

The

October 2021



RAGTOP



Thoughts from Rip

Rip Torn



As I reflect back on the past month's activities, I am excited about what our members have been doing during September. It looks like we had some racing in Decatur this month. I hadn't heard about the placing of our members but am sure they did quite well. Of course, we had a great drive before the last breakfast meeting, thank you Mike McPhail for leading the trip through Austin. It was awakening to see some of the changes that have occurred in the city and its environs since last raveled many years ago.

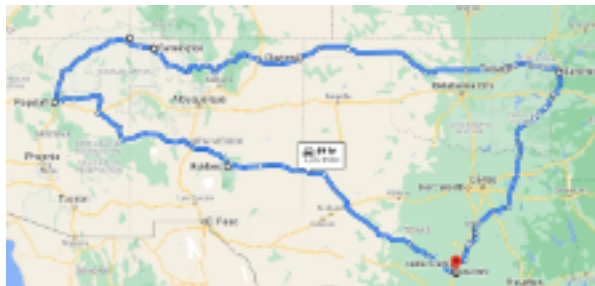
The big trip of course was up to Edmond, OK for the Annual VTR Convention. After the 2019 VTR in Dripping Springs which many at this year's convention still talk about glowingly, it was a tough act to follow. Eight of us from HCTC were present for the festivities and well represented the club while there. The driving was great east of I-35 and they had actual windy roads in places. Who Knew? The car show went well with many prizes snagged by our members. During the awards banquet the club received recognition (again) for The Ragtop being in the top 5 newsletters out of 175 judged. Way to go Dan Julien! Sunday morning, we all headed south of the Red River again and made it home safely. If you missed it, plan to participate next year for a great time! It is worth it. VTR 2022 will be in Galena, Illinois.



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This past weekend, 24-26 September we had another premier event in our backyard, the 30th Texas All British Car Days and it was another great time for our club members. Road Rallyes, Car Show, BBQ dinner and socializing highlighted the weekend. Our club had another good showing and participation. The HCTC received the best support from a club award and we had several members receive individual recognition for their cars at the show.



Next month we plan to head back North again to Fayetteville, Arkansas for the Brits in the Ozarks show followed by Triumphfest in Flagstaff, Arizona. So far five of us will attend both functions and a couple more to each of the individual venues. It looks to be a long trip, almost 3000 miles but should be a great trip especially when it cools down.

So, for the October breakfast meeting I send my regrets in advance as I will be en route in the long journey. Our Events coordinator, Mike will likewise be on the road so I do hope someone can lead a drive before the meeting. For the September Social Hour meeting the place was not as good as we hoped so For October it will be at Rudy's on RR-620 on Oct 12. Again, it is during the road trip but I hope you will enjoy it. Dear gentle readers, please give us some inputs on other locations in the area where we can meet for Social Hour.

As for the club I am happy with the progress revitalizing it. Our website has had a nice face-lift with many easy to update features to help it stay current and usable. Kyle Fagan, the webmaster snagged and activated a shorter website address-



www.hctc.us. It takes you to the same site but easier to remember and type. We are tying in the social media platforms to get the word out to our members so engaged and to prospective members in the community so we can have one consistent and timely message. We made stickers and brochures for our members to advertise the club to new prospects so ask us for these.



At the September meeting we agreed to for new members starting next year that we would increase the joining fee to \$25 but that would include a nametag as part of the package. We are also looking into a more informal club t-shirt produced locally, if possible, at a lower cost than the really nice Land's End ones. If you have some ideas for a design please contact Scott Sorci, our Marketing/ Communications Coordinator. Finally, we decided based on many recommendations to incorporate the club as an LLC and are in the process of doing that. It will be transparent to how things are done and allow us to do more things as well as protect the club and its members. So many moving parts the last several months are coming together behind the scenes to improve the club and how we do business. The most important thing however is to have fun, participate in events and stuff, send us your inputs and stories, and DRIVE THOSE CARS. Giddy 'Up!

—Rip

Secretary's Report September 2021

Jim Wells



To say the month of September was busy would be an understatement. Beginning with our Saturday club meeting at the Waterloo Ice House, a few of us kicked off the day's events with a pleasant drive heading out from Jim's Restaurant, thanks to our new Event Coordinator—Mike McPhail. In usual fashion, Mike mapped out another amazing drive through winding neighborhoods, such as Barton Creek, Lost Creek, and West Lake Hills, to name a few. If you have yet to join one of these drives, you should seriously

consider doing so on the next one. Look for a post from Mike on when that will be in the next Ragtop newsletter.

Next major event was this year's 2021 VTR Nationals in Edmond Oklahoma. Since I am situated up north, I met up with the caravan in Hamilton, TX, Tuesday morning. With a nice overcast of clouds and Mike McPhail leading the way, we made good time getting into Oklahoma. We had eight club members in attendance, though Art



was double dipping as he lives in Tulsa. Being the dedicated member that he is, Art Graves still maintains his HCTC membership with the HCTC and continues to participate in many of our club drives and continues to contribute to the Ragtop newsletter. Way to go Art! But I digress.



As we motored closer near Edmond, our timing put us to arrive at our first “meet-and-greet” at the RoughTail Brewing Company, arriving just ahead of the event tour guide—none other than Art Graves. It was nice to finally stretch our legs and partake of a few libations at this fine establishment. After mingling with other Triumph enthusiasts, we headed out to our next venue, still seeking to slake our much-deserved thirst from a long day’s drive. Soon, we found ourselves in downtown Edmond, en-



gaging in, yet again, like-minded conversation and the consumption of the local “recipe” at the Bricktown Brewery and Restaurant. Shawn Frank and his wife were able to join us that evening at Bricktown Brewery. Much thanks to “Paula”, our waitress, who was kind enough to take our pic-



ture. Time to head to the host hotel to check in and maybe a night cap.

