWIS BBQ COMPANY, Inc.

19 Sunset Trail Austin, TX 78745
telephone toll free: MEEdford8-3268



Slow cooked brisket, chicken and a pot of beans await you.



Bring your own sides and desserts along plenty of napkins for this BBQ!



Ice Cold tea and sodas standard equipment. Optional accessories such as beer and wine are customer installed..



Lil Switzerland.

Secretary's Report June 2019

By Mike McPhail

It was raining in Little Switzerland, North Carolina on the second Saturday in June. I know that because I was there! I was back in town the following Tuesday, just in time to make the meeting at the Tavern. There was a healthy turnout and the precipitation abated in time for the gang to move out on the front upstairs deck...nice! Art Graves came all

the way from Tulsa, as he occasionally does. Some folks just can't get enough of the fun and fellowship provided by the HCTC.

Bob Skewis has been working overtime to provide us with interesting and exciting activities. His drive to Luckenbach was a huge success, with some of the revelers not getting home until after supper! The weather was perfect for

the large and friendly crowd to enjoy the live music and myriad of food and wine vendors. There was little of no traffic on the back roads we took to and from the event, and we found time to stop at a few lovely places along the way.

Bob is hosting another get-together July 27 at his place, so be sure to add that to your calendar!



Report from Spain

By Ian and Elaine Phillips

Well, I put the "modified" Goodparts clutch in the TR 6 (see picture). It has made a very smooth feel plus it's also made it lighter to operate. You might disapprove, but it has needle rollers on the shaft and really good fixing of the thrust bearing which, by the way, has a grease connection. I think it will be a while before we need a replacement!

We've had a super June with temperatures in the high 70's, just ideal for open top motoring so we've done several tours.

My "coffee & cars" one was well supported with a mixed bag of 20 cars. Here are a few pics of some, then we did a BBQ at a Go-Kart track which was fun with a Mini Cooper being the quickest !!! Obviously hauling a TR 'round was no match...

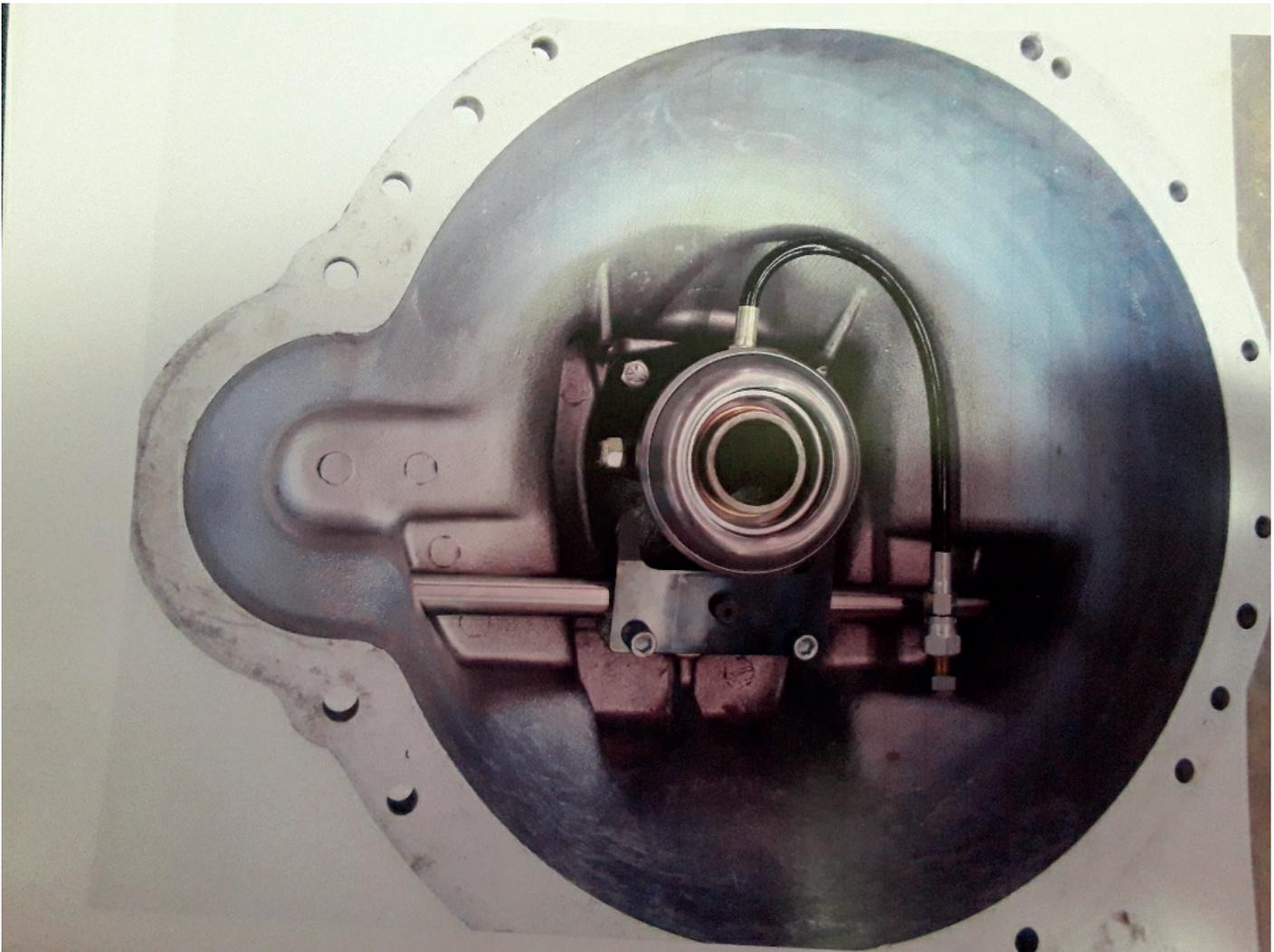
Tomorrow is a big day here as it is "Midsummer's Day" and the Spanish need no excuse for a "fiesta" (San Juan) so the local streets in the villages are closed and tables and chairs fill the place ready for food, music, and most important... WINE... and at about \$3 to \$4

