The RAGTOP

August 2024

Letter From The President

August, 2024

Joe Payne

August, the last month of summer with still for some time to play before school and football season starts. For those of us in Texas it is a great to escape the heat for a cooler climate. An annual trip to see some old work friend colleagues that was hosted in Seattle last week was perfectly timed . The weather was sunny without any rain, cool mornings and evenings and highs in the low 80's during the days. If only I had been in my TR6 with the top down to enjoy this beautiful made for driving convertible weather!

The agenda for the trip had some nice excursions that made for contrasts from the very old to the very new. Day One had a morning tour of the Boeing Aircraft factory which was very impressive. The original factory started in 1906. Looking at the original production machines, techniques and engineering gave me a greater appreciation of these pioneers of aviation.

The sheer size and sophistication of the current Boeing factory has to be seen to really appreciate it. To have the fuselage of a modern jet on a wheeled dolly moving down a production line that is moving at inches per hour as it is being built has to be one of the greatest production engineering feats in industry. The tour lasted for a

The first Boeing Airplane Company factory, 1917

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Letter From The President

Continued

Nothing says "Badass" like an SR-71 Blackbird

little over 2 hours but we knew we were only scratching the surface of this incredible company.

Another badass warplane, the Phantom F4

The afternoon was then spent at The Museum of Flight, which is a non-profit entity and separate from Boeing. History of early to current flight was well covered and included both commercial and war planes of WWI, WWII and later wars. A few of my favorites from the museum:

This iconic Vietnam fighter jet, the 4F Phantom was flown by one of HCTC's own… do you know who and how it is honored by him. He promises a free beer for all who can identify him and how he does it, ha! Note: It would be interesting to hear responses on who knows but I cannot speak to the veracity of his buying you a beer!

The Supermarine Spitfire

Supermarine Spitfire, one of the most beautiful planes of all time and credited with winning the air war during the battle of Britian. Also, there is a connection between the Spitfire and a classic postwar British sports car. Do you know the car and the story? It's interesting the ties between airplanes and sports car and would welcome letters to have in the Ragtop on any that you may know.

Day 2 took us to see other unique sights in Seattle. We started with seeing the famous Fish Marketplace and the Flying Fish of Pike Place Fish Market. Definitely some showmanship and good hands required by the staff!

Next, the Gum Wall , a wall with the longstanding tradition of being covered by bubblegum due to the local theater's rule of no gum allowed in the theater. I looked but did not touch or add to this iconic display that gets cleaned off every 6 months and then gets quickly rebuilt by patrons of the area. Very cool and very Seattle.

Day 3 saw us going to the Space Needle and visiting the Chihuly's Glass Studio. I think we all have the seen the Space Needle but the Chihuly Art Studio was new's to me. It was incredible the beauty and complexity of the handblown glass and the shapes and colors .

Letter From The President

Continued

Finally, we topped off the trip with a Mariners Vs Astro's baseball game and the Astros won!

As I close this month's letter I was struck by the significance of things that are old , handmade and how they are getting rarer everyday in this fast paced world.

Yes, of course I'm speaking about our beloved Triumph's and other classic cars that we enjoy but also about the relationships that are handmade and forged over time with the wonderful men and women and the Hill Country Triumph Club.

Giddy Up,

Joe

Hill Country Triumph Club Officers

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Back issues of The Ragtop are available on our website:

http://www.hillcountrytriumphclub.org

Joe Payne

Jim Wells

Gary Payne

Dick Simonson

HCTC Events-at-a-Glance

August, 2024

August 3rd:

- ***HCTC Driving Event: Ain't for the Faint Drive to Shiner, Texas***
  Austin-Bergstrom Cell Phone lot, 9:00 am

August 10th:

- ***HCTC Breakfast Meeting***
  Waterloo Icehouse @ 2222 @ 9:00 am

August 13th:

- ***HCTC Social Hour***
  The County Line At the Lake @ 6:00 pm

August 17th:

- ***HCTC Fix-it Day***
  Joe Payne's Workshop 10104 Vista Del Sol @ 9:00 am
- ***Pistons on the Square***
  Georgetown Courthouse Square starting @ 8:00 am