Scheduled Wednesday for the VTR Nationals was the TSD and Gimmick Rallies. Both rallies took about four hours to complete. After many grueling hours as I the driver and Art the navigator and many calculations on our portable abacus, we submitted our TSD Rallye paperwork in and crossed our fingers. Art and I’s endurance paid off. We were able to capture Second Place on the TSD Rallye. Much celebration ensued that evening, but similar to what they say



in Vegas... “What happens at the VTR Nationals, stays at the VTR Nationals” — or something like that.

Thursday was somewhat of a repeat of Wednesday, with the addition of a Breakfast and Dinner Run and the Funkhana and Le Mans Start competitions.

For me and many of our fellow HCTC members, Friday brought about, as expressed by many in attendance, one of



the Autocross. Though no HCTC members earned an award, we represented our club well. Myself, Mike McPhail, Joe Payne, and Art Graves participated in the Autocross races. A “motley crew” in attendance for sure. Club onlookers included Rip Torn, Bob Skewis, and Bill Waller. I also had a surprise visit from my brother, who lives about an hour away from Edmond.



the best laid-out Autocross courses in recent history. Thanks to the Edmond Fire Department Training Facility, we were able to utilize their training area for



Saturday’s events culminated in the conclusion of the VTR’s main events with the display of all vehicles Triumph, both Concurs and Participants Choice. With too many cars to admire and elaborate on, the turn out on Saturday morning was amazing. So many Triumphs to admire and ultimately cast your vote for. The day’s events ended with the VTR Awards Banquet. Hill Country Triumph Club members walked away with five awards! Dan Julien received the VTR Outstanding Newsletter Award, Art Graves received 2nd Place Concours de Elegance for Late Model



TR6, Joe Payne received 2nd Place Participants Choice Award for Early Model TR6, I received 2nd Place Participants Choice Award for Late Model TR6, and Art and I received 2nd Place in the Time, Speed, Distance (TSD) Rallye(Pic 15). After much celebration and many stories told late that evening, the HCTC travelers rallied one last time for a drive home. Sunday morning found us all lined up to depart Edmond at 7:00 AM. The "Crew" headed back to Texas, while I departed at the I-40 East overpass to visit my brother for a few hours. All made it back home that evening, though, rumor has it that Bill Waller may

have lingered a bit longer somewhere between the Red River and Austin. For a more accurate telling of out 2021 VTR Trials, you may have to ask one of the members in attendance. Until then...

Tara!

Jim Wells

HCTC Secretary



From the Archives

Art Graves



This month's gem first appeared in the September 1994 issue of the Ragtop. It is a story by Bob Kramer telling of the first attendance at a VTR National Convention by the Hill Country Triumph Club. Bob does allude to another National Convention, but that may have been prior to the forming of HCTC. Regardless, it is quite a detailed story, but one has to wonder what became of Barbara and the kids. Barry and Donna Lowe have moved several times since leaving Austin. Phil Walden passed away several years ago. The blue (Tahiti?) TR6 is now owned by his son Andrew. It is a rather long story, but, well, that's Bob.

Each year the Vintage Triumph Register, the national club for all Triumph cars, holds an annual convention at different locations around the country. In an attempt to make it possible for every Triumph fanatic to be able to get to one of these every few years the VTR tries to pick locations that are worth the trip. Knowing that most of the attendees are using their vacation time for this event puts additional pressure on them. In choosing a site, they not only have to pick a great place, they need a sponsor club capable of pulling the whole thing off. This year, the VTR hit the jackpot. Asheville North Carolina is the type of place most people would choose on their own for a vacation locale. The summer weather is comfortable, the scenery is Smoky Mountain high, and there is plenty to do for the whole family. For us Texans, the relief from this summer's 100-degree marathon was most welcome.

The Hill Country Triumph Club was represented by 2 cars and 3 families at this year's Nationals. The Kramers, Lowes and Waldens joined a number of other Texans

in making the trip. Due to the difficulties of scheduling, there was no caravan. Barry and Donna took full advantage of the time to do some real touring. Highlights of their route include riverboat casinos, New Orleans. a bed and breakfast in the mountains, running out of gas, another bed and breakfast, massages, running out of gas again. In case you are wondering, the famous "R" SPIT's gas tank collapsed down to about half capacity. You try driving cross country with a 6-gallon tank and see what happens.

The Waldens took the opportunity to take a "honeymoon" trip. For those of you that know them and their son Stuart, Phil and Theresa never got to take a traditional honeymoon. They were "Stuart-less" for the first time in their lives. Stu, in he now prefers to be called, has his own car, a job as a lifeguard and a "squeeze." Mom and Dad were feeling a little left in the dust, so after stopping to see Graceland and Bill Clinton's Mustang, and being childless for a few days, they must have gone a little crazy. Over no objection from us, they took our 3

children to Cherokee for a day and got this child thing out of their system.

The Kramers' adventure was less dramatic. We stopped in Galveston to do a little sun-tanning. Mr. Weather did not cooperate however, so we got a head start on the cross-country trip. With a family of 5 the only way we can get us and the TR6 across country is with a trailer. Dave Smith knew of our plans and offered to loan his son's car trailer. This is the second time I have taken one of the Smith's trailers cross-country, the last time using Dave's dad's. The trailer I used is a pretty neat one. As small as TRs are the car door can open fully while on the rig. It came equipped with electric brakes and is quite heavy duty. I mention this because it's for sale. If you know of anyone that needs a sturdy car hauler, this may be the one. It's not new and for a Triumph it could use some longer ramps but it is well built and worth the money being asked for it.