bucks a bottle there will be plenty of it. Also the traditions of summer are carried on at Mediterranean beaches with the lighting of fires which the young take delight in jumping over... several finish up in hospital, but that's par for the course!

We send our thanks for allowing us to be overseas members and our best wishes to you on all your events and meets in the coming months.

Cheers,

Ian and Elaine







2019 Silver Summit

By Art Graves

We have been ready for the 2019 Silver Summit since the end of the 2018 event. The Silver Summit is a driving event through Colorado on secondary and tertiary roads. It is open to all pre 1980 automobiles of any make.

The link to Classic Car Adventures' Colorado and Canadian driving events web site is

<http://classicaradventures.com/>.

There you can find the links to the entry form, vehicle inspection form, supplementary regulations and the entry list from the past several years. This is 'just for fun' information now. Registration for the 2020 event will open in February of 2020. Here is a link to official photos of the cars during the rallye

<http://andrewsnucins.ca/clients/silversummit2019>. You can find Karen & I in photos 19, 39, 71, 105, 135, 186, 227, 239, 279, 345, 358 & 421. There is not much detail of the car, but you can get an idea of the fabulous views.

There was a threat of rain on our day of departure, but we put the top down anyway and left for Dodge City, KS via Wichita. Our optimism did not pan out and we were soaked before reaching Bartlesville, OK. That did not deter us and with the top still down we eventually out-ran the rain. In order to avoid toll roads, we took US75 north and once inside Kansas, turned west on US166, then

north on KS96, then west on US400 to Wichita. I had scouted out Norton Brothers Brewing Company for lunch and they did not disappoint. After lunch we continued west on US400 to Dodge City, KS.

Dodge City was much anticipated, because, well, it is an iconic town name and we have been watching the old TV series 'Gunsmoke' lately. We checked into our hotel and soon after the boys from Oklahoma City arrived: Michael Hathaway in a 1972 MGB, Ryan Reaves in a 1963 Austin Healey Sprite, Michael Downes in a 1968 Datsun, and Tim Lloyd in a 1972 Triumph GT6.

Karen and I were underwhelmed with Dodge City. The town was in need of maintenance and though there was a Boot Hill museum, it was difficult to find. Then we discovered that the brew pub in town was closed on Tuesday (what's that all about?). We did find another spot for dinner, but the food and beer were so-so and the waiter was so bad that he's probably looking for another job by now.

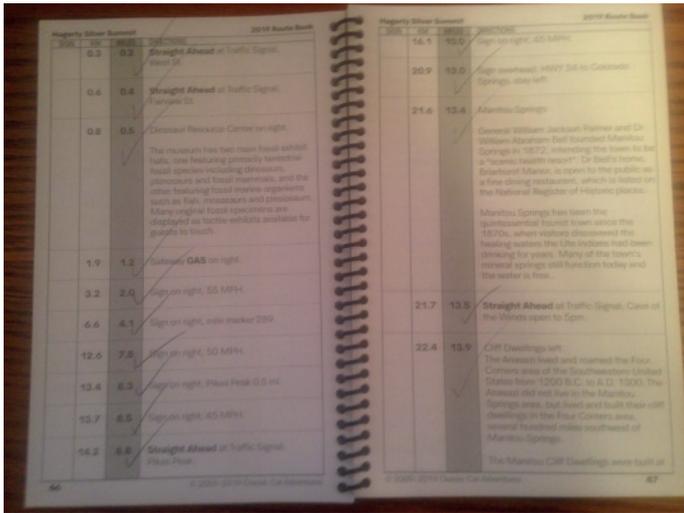
The next day, Wednesday, our group headed for Colorado Springs, CO, the starting point for this year's tour. Three days were allotted for the two-day drive to Colorado Springs, giving ourselves plenty of time in the event of delays such as road side repairs. But there was very little of

that. The remainder of Wednesday and all-day Thursday was spent relaxing, minor repairs, car washing, eating and drinking beer. In fact, one lunch spot, Bristol Brewing Company deserves a special note. It is an old elementary school repurposed to a Brew Pub, coffee shop and distillery.