August 2024

Sun	Mon	Tue	Wed	Thu	Fri	Sat
28	28	28	28	1	2	3 ★
4	5	6	7	8	9	10 ★
11	12	13 ★	14	15	16	17 ★ ★
18	19	20	21	22	23	24
25	26	27	28	29	30	31
1	2	3	4	5	6	7

September, 2024

September 7th:

- ***Brits in the Ozarks***
  Fayetteville, Arkansas, 10 am to 2 pm
- ***Galveston Air, Car, and Boat Show***
  Moody Gardens, Galveston, Texas

September 8th — September 12th:

- ***VTR Nationals, 2024***
  Nashville, Indiana

September 10th:

- ***Hill Country Triumph Club Social Hour***
  The County Line on the Lake, 6:00 pm to 8:00 pm

September 14th:

- ***Hill Country Monthly Breakfast***
  Waterloo Icehouse, 10:00 am to 11:30 am

September 21st:

- ***Georgetown Pistons on the Square***
  Williamson County Courthouse Square, Georgetown, TX

September 2024

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7 ★ ★
8 ★	9 →	10 ★ →	11 →	12 ★	13	14 ★
15	16	17	18	19	20	21 ★
22	23	24	25	26	27	28
29	30	30	1	2	3	4

KEY

★ = HCTC-sponsored event

★ = Other event

For more detailed descriptions and information, please see the Events Section later in the newsletter

Secretary's Report August, 2024

Dick Simonson

As the heat of our Texas summer settled in, on July 9 we held a bi-monthly board meeting attended by Joe Payne, Gary Payne, Mike McPhail, Rip Torn, Jim Wells, Jimmy White and Dick Simonson. A number of topics were discussed, including issues with H&H Printing; July driving events; a future fix-it day; Fall activities; TXABCD matters; and Board and Club member reimbursement policies. A more complete report of the meeting can be accessed on the Club website.

Also on July 9, a group enjoyed our monthly social hour at the County Line. As you can see from the photos, the event was well attended and everyone seems to have a smile on their face. If you haven't yet been to one of our social hours please plan to come. The next one is on August 13 at 6 p.m. There is always good company and libations. The County Line offers a nice menu and has a pleasant venue overlooking Bull Creek.

HCTC Breakfast Meeting

On July 13, fourteen of us met at Waterloo for the Club's monthly breakfast meeting. We briefly discussed the recent Board Meeting. There was a discussion of the TXABCD which appears to be going well and is financially self-supporting. We learned a promotional video was recently made, involving drone footage. There are still some hotel rooms available, but best to reserve soon. Also register for the show, if you haven't already done so as well as the awards banquet.

Mike talked about upcoming events. For the Club's July drive, all were invited to meet Mike the following weekend at the Georgetown McDonald's. The group would then caravan to the Georgetown courthouse for Piston's on the Square. The next activity up was Brits in the Ozarks on September 5, 6 and 7 and then the VTR Nationals in Nashville, Indiana on September 8 -12. Several club members are planning to attend both events. These events have their own websites if you want more detailed information.

Joe talked about the much anticipated "Fix-it" day to take place at Joe's on a to be determined Saturday in August. We are looking at making the club's new ignition analyzer available and other activities such as headlight adjustments. Stay tuned. The tool, known as "Ignition Mate" is described by the manufacturer as a

Secretary's Report
August 2024

Continued

"1.25 Gigawatts !!" The HCTC Ignition Mate in action at Waterloo Icehouse

"compact dual-display peak-voltage ignition tester that makes trouble-shooting all types of spark ignition systems easier, surer, quicker."

The group then reconvened to the parking lot for further discussion and admiration of the available cars. Mike had the Ignition Mate and tried it out on Henry Lyon's MGB.

On July 20, a few of us made it to Pistons on the Square in Georgetown. For those of you who don't know, Pistons is a free, informal car show that takes place on the third Saturday of every month at the Georgetown Square, hence the name, Pistons on the Square. It runs from 8 am to 10 am. Parking is on a first come, first serve basis. There is no judging or awards. All types of vehicles are welcome and truly, all types show up, from antique pickups to street legal Ford GTs. It is usually well attended, completely filling up parking spots around the square and spilling over onto side streets. This month, although four club members drove. John Haydon's very nice TR3 was the sole ambassador for the marque.