Our chosen route took us along the Mississippi and Alabama coast. Our kids got to play in the sand east of Biloxi. We then travelled up through Atlanta and followed the scenic route to Asheville. Although I didn't know it or plan it, we avoided the very long and torturous climb on I-40 that so many others were complaining about. Don Carter, from the Houston club and also pulling a trailer, added that it was not as bad as the Rocky Mountains last year. We got in on Tuesday afternoon and lo and behold, we met Barry and Donna in the hotel parking lot. It was nice to arrive early. We got to visit with many of the other early birds and relax a little.

In my case it was very little. Having been towed across country, my blue TR6 decided it didn't want to run anymore. You may know about this car and its flooded junkyard past. The last remnant of this sordid history is the fuel tank. I'd swear I've replaced 35 fuel filters waiting for it to stop flaking off rust from the inside walls and clogging up fuel lines and filters. The bump

and grind of towing produced the mother lode of rust piles in the fuel system, and I was barely able to drive the car off the trailer before it shut down. It still wouldn't run after doing my usual fuel filter change and running a long screwdriver into the fuel tank outlet pipe. With Barry's help, I disassembled the fuel pump and cleaned it, but still no go. Finally, we gave the fuel line a major blow through and out came the rust. Although the fuel tank outlet clogged once more on the way to the concours, the car ran great the rest of the time.

I think I understand what went wrong with this fuel tank. I thought I had done everything right. I had taken the tank out of my parts car and found some repairable rust holes. I then took it to a radiator shop to have it tanked and welded. After this I had it sloshed to seal the tank. What I surmise happened is that the radiator shop tanking did not get the rust out. The sloshing compound complete with rust flakes has been peeling off ever since. This would account for the awful smell I get while driving. I'm burning the sloshing compound that is washed off the rust flakes in the fuel filter. Thankfully, the worst is now over, the smell went away in Asheville, so I think the trailer ride had a positive effect on the car.

Of course, I didn't know this at the time. When I got the car running, I was scared that it would leave me stranded if I tried to run a Rallye. In order to qualify for the car show, VTR requires that you participate in a driving event. I chose to do the Secure Drive on Thursday, which was a 40-mile drive on the Blue Ridge Parkway. I reasoned that if I broke down, there would be someone to help in the 200 or so cars. I made an uneventful trip up the mountain to the turnaround and got the required participation sticker. Not willing to take any chances with the car or the clouds, we quickly turned it around and tried to beat the rain. We followed a TR3 until the rain got too much for them. Since their brake lights weren't operating and we were pushing it, I had a tense moment when they pulled off the road. After a few miles the

rain stopped and whoosh, a yellow Spitfire flew by at about 80 MPH. This was a guy who has a Spit that he never takes out of his garage. It has 30,000 original miles, most of which he put on it in the first 2 years he owned it. According to the story, he had to be convinced to take it to the Nationals. I never did find out if he was feeling in the spirit of things or just wanted to get his car out of the rain.

After successfully completing the Scenic Drive, I felt encouraged enough to try the Funkhana. This was a simple event in terms of design, but difficult to master. A short course with a slalom leading to a dartboard, then backing into a traffic cone "garage" to pick up a tennis ball followed by another short slalom into another garage to toss the ball into a net. Back out and head to finish line. At the finish line you had to answer a Triumph TRivia question, an easy 5 pointer or a hard 20-pointer. I know a lot of Triumph stuff, but I didn't know who the factory Rallye driver was in the early 70's.

The highlight of the Funkhana was a particular participant who had quite a bit of misfortune. They pulled up to the start line and promptly stalled, unable to restart. After getting pushed out of the way, it was discovered that they were out of gas. I drained some of my special brew out of my tank to get them going again. While this was accomplished those pesky rain clouds thickened over the hotel and the skies opened up just as they began their run. As it turned out, these very wet Funkhana people had completed the T.S.D. Rallye and gotten directly into line for the Funkhana. That collapsed gas tank did them in. Barry and Donna valiantly completed their turn in the downpour, but the score keepers ran for cover. I don't think they even got a chance to try a trivia question.

Phil, Barry and I attended the Annual VTR Membership meeting at the hotel that night. The meeting was dominated by a question from one participant who asked how the VTR Board of Directors is elected. It turns out that they are chosen by the Board themselves. Any outsider that wants to get on the board has

the opportunity to volunteer for positions as they open up and work their way up the chain of command. Unfortunately, the answer wasn't satisfactory for the member, and he re-asked the question, in differing forms over and over again. The meeting deteriorated from there. Let it be known to all, the VTR is an autocratic organization. I think that is for the best. We have enough to do locally in our own Chapters. We owe a lot to those that work at the national level in the VTR and give up time that could be spent with their local clubs.

Friday morning the Autocross and Fox and Hounds Rallye were scheduled. Barry and I headed out to the Autocross location early in the morning. It was raining, so we figured that we would get lots of times in because participation would be held down. We lost out on that idea when after lunch the sun came out. All the more timid drivers came out and filled the lines, limiting us to 3 runs, 2 in the morning rain. That doesn't mean we didn't enjoy ourselves.

Barry had a duel with another green Spit that was more "race prepared" than his car. Although he came in second in his class, Modified Spitfires, he did quite well considering that the other Spit had dual Webers and a rear sway bar and some other goodies. I was stuck in the Modified TR6 Class with about 5 DSP racecars. I did enjoy the lead at the lunch break however. The real racers didn't run in the rain, and waited out the weather. I ended up about 6 seconds behind the pack. I'd have to add Triple Webers, sway bars special tires and 8.5" wheels to compete with this bunch. Either that or get rid of the header and go back to stock.

That evening, the Awards were presented for the Driving events. As I mentioned above, Barry took a 2nd in the Autocross. Barry and Donna also won a 2nd Overall in the T.S.D. Rallye. This event had 3 Classes, Novice, Experienced and

Seat of the Pants (no timing equipment). Barry was pretty confident that they had placed in the Novice Class. I could see the disappointment on his face when the names were read off and theirs wasn't among them. When they were announced as 2nd place winners, Donna couldn't believe it. Placing 2nd in a T.S.D on your first try, using a sweep hand wristwatch is quite an accomplishment. Plaques for both Driver and Navigator were given out, providing Donna with her first ever Triumph Award.