Even though the TR6 was running well, I leaned out the carburetors a little more and increased the idle speed. Tim did the same on his GT6. The MGB was running hot and so Michael re-torqued the cylinder head and changed the thermostat. He did not have any other trouble until the trip home. By midafternoon Thursday the other classic cars began to arrive, among them Mike & Vicki Sabelhaus (Red River Triumph Club) in their 1975 TR6.

Most everyone was preregistered, but we needed to go to the Colorado Mountain Brewery to pick up our registration packets (which included the much-anticipated Route Book), meet new and old friends and eat some dinner. The next day we would start the rallye.

Each day begins with a driver meeting at 8:45 AM. A rallye overview, last minute course changes, and other announcements are made and then the cars are 'released'. The drive each day is about 300 miles, but it takes all day due to low speed

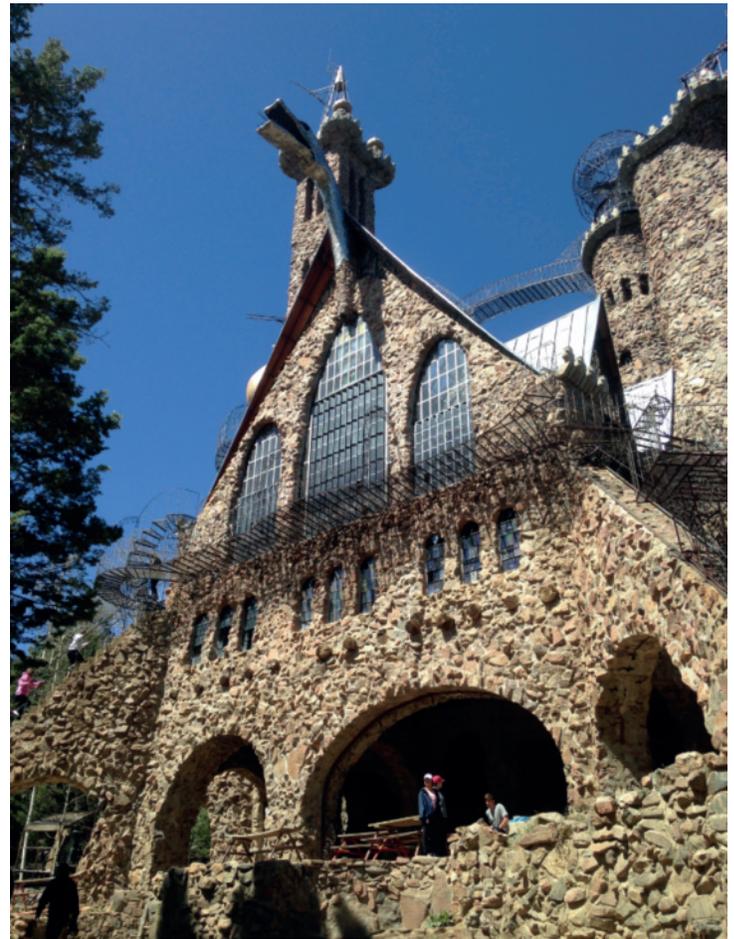


Example page from Route Book. The driving instructions are very clear, interspersed with facts and descriptions of sights seen along the route.

and curvy roads. Day one would take us south, then west and then north, back to Colorado Springs. The highlights of the day were Bishop’s Castle on CO165 and Garden of the Gods, a National Natural Landmark, just west of Colorado Springs. According to Wikipedia, Bishop Castle is an ‘elaborate and intricate one-man project’ named after its constructor, Jim Bishop. It has become a roadside attraction in central Colorado.

https://en.wikipedia.org/wiki/Bishop_Castle.

We only drove through the Garden of the Gods, but you could easily spend a day there. A lowlight of the day was a huge thunderstorm coming at us as we headed west on CO69. We had the top down and decided it would be prudent to put the top up, as it was already sprinkling and the