Following the show, we caravaned together with the Georgetown All British Squadron to Walberg where we lunched at Dale's Essenhaus.

Finally, don't forget, our breakfast meeting will take place at Waterloo Icehouse on August 10 and the social hour will be at The County Line at the Lake on August 13.

The HCTC Breakfast group headed out of Waterloo to talk cars

July Social Hour, County Line on the Lake

Jon Haydon's TR3 and Nick Roccaforte's MGB GT

From the Archives

Art Graves

This account of a garage tour was written by "Big Al" Al Johnson and appeared in the March 1998 issue of "The Ragtop". Notice what was important to Al: food and beer. Al passed on many years ago, as did Sam Emrick and Phil Walden.

—Art

Ye Olde Garage Rally or Tour de Garage

"Big Al" Johnson

In a first of its kind-great idea - yeah, we liked it - we're definitely going to have another-HCTC outing; The Ye Olde Garage Rally was a definite hit! Hats off to Richard Ceraldi for a new idea for an activity that everyone liked. Someone must have ordered up some British weather for our day-it drizzled and rained the whole day; however, the spirit of the event wasn't dampened in the slightest.

The first stop was at yours truly for coffee and breakfast munchies. | could hear the cars before | could see them. The exhaust notes from the cars reverberated off the surrounding trees and houses and really sounded great.

The early shows were: Richard Ceraldi (GT-6), Tim Pipe (Spitfire), Sam Emrick (Sprite), Charlie Stewart with Phil Walden riding shotgun (TR6, with new wheels and tires-looks sharp Charlie!), Mike McPhail (TR6), and Herb Valliant (TR8). We all stood around and talked cars, parts, motorcycles, drank coffee, ate donuts (hey, Adrianne-Charlie only had one-really!); what a bunch of gear heads! (my kind of people!).

The next stop was at Dan Julian's to get a look at his two TR6s (looks like a good prospect for a "fix-it day" or is that a "tow-it day"? Just kidding Dan!). Scott MacKay arrived in his TR6. Later, some bozo showed up at Dan's in a beat-up old Ford pick-up with a bunch plastic chairs in the bed. Man, talk about spoiling the Triumph theme of the convoy! (I guess he figured with that many Triumphs on the road sooner or later one would break down and drivers would need something to sit on while waiting our roadside repairs!)

Next was a jaunt up to Sam Emrick's. Sam has a beautiful (he swears it's his last – yeah right!) cream colored MGA project car that is pretty close to being finished. Mike Stremel from the next garage stop came by to meet up with the pack. We were all eying with much appreciation his outstanding $200 (no, I didn't forget a zero) paint job. Mike McPhail rubbed his hand on it to test the QC of the paint job. (Look ma, no paint.) Matt Baker arrived in his Spitfire minus the front bumper (something about it not being his fault, he did blow his horn).

We then convoyed over to Mike Stremel's. A nice spread of cold cuts and munchies awaited us along with a nice fire in the fireplace. Darrel from Killeen brought an excellent queso dip that hit the spot on a chilly and wet day. Mike also provided the first beer of the day and after a couple of cold ones the day wasn't quite as dreary. He made us drink Coors and salute Adolf – Coors that is! (Mike used to work for Coors.)

10 Best Tools

Continued

After a while we hit the road for a lake trip to Bob Kramer's to see his "Acre o' Triumphs". Bob had accomplished the truly Herculean task of cleaning his garage. What we all thought was a door made of real thin plywood turned out to be glass! Bob had to use a razor blade, but by gosh, you can now see through it. Behind the glass you can see his race prepped TR-3 peeking through. (Heads up Bob – you might find some empties in some of your yard TRs!) The ladies of the house provided some excellent pastries for us (hey Sarah – great chocolate chip cookies.