The Awards were followed by a Parts Auction. This went on until after midnight. We all picked up a few Items at good prices, but I was surprised that many people bid up items above their normal selling price. We hung in to the very end, hoping for that rare or unusual part that nobody else knew about, but it was not to be.

Saturday was Car Show Day. We had to leave for the Panoramic Photo shoot early in the morning. My car gave me a little trouble in the morning, the battery was dead because the glovebox light was on all night. It started after a push, but half a mile away the fuel tank outlet pipe clogged up again. Barry and Donna stopped to help, and although it only took a few minutes, the delay put us in in the back of the picture. The Lowes purchased a copy of the full Panoramic Photo.

The plan was for the cars to be driven to the Contours field in classes after the photo shoot. The host Triumph Club of the Carolinas had planned for an orderly transition, but it took much longer than they anticipated. This was the only snafu in the whole event and it was a minor one. We can't blame them for the rain! The Concours judging went well, except that they forgot to include the defending Champion TR6, owned by Don Carter from Houston in the calculations for the Late TR6 Class. Since he had won last year in Seattle, he was eligible for a Senior Award, and they gave him one of those rather than take an Award away from someone who had already been

given one. Don, gracious as always, accepted this compromise.

A highlight of the Awards ceremony was guest speaker Bert Levy. He writes columns for a few auto magazines, in particular British Car. He entertained the crowd with colorful stories of racing and rallying. We didn't stick around for the Marshmallow Toasting event around the campfire. It had already been a full day for us. I think my kids wore out a few horses assigned to the hayrides and they were beat.

I would be remiss if I didn't mention the great job the Triumph Club of the Carolinas did in running this event. Having participated in one other Nationals, numerous Regionals and All British Car Days, I can only say that they did a tremendous job. Jamie Palmer, who was Co-chair with his wife Cherie deserves a lot of credit for both running the event and garnering the support of his troops. As a Prodigy subscriber, I see all the notes written by the many active members of the TCOC that are on Prodigy. They are a great example for other clubs to follow. I knew in advance that it was going to be great.

The total for Registered cars was something like 345. I don't know what the VTR record is, but that is quite a few Triumphs in one town. There were so many cars there that my Rover Electric Blue TR6 found out that it is the same color as Triumph Tahiti Blue. There were 5 others there in the same color. The VTR has set the next two years locations in Rockford, IL and then Albany, NY. Both locations have active clubs and are accessible to much of the country. So next year we head North in August.

TR4 Progress Report for September 2021

Mike McPhail

In spite of all the Triumph goings-on in September, a fair amount of work was done on the TR4. The grill, windshield, bumpers, gauges, wiring and more are all in place. Thanks to Rip Torn for all the help!

Goings on you say? Why yes indeed! The HCTC Breakfast Meeting was held once again at the ever-popular Waterloo Ice House. The weather was REALLY nice as seven Triumphs sped out of Oak Hill on an exhilarating jaunt to our dining destination. Nearly an hour was spent meandering through the most beautiful roads in West Austin. Hopefully someone will volunteer to do an early morning drive in October...but it seems unlikely, since the really hard-core enthusiasts will be

attending the Brits in the Ozarks show in Fayetteville, Arkansas!

Seven of us missed the 9/14 Tuesday meeting, having journeyed North to Edmond, Oklahoma for the gala Vintage Triumph Register National Convention. We certainly stayed busy with rallies, funkhana, autocross, car show, banquet and the like! There was plenty of sunshine and it was warm enough for a dip in the Hilton's refreshing swimming pool when time permitted. It would seem that there will be a few absentees at the October 12 HCTC meeting also...Triumphfest is going on in Flagstaff, and since that's not too far from Arkansas (?), we figured that we would make that one too!



Texas All British Car Days took up a weekend (10/24-26), but boy was it worth it! Friday was meet & greet at the lively Brass Tap with etouffee afterwards at the Louisiana Longhorn next door. Saturday started off with a Hill Country tour around Southern Lake Travis, through Lakeway and onward towards Spicewood. There was an early lunch at the Frontyard Brewing Company, leaving just enough time to run the challenging "Stiff Upper Lip" gimmick road rally in the afternoon. The exhilaration continued as Triumphs

gathered at the impressive Sheets Ranch for a well-deserved BBQ dinner! Triumphs easily outnumbered any other marque in attendance at the marvelous Sunday car show. HCTC members took home a bundle of awards, just like they did in Edmond!

Who knows? Perhaps the TR4 will be ready for The Rolling Sculpture Car Show on October 31 at the Hill Country Galleria in Bee Cave. Meet there at 9:30 in the Jersey Mike's Subs parking lot behind McDonald's so we can all enter the show together!





Rolling Sculpture Car Show Sunday October 31 from 10 until 3 at the Hill Country Galleria in Bee Cave. HCTC members please be in the Jersey Mike's parking lot (behind McDonald's at 9:30 so we can enter and park together!

Mike's VTR Highlights

Photos by Mike McPhail



BBQ stop.



Lunch in Jacksboro.



Pop's on Rt 66.



Hilton swimming pool.



Edmond car show.



More car show.