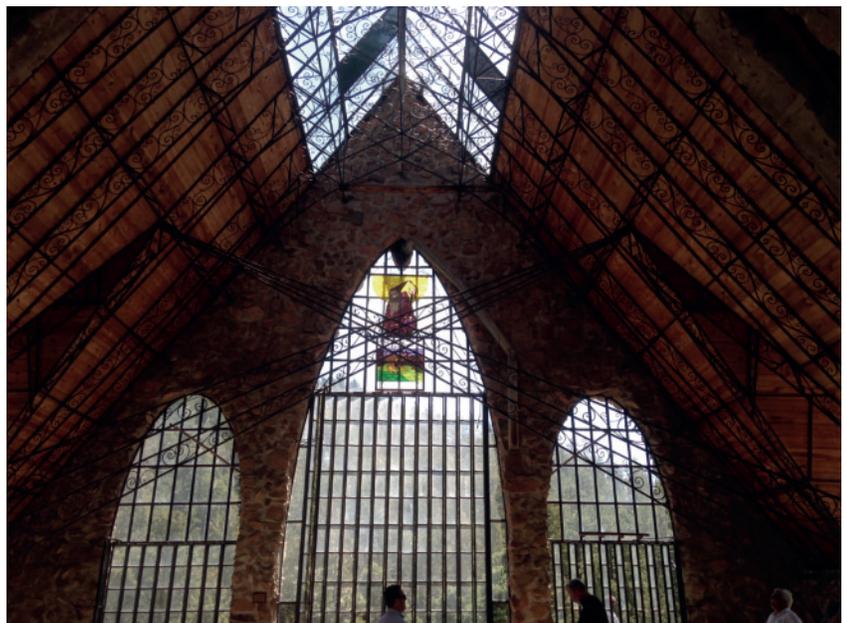


Bishop’s Castle

temperature had dropped to the mid 40’s. Luckily the route soon turned north and we missed the rain, but the top stayed up for the remainder of the rallye.



Bishop’s Castle from a distance.



Inside the great room of Bishop’s Castle



Garden of the gods.



These fellows looked a lot better than their Jaguar ran.

Our hotel for the night was a Marriott on the north side of Colorado Springs. After dinner we listened to a recap of the day's drive. Two guys in a 1973 Jaguar XJ6 only made it 33 miles before it overheated due to a bad (probably original!) head gasket. Another car, a 1972 Datsun 240Z also experienced mechanical problems. Both drivers procured other cars and completed the rallye. After all that excitement I was pretty tired and since it was cold and breezy in the parking lot, I called it a night.

The next day took us on a mostly direct route to Idaho Springs. There were a lot of altitude changes and bicycle riders, both of which called for attentive driving. Even though the navigator must read the route book to keep us on course, they have the

opportunity to sightsee much more than the driver. You'll never believe this, but we found a nice brew pub (among many) in Idaho Springs and enjoyed a light lunch. After filling our bellies, we filled the gas tank and took a circuitous route to Breckenridge, our stop for the night. It was snowing on Hoosier Pass, just south of Breckenridge and in Breckenridge itself. The hotel reserved for us was a Double Tree with underground parking. Surprisingly, it was able to accommodate all the rallye cars. Karen & I were among the first to arrive, and since the path to all rooms leads through the hotel bar, we grabbed a cocktail and greeted all the other

participants as they came in.

Looking back, I may have to rethink my driving strategy on these type events and stop along the route to take in the scenery and take pictures. We missed too many photo ops and breaks to stretch our legs.

When we woke the next morning, the temperature was 26 degrees F, and not snowing. This last day of the rallye would



The parking garage at the Doubletree in Breckenridge.



The Hagerty office in Golden Colorado. The white GT6 was formerly owned by Sam Clark

A lot of snow on Loveland Pass, with many skiers and snowboarders

be short. From Breckenridge we headed north over Loveland Pass, to Boulder and the end of the rallye in Golden, CO. Hagerty Insurance is a sponsor of the event and was kind enough to open their offices and provide a buffet lunch of fried chicken, assorted sides and deserts. After lunch we migrated to the parking lot for final announcements, awards and goodbyes. The awards are Hard Luck, Spirit of the Summit (both self-explanatory), and the McGyver. The last is awarded to the team who creates the best emergency fix. If I remember correctly, this year's fix was a credit card cut to replace a broken piece of Porsche accelerator linkage. Yeah.

Karen and I took off on our own for the return trip. The Oklahoma City boys were headed south to Trinidad, CO, which I thought was a bit out of the way. Plus, we were concerned about the rain forecast and were hoping to miss the storms by using a more east then south route. So

much for hoping. Our route took us east on IH70 to Salina, KS then south to Wichita and east to Tulsa.

We stayed the night in Burlington, CO, just west of the Kansas border. We skipped dinner because of the late lunch. The next morning was cold and overcast, but still had hope of missing the rain. Well, guess what, we didn't. Did anyone notice all the water in the Arkansas River the last two weeks of May? Well, we saw it firsthand. It rained buckets all day. We could barely



This is the best visibility I could hope for driving through Kansas

see through the windshield and could not see at all when a car or especially a truck passed. I was able to keep my speed between 55 & 65 MPH, but I didn't like it. Pulling off to the side of the road wasn't an option for fear of being rear-ended; besides, the rain didn't stop all day. I also didn't think it a good idea to get off the interstate for fear of flooded back roads.