On the way to the next stop, we went via Spicewood Springs Road – west of 360. It was the first time I had been on that road west of the Capitol of Texas Highway and what an excellent driving road right in Austin. Plenty of curves and numerous creeks to cross over. We will have to include that road on upcoming driving trips.

The highlight for this writer was the final stop of the tour at Richard Ceraldi's place. THE GARAGE HAS A LIFT IN IT, EXCELLENT! We may have to talk Richard into a "Lift Day" at his place. Richard also had an excellent beer selection stocked in his fridge – Shiner, Bass, Fosters, Guiness (hey Art – you missed it, but I saved them for you!) Richard's beer fridge got a big thumbs up! The Ceraldi's served up some mighty tasty chili that went down real smooth with the beer.

The trip was 75 miles and we got to see some nice equipment in the garages we visited. We may have to talk the good owners into providing some of it for "fix it days". Everyone seemed to agree that what worked so well with the outing was that anyone could join up along the way and be part of the tour; you didn't have to be at the start. You could arrive along the way and not miss the whole event. Another key was that Richard brought his cell phone along and anyone wishing to catch up could call and talk directly with someone in the tour.

The whole day rated a "Big Al's thumb up"!

Trunk Spares … AKA Junk in the Trunk

Art Graves

Editors Note: Ever since I joined Hill Country Triumph Club I've been somewhat in awe of the road warriors in our group - people that think nothing of climbing into their cars and driving thousands of miles to an event, supremely confident in their cars and their ability to diagnose and repair anything that breaks along the way. When we were in St. Louis this year at VTR Regionals , I got a peak into the well thought-out and highly organized trunk in Art's car … Based on that glimpse I asked Art to do this article — and he graciously accommodated me.

Thanks Art !!

Many of you know that I purchased my TR6 new off of a dealer's lot. Because it was new, I didn't worry about mechanical breakdowns or any other problems. It was a new car! (But I have to admit that after eight months the headlight switch broke – which turned out to be a recall item.)

Again, because the car was new (less than two years old) between October of 1977 and August of 1981 I drove coast to coast 4 ½ times. All this with no problems. Heck, the car was only four and a half years old.

All that said, times have changed and the car is much older and I am more cautious. For that reason, parts likely to fail and that could be replaced on the road are carried in the trunk. Most of these I have never had to use, although some of my running mates have found them very convenient! And they all fit under the trunk floor around the spare tire so there is plenty of room for luggage. One more thing: be sure to bring the necessary tools to repair or replace the broken part.

Here is my list:

Fuel

- Fuel pump
- Fuel pump gasket
- Fuel pump repair kit
- Fuel filter
- Fuel pump - electric

Drive Train

- Wheel bearing sets w/grease
- U-joint
- U-joint clips

Engine

- Fan belt – water pump/alternator
- Oil pressure fitting cap
- Oil pressure switch
- Oil drain plug
- Oil filler cap
- Valve tappet adjusters w/nut

Ignition

- Distributor cap
- Distributor points
- Distributor condenser
- Distributor rotors
- Distributor plate w/points
- Ignition coil
- Ignition wires
- Pertronix ignition
- Spark plugs

Carburetor

- Carburetor needle valve
- Carburetor diaphragms
- Carburetor metering needles
- Folded coupling
- Choke cable clip

Trunk Spares … AKA Junk in the Trunk

Continued

Carburetor (continued)

- Throttle linkage clip
- Carb float bowl O-ring

Hydraulics

- Clutch master (.70)
- Clutch master repair kit (.70)
- Clutch master repair kit (.75)
- Clutch slave repair kit
- Brake master repair kit
- Front brake caliper repair kit
- Rear brake cylinder (.70)
- Rear brake cylinder (.75)
- Rear brake repair kit (.70)
- Rear brake repair kit (.75)
- Brake fluid
- Brake bleed fitting - Front
- Brake bleed fitting – Rear

Coolant

- Radiator & heater hoses
- Hose clamp assortment
- Thermostats - 160 & 180
- Thermostat gasket
- Heater cable trunnion
- Radiator cap
- Heater valve