30th Annual Texas All British Car Days







2021 TEXAS ALL BRITISH CAR DAYS 30th ANNIVERSARY

WINNERS



SPECIAL AWARDS	PLACE	CAR#	Owner/Drivers	YEAR	MARQUE	MODEL	COLOR	
Best Daily Driver	Winner	39	Art Graves	1976	Triumph	TR6	Delft Blue	
Best Right Hand Drive	Winner	84	Steve & Monica Koenig	1965	Austin	Mini Cooper MK1	Green	
The Long and Winding Road	Winner	39	Art Graves Tulsa, OK	1976 480 Miles	Triumph	TR6	Delft Blue	
The Long Train Runnin'	Winner	137	Adin Batson Owned 50 Years	1967	Lotus	7	Green	
Best Club or Group Display	Winner	Hill Country Triumph Club						
Diamond in the Rough	Winner	134	Ashely Salisbury	1954	Austin Healey	100-4	Blue	
The Brilliantly Wicked British Car	Winner	79	Craig Ligon	2021	Morgan	3-Wheeler	Dessert Sand	
"Stiff Upper Lip" Rallye	1st	59	Erik Van Note/Bev Van Note	1972	MG	B	Red	
	2nd	24	Andrew Kramer/Chelsie Kramer	1972	Triumph	TR6	Tahiti Blue	
CLASS AWARDS	PLACE	CAR#	OWNER	YEAR	MARQUE	MODEL	COLOR	
Best of Show	1st	15	Marcus Yori	1963	Jaguar	MKX	White	
Peoples' Choice	1st	146	Matt Daniel	1972	Triumph	GT6	Maroon	

CLASS	AWARDS	PLACE	CAR#	OWNER	YEAR	MARQUE	MODEL	COLOR
A	MG-T Series	1st	7	JT Luin	1952	MG	TD Mark II	Light Blue
A	MG-T Series	2nd	115	Willem Visser	1952	MG	TD	Red
A	MG-T Series	3rd	103	Marius Chanson	1951	MG	TD	Silver/Black
B	MGA	1st	101	Joe Vining	1961	MG	A Roadster	Black
B	MGA	2nd	34	James Conrad	1961	MG	A Roadster	Black
B	MGA	3rd	56	David Breeding	1956	MG	A Roadster	Red
C	MGB /MGC - Chrome Bumper	1st	48	Dale Schiller	1972	MG	B	Blue
C	MGB /MGC - Chrome Bumper	2nd	77	Terry & Linda Myers	1971	MG	B-LB	Orange
C	MGB /MGC - Chrome Bumper	3rd	100	Eddie Dick	1964	MG	B	Red
D	MGB - Rubber Bumper	1st	60	Bruce Whiteside	1979	MG	B LE	Black
D	MGB - Rubber Bumper	2nd	156	Orlando Martinez	1979	MG	B	White
D	MGB - Rubber Bumper	3rd	98	Mark Campbell	1974	MG	B	Orange
E	GT (MGB-GT, GT6, MGC-GT, etc.)	1st	72	Julie & Nick Roccaforte	1973	MG	B GT	Glacier White
E	GT (MGB-GT, GT6, MGC-GT, etc.)	2nd	143	Roger Sykes	1974	MB	B-GT	Citron
E	GT (MGB-GT, GT6, MGC-GT, etc.)	3rd	120	Andy Hempel	1969	MG	C-GT	Pale Primrose
F	SPRITE & MIDGET	1st	43	Russell Reed	1658	Austin Healey	Sprite	Black
F	SPRITE & MIDGET	2nd	20	Brian Laxton	1979	MG	Midget	Red
F	SPRITE & MIDGET	3rd	46	Rick & Eileen Wyant	1979	Austin Healey	Sprite	Red
G	Pre War,TR2, TR3B, TR4, TR250,	1st	12	Mike McKinley	1959	Triumph	TR3A	White
G	Pre War,TR2, TR3B, TR4, TR250,	2nd	94	Tommy Carpenter	1958	Triumph	TR10	Green
G	Pre War,TR2, TR3B, TR4, TR250,	3rd	80	Dean & Elizabeth Mericas	1965	Triumph	TR4	Red
H	TR6 - Early *Chrome Bumper	1st	107	Joe Payne	1969	Triumph	TR6	Red
H	TR6 - Early *Chrome Bumper	2nd	30	Keith Denebeim	1971	Triumph	TR6	Delft Blue
H	TR6 - Early *Chrome Bumper	3rd	28	Barry Dixon	970	Triumph	TR6	Blue
I	TR6 - Late *Rubber Bumper	1st	71	Nick & Julie Roccaforte	1974	Triumph	TR6	Red
I	TR6 - Late *Rubber Bumper	2nd	39	Art Graves	1976	Triumph	TR6	Delft Blue
I	TR6 - Late *Rubber Bumper	3rd	129	Joe Davis	1974	Triumph	TR6	Mimosa Blue