Fortunately, we made it home without incident, but it was a hell of a ride. Probably the worst drive ever in the Triumph. Although we stayed dry in the cabin, our luggage was absolutely soaked, as well as the carpets. Make that two months in a row that I have had to remove seats and carpets to dry. The Oklahoma City boys didn't fare much better. They were delayed in Clayton, NM with a bad wheel bearing on the MGB and did not arrive home until near midnight. Of course, they encountered tons of rain also, but at night!

But, would we do it again? Hell yes- next year!



Replacing MGB's front wheel bearing near Clayton, NM.

Drying the seats and carpets



A view of the Arkansas River from the Blue Rose Café on Riverside Drive. We first encountered this water while driving through Kansas.

Luckenbach Food Truck Drive 2019

By Brenda Couch

Luckenbach Live!

A fun drive to Luckenbach wrapped up June for HCTC. Although a few of our Triumphs weren't quite up for it, we didn't let that stop us and pulled out the Minis. We had five Triumphs and three Minis in the group.

Bob Skewis planned a great drive starting at the Y in Oak Hill, winding around Onion Creek and down around The Blanco River. Very scenic, quiet and peaceful but for the roaring of engines. There were lots of wildflowers and

blue skies along with cows, sheep, emus, goats and even a deer along the way (and those were the live

animals!). Bob led us in his TR250 followed by Mike McPhail in his Spit 6, Bob and Barbara Kramer in their TR6,

Mike Rafferty in his TR6, and Jim Wells in his TR6. Yes, the TR6's were the majority this time. John and Gayle Akins, Roger and Tina Bolluck and Don and I followed in



*2019 - Hill Country Triumph Club
Luckenbach Food Truck Drive*

our Mini's. I wish you all could have been there because it was so much FUN!!! Nobody broke down, nobody got lost, there was a cool stop along the way at the Redbud Cafe in Blanco and we ended up at the Food Truck Festival in Luckenbach. We sat under the shade trees listening to live music,

eating great food with good beer and good friends! What's not to like? This was an outstanding event with something for everyone - great vistas, lots of twists and turns and hills and low water crossings and finally - on the way back - the cattle guards!

The festival included all kinds of food from pizza to gourmet sandwiches (think grilled cheese, arti-

choke and bacon). Wineries were set up at the festival and there were even shopping booths. You could stay as long as you like, leave whenever

you wanted or stick around for more adventure on the way back! I'll leave that story for someone else to tell - or not.

Brenda





SVRA at Mid-Ohio

By Don Couch

As some of you may know, I am a Tech Inspector for SVRA (and maybe still SCCA). Anyway, June had me at Mid-Ohio Sports Car Course for the SVRA 2019 VINTAGE GRAND PRIX OF MID-OHIO. It was a great weekend and the weather could not have been better. I was fortunate to get to tech-inspect five of the six Triumphs that would be racing in this event. There were two beautiful TR3's, one GT6 and

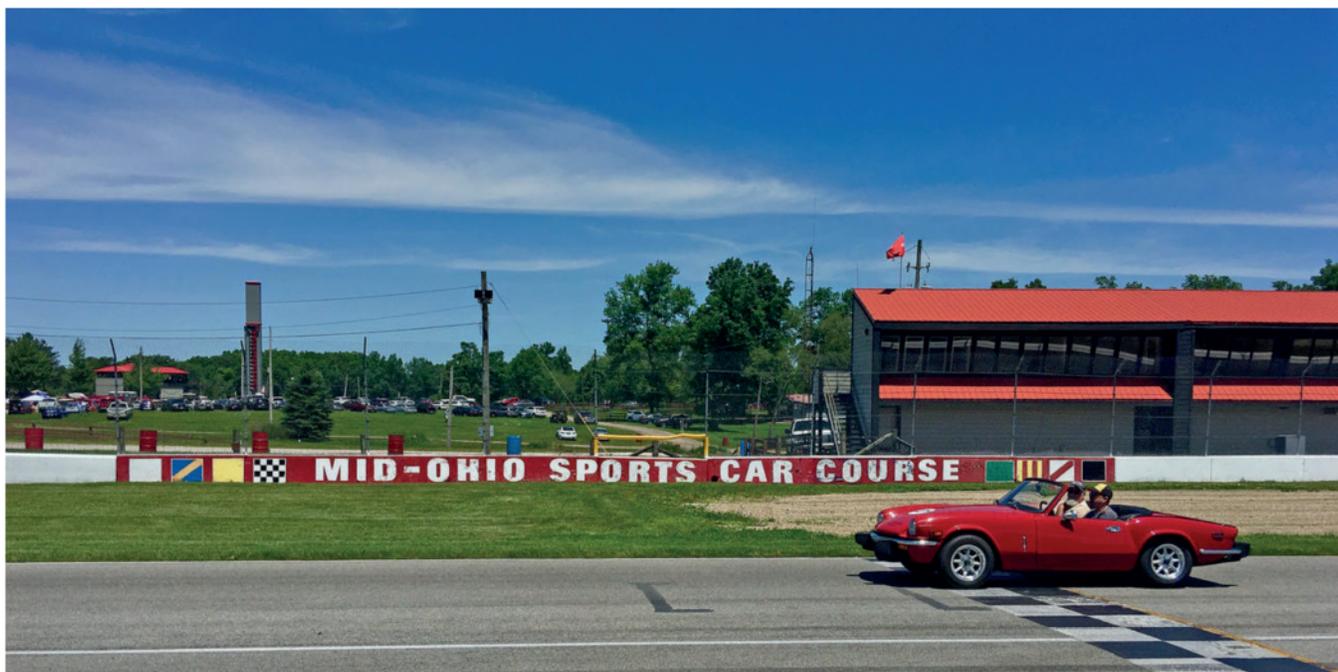
three Spitfires. All well prepared in fit and finish, all of them finished the race weekend even with the GT6 coming down pit lane almost on fire. He'd had an off track excursion and collected a fair amount of grass in the brakes and undercarriage. A quick squirt from a fire extinguisher and the smoldering turf was out and he was back on track!