Electrical

- Turn signal flasher
- Fuses - 35A
- Alternator brushes
- Bulb - 382 (single)
- Bulb - 380 (double

Miscellaneous

- Vacuum hose – 40 inches
- Fuel hose ¼” - 6 feet
- Fuel hose 5/16” - 6 feet
- Teflon tape
- Baling wire
- Electric copper wire
- Tubeless tire repair kit
- Glue
- Electric tape Duct tape
- Blue painter’s tape

Art’s beautiful TR6

Windshield Frame Cap

Wiley Christal

Executive Summary:

- *MD Caulk Cord Weatherseal is a good product for sealing the windshield frame cap in place.*
- *Windshield frame locking plates from Rimmer Bros are not as good as the original locking plates.*

If you have ever removed that shiny cap that is on top of the windshield frame of convertible Triumphs, you have no doubt fretted with what to use for a sealant under that cap, so it makes a water-tight seal with the top of the windshield frame. The cap is held in place with nine pop-rivets, but some sealant is need under it. Roger Bolick told me about the Caulk Cord Weatherseal product which can be purchased at Home Depot or Lowes. That stuff stays soft and flexible and can be removed, but it adheres to the surface to provide a good seal. It comes with about seven cords stuck together but the cords can be separated individually or in groups. It is not sticky or messy and it can be repositioned multiple times to get it where it is needed.

Caulk Cord Weatherseal

In addition to just wanting a new frame cap that did not have the scratches where the convertible top latches hit when the top is put up or taken down, I had some rattles with the latches. I thought that the locking plates (each plate has two 1/4”-28x1/2” Phillips-drive, flat-head, machine screws securing them to the frame top) might need to be replaced. The locking plates are under the windshield frame cap, so the cap must be removed to access the locking plates. I bought new locking plates from Rimmer Bros in the UK. I remember them looking like the original locking plates on their web site; however, what I received was not the same. The new plates from Rimmer Bros would have worked but they were made from a much lighter material, the right and left plates had to be swapped, and the orientation of the slots for the posts on the latches required the latch posts to be rotated 90-degrees . So, I just reused the original locking plates.

Underside of latching plates. Plate on the left - original. Plate on the right - Rimmer Bros.

C’est la vie.

Backside of a new windshield frame cap. Caulk Cord Weatherseal is applied on the front edge.

Top of windshield frame with latch in place and caulk cord weatherseal applied.

Seventy Years Behind the Wheel

Ian & Elaine Phillips

Editor's Note: Word came to us July 31st via his son Glen that Ian Phillips had passed away after a long series of illnesses. Glen and Ian, along with Ian's wife Elaine, are long-time members of HCTC and Ian came to know us through Glen and The Ragtop, becoming a regular contributor over the years — his last article was in the September, 2023, issue. Below is a re-print of one of his "letters to the Yanks".

My connections with the "Infernal Combustion" engine began at a very early age when Herr Hitler had grand ideas of ruling the world and I found myself evacuated to the country side to evade the nightly bombing. I was about 6 years old when I was placed on a Fordson tractor and a farm hand shoved it into gear, telling me to steer towards the large tree on the other side of the field! Later, school holidays were spent on the farm and I could now operate the beast entirely on my own.

By the time I was 10 years old, Adolf was out of business. All the family cars which had been commandeered by Her Majesty's Army were returned and in need of serious TLC. I was soon "learning the innards" of the motorized means of propulsion. So at 17 (the UK age for a license), I built a 2-seater special using the basic chassis from a 1938 4 door saloon. This was quite good fun, as anything over 40 mph meant a fair amount of opposite lock when cornering, as the whole thing was so light that the rear would swing way out! This was soon sold and a MG TC was acquired and was, and still is, one of my favorite cars. It was raced in club events and there are some interesting moments to recall, which with a little coaxing, I could relate at a later date.

Ian next to his TR6

I was fortunate to grow up during the 50's and 60's when British car production was at its height. There were no speed limits in those days and gas prices were a pittance! The TC was trashed by an electric milk float (http://en.wikipedia.org/wiki/Milk_float) which ran out of control and hit the back end. The TC had a wooden frame… so "Good night"!