CLASS	CLASS AWARDS	PLACE	CAR#	OWNER	YEAR	MARQUE	MODEL	COLOR
J	TR7 & TR8	1st	138	Phil Taylor	1981	Triumph	TR8	White
J	TR7 & TR8	2nd	111	Paul Peters	1976	Triumph	TR7	Red
J	TR7 & TR8	3rd	104	Cole Bennett	1980	Triumph	TR7	Vermillion
K	Spitfire	1st	36	Mike McPhail	1963	Triumph	Spitfire	Red
K	Spitfire	2nd	11	Michael Nelson	1973	Triumph	Spitfire	Carmine Red
K	Spitfire	3rd	86	Olivio Ranasinghe	1976	Triumph	Spitfire	Brooklyn Green
L	Big Healey	1st	10	John Grosso	1959	Austin Healey	100-6	Blue/Gray
L	Big Healey	2nd	134	Malcolm Duncan	1966	Austin Healey	BJ8	Silver/Gold
L	Big Healey	3rd	125	Barbie & Don Bucy	1956	Austin Healey	100M	English White
M	Classic Jaguar	1st	35	James Bowen	1970	Jaguar	E-Type	Red
M	Classic Jaguar	2nd	15	Marcus York	1963	Jaguar	MKX	White
M	Classic Jaguar	3rd	67	Eric & Roxanna Anslyn	1953	Jaguar	MKVII	White
N	Modern Jaguar	1st	54	Terry Collins	2017	Jaguar	F-Type	Red
N	Modern Jaguar	2nd	54	Stephen Morley	2006	Jaguar	XK8	Silver
N	Modern Jaguar	3rd	37	Michael Kilgore	2003	Jaguar	XJR	Gray
P	Modern Aston Martin	1st	149	EA Motor Group	2018	Aston Martin	DBII	Blue
P	Modern Aston Martin	2nd	82	Ron Wallis	2007	Aston Martin	V8 Vantage	Torro Red
P	Modern Aston Martin	3rd	132	Stevell Amstel	2003	Aston Martin	Vanquish	Carinsorm Blue
Q	Classic Mini	1st	44	James Mayes	1966	Morris	Mini Traveler	Blue
Q	Classic Mini	2nd	128	Chris & Desiree Patten	1969	Mini	Pick-up	Yellow
Q	Classic Mini	3rd	66	David Woodhams	1974	Mini	Cooper Sport 500	Green/Silver
S	Rolls- Royce & Bentley (Early)	1st	32	John Haydon	1954	Bentley	R Type	Black
S	Rolls- Royce & Bentley (Early)	2nd	91	David & Ann Jordan	1962	Bentley	S-2	Black/Silver
S	Rolls- Royce & Bentley (Early)	3rd	95	Randall Roland	1978	Rolls Royce	Silver Shadow	Walnut & Baluga
T	Rolls- Royce & Bentley - Modern	1st	106	Norman Bridges	1992	Rolls Royce	Silver Spur	Grey
T	Rolls- Royce & Bentley - Modern	2nd	87	Xavier Bethune	2008	Rolls Royce	Phantom DHC	Blue
T	Rolls- Royce & Bentley - Modern	3rd	96	Rex Howell-Smith	2009	Bentley	GTC	Green

CLASS	CLASS AWARDS	PLACE	CAR #	OWNER	YEAR	MARQUE	MODEL	COLOR
U	Lotus Classic	1st	137	Adin Batson	1967	Lotus	7	Green
V	Lotus Modern	1st	68	Eric & Roxanna Anslyn	2003	Lotus	Elise	Silver
V	Lotus Modern	2nd	139	Scott Bowman	2017	Lotus	Evora Sport 410	Orange
V	Lotus Modern	3rd	118	Kyle Miller	2001	Lotus	Elise S1	Red
W	Morgan	1st	8	Dan Thornton	1998	Morgan	Plus 8	Red
W	Morgan	2nd	79	Craig Ligon	2021	Morgan	3 Wheeler	Desert Sand
W	Morgan	3rd	105	Andrew Johnson	2021	Morgan	3 Wheeler P-101	Black
X	British Saloon	1st	17	Wayne Kube	1937	MG	VA Saloon	Cream
X	British Saloon	2nd	33	Mark York	1963	Jaguar	MKX	White
X	British Saloon	3rd	11	Louise Brito	1970	Morris	Minor	Green
Y	British Sport	1st	83	Robert Lake	1968	Morris Minor	1000 Traveller	Almond Green
Y	British Sport	2nd	52	Louise Brito	1970	Morris Minor	1000	Green
Y	British Sport	3rd	49	Joseph Conklin	1959	Morris Minor	Estate Wagon	Frilford Grey
Z	Special Interest	1st	109	Michael Foster	1923	Morris Cowley	Bullnose	Burgundy
Z	Special Interest	2nd	58	Craig Burcjsted	1953	Arnolt MG	Bertone Coupe	Red
Z	Special Interest	3rd	84	David Barrera	1974	Jensen	Healey	Red



Sleeping Policeman

Bob Kramer



Wreck TR6

Back in 2009 I gathered up a collection of willing Hill Country Triumph Club souls to turn a rust bucket, pile of parts, missing many parts, nightmare of a TR6 we had located at Ron Harrison's shop in Salado into a Lemons race car. This group of club members donated their time, treasure, and spare parts to turn the car into what we boldly passed off as a Triumph track car. By the time we were done, as the "car owner", I had spent well over \$5,000.00 out of pocket and if we counted the previously mentioned donations, it easily doubled that amount. Yup, we put our 10 grand into it and ended up with a \$500.00 Lemons car, just in time for our inaugural Lemons race.

We proceeded to take it to the track as the "Sherlock Homeboyz", first to Houston Motorsports Ranch, later to Eagles Canyon Raceway near for Lemons races, and later to Texas World Speedway in College Station as FOGHAT (5 Old Guys Have A Triumph). There



Lemons TR6

were additional return trips to MSR and TWS as well. We even won a couple of sportsmen awards along the way. People couldn't believe we were able to race successfully in that car! The car did its job, which was to get novices on the track to help them find out if they really wanted to be a racer. We can point to at least three guys that ended up buying racecars after starting their racing "career" behind the rattling steering wheel of our homely TR6.

At some point, Mr. Beanitos, Dave Foreman bought out my financial interest in the car and made it his first race car. He



Chump TR6 (not yet Beandito).

immediately set out to take it up a notch and he convinced Greg Blake to do some engine work and rear axles upgrades to make the car a little bit more competitive. The car also took on a more traditional racecar look with the removal of a couple of Lemons gimmicks. No more Buick inspired fender portholes or reversed TR6 headlight buckets painted like bulging eyeballs. The nasty green of the original edition was freshened up with a few cans of Forest Green Krylon and a nice yellow stripe was added for good measure. I think it was Dave who added the "Fools to the left" and "Jokers to the right" decals that are a huge part of the driving strategy necessary when competing against much faster cars. It's funny too!