Hagerty Insurance holds a car show at the SVRA events as well

and there was quite the turn out of Triumphs. I counted no less than fourteen Triumphs taking the parade laps around the track. It was quite the surprise as I had no idea there would be so many attending the show. I tried to get a picture of each Triumph as it crossed the Start/Finish line.

Next month has me at Indianapolis Motor Speedway and as I always say... "Sounds like a newsletter article to me!"







Shipwright's 2.1

By Don Couch

So Ruby is now back on the road. My shipwrights disease has been cured or at least it's in remission. Tuning the carbs was I?

Seems like I now have the carbs tuned, ignition timed, clutch is clutching(?) and gearbox and O/D are happily shifting gears around. So much has happened since I started down this spiraling path that it's difficult to recount all the steps. I've re-replaced the 30+ year old Allison electronic ignition unit, re-replaced the gearbox and O/D and replaced the clutch. She's running like her old self again! Watch out Spit6 owners!

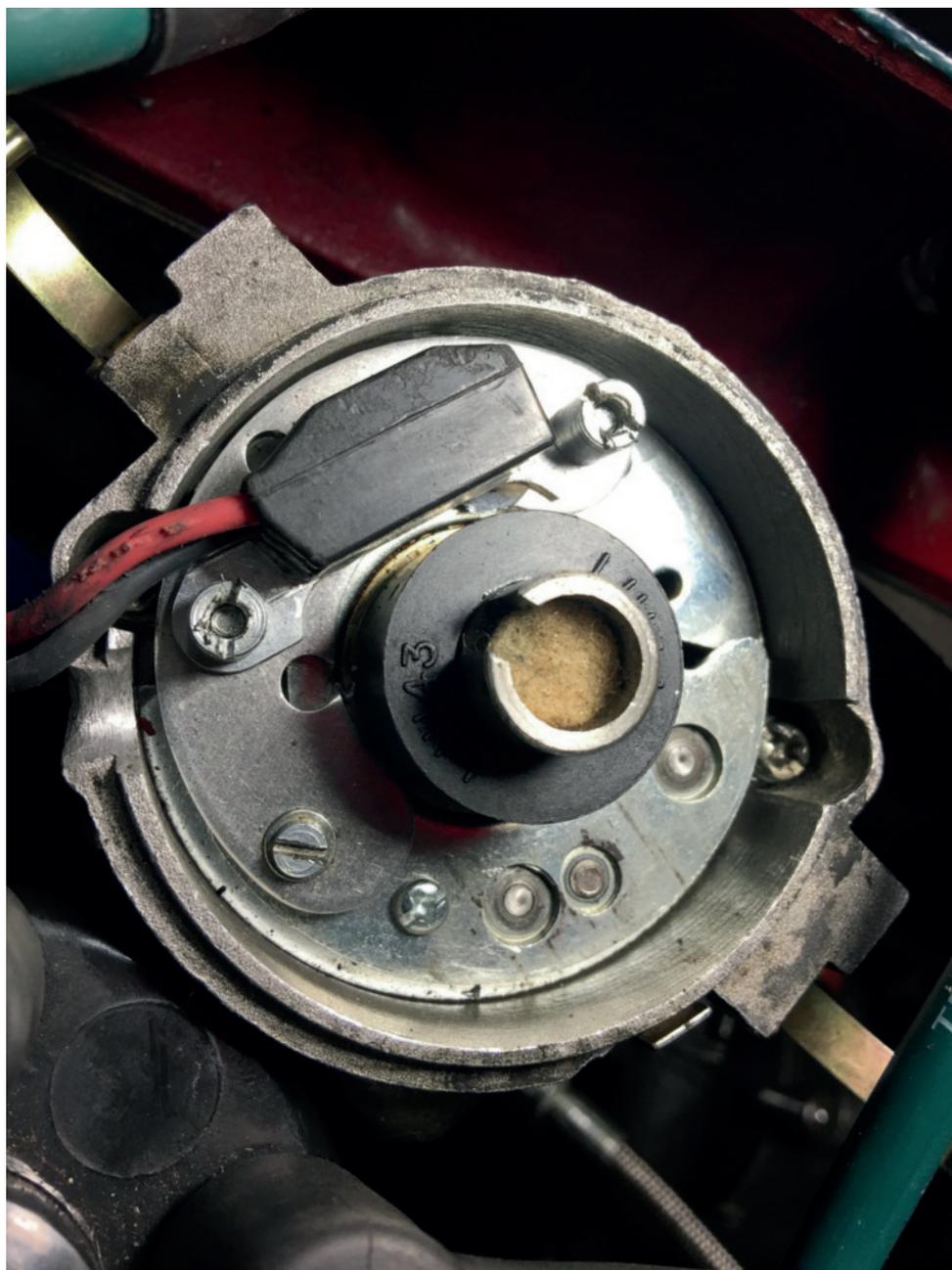
I thought I had the ignition issue fixed but couldn't leave well enough alone and after a bit of running I decided to check the timing again with the Pertronix unit in. It was back to firing with a 2° difference between cylinders #1 and #4. And #2 and #3 were also 2° apart. Keep in mind it fires 1, 3, 4, 2 or another way of looking at it is 2,1 then 3, 4. Or yet another way could be looked at as the front half of the engine #2 then back half #3. Think about it, I'll give you a minute. OK, are you with me so far? Great, so front two cylinders are firing 2° different in 90° of distributor rotation. and the same for cylinders #3&4.