Dave quickly progressed as a racer, moving first to a hot Spitfire, then a BMW 35E and lastly a very nice Porsche 914. This made the little 6 an



afterthought, so I bought it back from Dave for the same money he gave me for it and I've continued to make it available for WRL and ChampCar races. We took it to COTA three times, did well while we raced, but also suffered a differential failure one weekend, ran into a BMW on another but also finished a two-day event in non-stop rain. The car had proved its worth many times at that point but after the waterlogged weekend, having been outclassed and passed by so many much faster cars (the race featured two brand new factory BMW M4's) and with the driver pool having moved on to race their own cars, the Beanito Bandito TR6 sat idle for a couple of years.

To the rescue came Greg Blake. True to the spirit of the original car, Greg wanted to put his brother and a couple of close friends behind the wheel of a race car and let them experience wheel to wheel racing for themselves. Greg and Bob Blake came and collected the car in time to prep it for a March ChampCar race at Harris Hill Raceway in San Marcos. Since the car had been unused for quite some time it needed fresh fluids, new tires, and good tuning but it was not in need of any major repairs.

The drivers practiced Friday and got off



Further diagnosis led to a rocker arm tip that had broken off clean and migrated down into the oil pan. It was the cause of the rough running and likely saved the engine from being cooked, but the weekend ended early.

Back to the event. The ChampCar people loved the car and they mounted a camera on the car for their YouTube broadcast, which ran as a live broadcast and thankfully was saved for posterity. You can watch that at <https://www.youtube.com/watch?v=5zRTBMbLylw>

After the muted success of March and the fun that Greg and his team experienced, he wanted to run the September ChampCar event. One of the drivers from there March team was hooked, so that was 2 drivers. I had a conflict with the Texas ALL British Car Days but we knew we could find other drivers, so I hatched a plan to split my seat with Don Couch. He would take over on Sunday, a risky proposition in some ways. The conversation then changed over to how we could be more competitive with the other cars on track.

That brings me to the title of this report, the Sleeping Policeman. What is that you ask?

NOUN: mainly British. A raised band across a road, designed to make motorists reduce their speed.

What? Why? In all these endurance races we have done, be it Lemons, Chump/Champ or WRL, we are in the slowest, lowest HP class. We get passed, a lot. Clowns to the left and Jokers to the right. Some would say that we are a traffic impediment, a speed bump of sorts and if you were of a British frame of mind, a Sleeping Policeman. Oddly appropriate, don't you agree?



We started by talking about how silly it was to have a rocker arm failure send the car home. Right away we decided it was time to upgrade to Roller Rockers. Greg ordered a set and put them in, and the car ran a like it should. I had been following a newly produced Electronic Fuel Injection manifold that a TR6 guy named Ramin "Ray" Mirshab was making and selling. It had the look of a proper injection system and for a little more scratch we could get it in black with a Triumph logo.

After contacting Ray and learning that he worked for Chrysler as an engineer on the Hellcat engine development team, I was convinced that he had the skills to design and build such a thing from scratch. I bought one of his first manifolds complete with a GM throttle body, some senders and 6 injectors. To run the injection, I bought a MicroSquirt ECU and harness, plus a bunch of ancillary fittings, electrical components and

throttle shaft upgrades. To meet (or try to meet) our goal of running two-hour stints with four drivers I bought a 16 gallon fuel cell. This was going to be no minor investment! In the end, it cost just about as much to do this project as the car cost me to build! I also made room up my sleeve for my ace in the hole, Greg Blake to “help” with the installation.

Greg got invested into the EFI project right away. He studied up and took the lead in getting it set up. Don Couch jumped in and assisted on the high tech stuff, even bringing along his visiting brother to help with the wiring. Knowing these guys were more suited to this type of equipment I busied myself with the fuel cell and other fabrication and prep. We had added veteran Beandito driver Richard Ceraldi to the team and he and Joe Morhfeld from the March race assisted with the prep. We also had some help from some of Greg’s friends and HCTC member John Akins.

It all started out well as the injection manifold installation was straightforward. The throttle shaft and cable a little less so, but still fairly easy. The MicroSquirt system, specifically the ECU, gave Greg fits. After many, many lost hours it was finally determined that the ECU provided with the Microsquirt had a bad resistor. Greg and Don lost tons of time trying to figure out what we did wrong. It sounds simple but after the repaired ECU was installed, it went smoothly from there. There was a lot of other stuff that needing touching multiple times while it was sorted so it was quite a relief when the car actually started. Greg tweaked the tuning of the injection to get the best air fuel mixtures and after a few “tunes” we had a car that would start right up and produce a clean set of plugs. It sounded

strong.

For the event the Blakes carted the car to Harris Hill on Friday morning. I worked until noon and by the time I got to the track Greg was readying for some laps. All the drivers got to do some Test and Tune laps and we could tell right away that the EFI, or what I have dubbed the RM6, had taken away any hesitation, provided smooth power throughout the usable RPM range, and aided in the all-important power off a turn. It also changed the car from one that we felt was a great handling car to one that was lacking in that area. It may just have been that the car has just aged but the RM6 added a bit to the fun factor.

For Saturday we started off with an unfortunate black flag. Our transponder wasn’t working and our first 5 laps plus a couple of more while we came to the pits to wiggle and bless the wires were lost. With that solved we proceeded to race consistently throughout the day and found ourselves very competitive in our Class and we found cars to race against. We also found out that we couldn’t pull the two-hour stints we had planned on to save pit stop down time. Our EFI mods included an Air Fuel Ratio gauge and about an hour twenty into a session the gauge would show full lean on some turns as the fuel pickup



in my spot and Greg, Joe, and Richard each took their turns. Finishing position was the same. Great car comments the same. Smiles even bigger.

We learned a few things. A TR6 spinning into tall off-track grass can cause a fire. Ask Joe "Grassfire" Morhfield. We learned that extending the fuel cell filler through the trunk lid so we can refuel without opening the trunk puts the cell's overflow hose below the fuel we are pouring in and onto the ground. We learned that if you plow through a field missing a turn the hay you collect in the frame rails will catch fire. Someone else learned that if

you stop in said hay and can't restart the car it will burn up in the grass fire. On a side note, we learned that just like a p-trap in your sink, that looped breather hose, filled with fuel, doesn't let the fuel cell breathe. We learned that driving a race car for over an hour puts one in a state where you have no idea just how long you have been driving. Mostly we learned that after improving the acceleration and power we now need to work on improving the suspension and brakes and go Miata hunting!

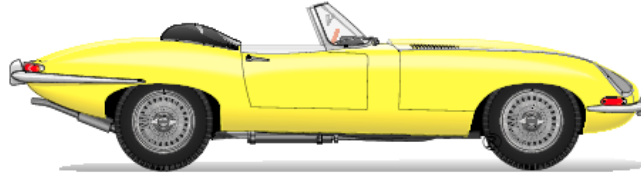




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Classifieds

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)

Wanted: TR 6 jack and handle.

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

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

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2 TR4 Front Overriders

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1 TR4 Rear Bumper

All are serviceable but by no means pristine. There are scratches and scuffs and dings.

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Orders@hamiltonguitars.net



Triumph TR6 '69-72 Intake Manifold Stanpart V3108, used, as is. Great condition. Price plus shipping or pick up in central Texas \$110



4 Speed Transmission from 1969 TR6. Approx 80000 miles. Price: \$500 obo. Looks clean and the gears appear in good condition. I can get it inspected by a noted local mechanic at your expense. Sold as-is. Pm me with questions, please. Shipping extra.



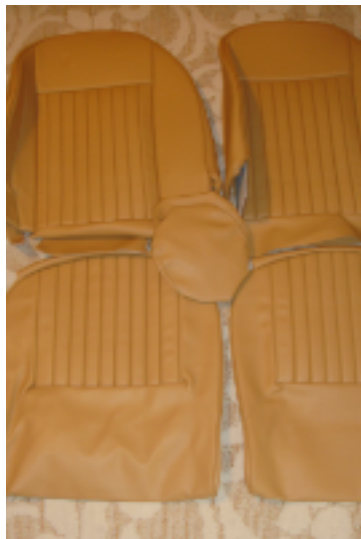
TR6 Stanpart Coventry Radiator. Price: \$150 obo. Came out of a 1969 TR6. Replaced when the parts were upgraded. No leaking and holds pressure. Price plus shipping approx \$60

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beige Price \$350.00. If you buy a new set it would cost over \$500.00.

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Hill Country Triumph Club Advertising Rates

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

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

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

Business Card ad: \$5:00 per issue

Quarter page ad: \$10.00 per issue

Half page ad: \$15.00 per issue

Full-page ad: \$25.00 per issue

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

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

Fees should be sent to:

HILL COUNTRY TRIUMPH CLUB

Attn: Mike Schubert

18340 Masi Loop

Pflugerville, TX 78660



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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

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Home Phone: _____

Work Phone: _____

Email address: _____

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

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

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



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

HCTC Officers

President — Rip Torn
rtorn09@gmail.com

Vice-President — Joe Payne
robjoepayne@yahoo.com

Webmaster — Kyle Fagan
webmaster@hillcountrytriumphclub.org

Treasurer — Mike Schubert
trebucs43@gmail.com

Secretary — Jim Wells

Membership — Nel Mcphail
512-656-1456
membership@hillcountrytriumphclub.org

Event Coordinator — Mike McPhail

Ragtop Editor — Dan Julien
editor@hillcountrytriumphclub.org

Social Media — Scott Sorci

Back issues of The Ragtop are available on our website:

<http://www.hillcountrytriumphclub.org>

Become a VTR Member

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

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



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

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

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

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

Upcoming Events

Oct 7 - 9, 2021 — **Brits in the Ozarks** All-British Car & Cycle Show Fayetteville, Arkansas <http://www.britishironnwa.org/show.html>

Oct 9, 2021 — **HCTC Morning Meeting**, 10 am, Waterloo Ice House on 360.

Oct 12, 2021 — **HCTC Tuesday Social Meeting**, 7 pm, Rudy's, RR 620.

Oct 14-17, 2021 — **Triumphest 2021** Flagstaff, Arizona. <http://www.triumphest.com/wp-content/uploads/2021/Registration2021.pdf>

Oct 23, 2021 — **South Texas All British Car Day**, Boerne, TX. Register [here](#).

Oct 31, 2021 — **Rolling Sculpture Car Show**, Bee Cave, TX. Info [here](#).

Nov 9, 2021 — **HCTC Tuesday Social Meeting**, 7 pm, Rudy's, RR 620.

Nov 12-15, 2021 — **Scottish Highland Games**, Salado. Info [here](#).

Nov 13, 2021 — **HCTC Morning Meeting**, 10 am, Waterloo Ice House on 360.

Nov 13, 2021 — **Pioneer Flight Museum Fall Fly-In** Car and Air Show, Kingsbury, TX. Info [here](#).

Dec TBD, 2021 — Annual **HCTC Tour De Lites**.

Dec (?) TBD — Annual **HCTC Holiday Party**.

Apr 22-24, 2022 — **VTR Regionals**, Boerne, TX. Info [here](#).

Last Sunday of every month — **Cars & Coffee**. Dreamland Dripping Springs 2770 W Hwy 290 Dripping Springs, TX 78620

Third Saturday of every month — **Pistons on the Square**. 8-10 AM on the Courthouse Square, Georgetown, TX.

Club Meetings

Next Breakfast Meeting:

Saturday, Oct 9, 2021, 10:00 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 Social Meeting:

Tuesday, Oct 12, 2021, 7:00 PM

Rudy's
7709 Ranch Rd 620
Austin, Texas 78726

512-250-8002

rudysbbq.com