Tuning the carbs was I?

After many many hours, emails, texts, phone calls, talks over many many beers, the root cause tuned out to be still elusive. Many theo-

ries were bounced about. I'd somewhat narrowed it down to either the gear machined on the camshaft which drives the gear that turns the dizzy and oil pump, the drive gear itself, the pedestal that the dizzy sits in or the bushing the drive gear rides on. I'd replaced the dizzy with a "new" one. I even tried loosening the two

nuts which secure the dizzy and placing a screwdriver on one side to slightly tilt the dizzy to see if I got a variance in the timing. No luck there but worth a try. Next, I started stacking shim gaskets under the pedestal again with no change. I swapped the drive gear out and no luck there. What could



make the rotor change 2° in 90° of rotation and back in 2°?

Tuning the carbs was I?

By now, I'm thinking again, it's either the cam gear or maybe the bushing the drive gear rides on. But by now, I had other issues to tackle I.E. the clutch. I'll get to the clutch in a bit but after a few weeks go by and a gearbox swap my mind goes back to the timing. I still had the old dizzy on my workbench and started looking at it and as happens my mind goes down that rabbit hole again. Got thinking back to something Mike McPhail said to me when we had a phone conversation about the problem. He said (and if you re-read my last article) "I thought you said you had it fixed". I kept thinking about that and he was right, I remember I did have the timing spot on but I couldn't remember how or what I'd done to achieve that or rather what could

have changed to have it be out again. Looking at the dizzy on my workbench my mind went to the wheel that goes around the dizzy shaft that has the four magnets that rotate and fire the spark.

Tuning the carbs was I?

I removed the rotor and take the wheel off. Now I see the problem. When I installed it there was quite a bit of play between the wheel and the shaft. Even though the shaft is square and the plastic wheel is molded to fit it was loosey-goosey so I put some metal tape around the shaft and pressed the wheel on and it was a tight fit. Or so it seemed. I realized later how close the tolerances are on the Pertronix units. They supply a .030" plastic feeler gauge with the kit and I did use it. Not sure why now but I could move the wheel on the shaft and get different timing readings. My tape fix didn't hold up. I rotated the wheel 90°

and using my timing light to check, I would get a 2-3° difference. There was one clock position I could put it in and get a 1° difference between #1 and #4. It was manufacturing tolerances that had been the problem all along. I'd been chasing my tail trying to figure out what was wrong but in the end I did learn a lot and now have the 30+ year old Allison unit back in and the timing is spot on!

Tuning the carbs was I?

One question is why was the Allison out 2° to send me down this rabbit hole in the first place? And why is it now back spot on now? Perhaps it's the need for another follow up newsletter article? I sure hope not! But I can tell you this... I'm gonna LEAVE WELL ENOUGH ALONE (for now)!!!

Tuning the carbs was I?



Art Graves at Carthage, MO, ABCD

EARLY BIRD REGISTRATION ENDS

JULY
31



VTR 2019 NATIONALS

GET YOUR REGISTRATION PAYMENT IN NOW.
EARLY BIRD REGISTRATION ENDS JULY 31ST.
AFTER THAT REGISTRATION FEES GO UP \$20.00

WWW.VTR2019.COM

*mail-in registrations payments must be received by July 31st





Visit Luckenbach, TX
With Willie & The Boys

Join the
Hill Country Triumph Club
of Austin
as we celebrate



Enjoy the roads at the
Gateway to the Hill Country

VTR National 2019

in Dripping Springs, Texas October 6-11, 2019



All photos courtesy Don Couch Photography



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



Personal Information (for Badges)

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

Club Affiliation:

List Additional Attendees below for badges: First & Last Name

1.
2.
3.
4.

Check if you are willing to be a Concours Judge

Check if you Require Parking for Trailer

Car 1 Vehicle Information

Car 2 Vehicle Information

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

Car show select only one

Car show select only one

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

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

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

Autocross	TSD Rallye	Gimmick Rallye	Funkhana	Autocross	TSD Rallye	Gimmick Rallye	Funkhana
-----------	------------	----------------	----------	-----------	------------	----------------	----------

Other Events

Terms & Conditions

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

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

of Attendees

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

WAIVER OF LIABILITY

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

Registration Fees and Regalia

Must be a VTR Member to Register.

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

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



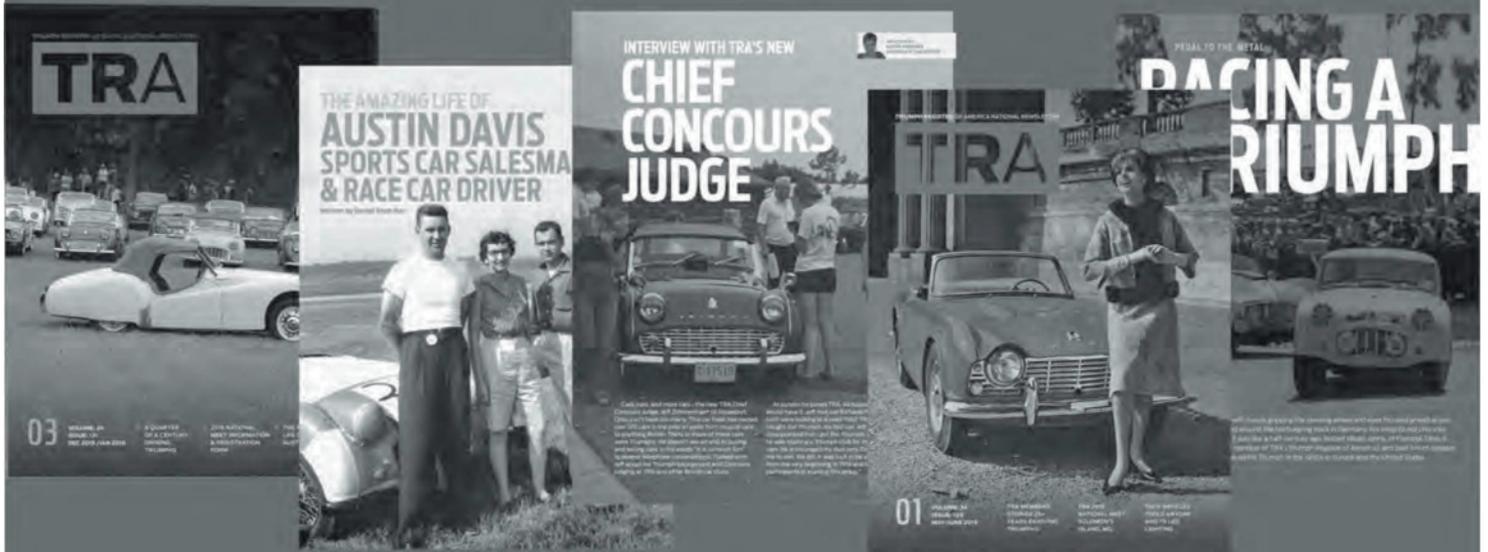
ESTABLISHED 1974

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

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 right.)

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 Jul-19 in the dues column your dues are due now. Any delinquent member who hasn't paid will be dropped from the roster.

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

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

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

Membership Application

Name: _____

Address: _____

City/State: _____ Zip: _____

Home Phone: _____

Work Phone: _____

Email address: _____

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

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

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



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

Upcoming Events

July 9, 2019 — HCTC evening meeting. October 3-6, 2019 — 6-Pack Trials, St. Louis, MO. Info at www.britishironnwa.org/show.html
July 13, 2019 — HCTC morning meeting.
Aug 10, 2019 — HCTC morning meeting. October 6-11, 2019 — VTR Nationals, Dripping Springs, TX. Info at www.vtr2019.com.
Aug 13, 2019 — HCTC evening meeting.
September 7, 2019 — Brits in the Ozarks, Fayetteville, AR. Info at www.britishironnwa.org/show.html.

Next breakfast meeting:

Saturday, July 13, 2019, 9:00 AM

Waterloo Ice House

6203 N Capital of Texas Hwy

Austin, TX 78731

NE corner of Lp 360 & RM 2222

waterlooicehouse.com — Phone: 512-478-9700

Next evening meeting:

Tuesday, July 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