By now the Triumph TR2 had been around for a while and I managed to persuade the Bank Manager that it was just essential that I have one. After the TC, the Triumph felt like a rocket ship and several encounters with the law ensued. During this time a rash of what are now classic cars appeared such as MGA, Austin Healey, XKE, and Sunbeam Tigers. Some slightly lesser known models like the Allard, Turner, and Lotus 6&7 also débuted.

Motoring in those days was mostly a DIY affair. You always carried spare fuel, tools, and puncture repair kits. One of the best tips was to grab a pair of the girlfriend's tights (preferably when she was not wearing them!), as these were fantastic for replacing busted fan belts and dynamo belts (no alternators then). There was much camaraderie back then and one always stopped if you saw anyone by the side of the road with the hood up; not so today.

I had two more Triumph TR's, both TR3As, then it was a Jaguar 150S fixed head coupe. Next came the family and a move of home and a Mini Cooper S became the wheels. This particular excursion caused me severe pain when the Mini failed to start one

Ian's wife, Elaine

Seventy Years Behind the Wheel

Continued

morning and I attempted a push start. Unfortunately it took off and I was unable get in, so I ran to the front and in shear anger, grabbed the front bumper and heaved the car to the side of the road and into the curb, which gradually slowed it down. The effort I put in actually caused a burst lung (I was not well)!

More Coopers followed, but the necessity for a big vehicle forced me into the mundane.

We now move on more years than I wish to count to when I spotted a TR6 for Sale in Seguin. Since my son Glenn was here in Austin, I suggested he go and have a look at it. I soon received a phone call from Glenn who said "Hi Dad, you're the proud owner of 1973 TR 6". What???

Glenn now found himself interested in the Triumphs again. While at London College, he did survive the inverting of a Triumph GT6… twice! Although he is really a Porsche or Cobra man, such was the enthusiasm, that he bought his own TR6, borrowing a trailer and hauling it from California, all the way there and back in 3 days. So now he had two TR6s in the garage, so that father and son were able to enjoy the Hill Country together... what could be better?

I have spent part of our vacations helping Glenn rebuild his car, on which he has bestowed several "nonstandard" items such as high lift cam, big valve head, triple Webers, roller rockers, Wilwood brakes, etc. The list continues!

My TR6 was shipped home to Spain in 2007 and we have spent the intervening years refurbishing it from front to back. It now trundles around the mountains of Costa Blanca, Spain along with our friends' great mixed assortment of English, American, French and German classics.

Finally, I really do prefer the "basic" set up and appeal of the TRs, as I can "fix 'um", unlike those modern computerized tin boxes!

Many thanks, HCTC, for allowing us to join in. Happy moToRing,
Ian & Elaine Phillips

Rest in Peace, Ian, and thank you for sharing all your adventures with us. You will be missed.

New Friends in Idaho

Kim and I headed off to Idaho for the month of July to get away. We wanted to explore new territory - check; see new places - check; meet new people - check; and beat the July heat … Most definitely NOT a check … The state of Idaho had a record-setting heatwave 19 of the 24 days of our break, but those are the breaks.

Mike Doughty's Morgan

Jim Evans, IBCC President

Cars and Coffee - indoors, thankfully

Lynn Gardener's Citroen SM & Chris Hittles MGB

While we were looking up things to do in Boise, we stumbled across the Idaho British Car Club (IBCC). They were having their monthly breakfast followed by a "cars and coffee" get-together on Saturday, July 20th, and we asked if we could join in.

IBCC is like the Georgetown All-British Squadron in one respect — your car didn't necessarily need to be originally British to come to the event … as long as it identified as British, you were welcome . In fact, we found the whole club to be extremely friendly and welcoming, and thoroughly enjoyed our time.

Led by Jim Evans, IBCC numbers some 140+ members drawn from all over the state of Idaho with a heavy concentration in Boise and the surrounding area. Besides regular short driving excursions and 'fix-it' days, they focus on a grand Summer Tour involving multiple cars, destinations, and miles. This year they had just completed the "grand loop" tour, driving from Boise to Glacier National Park in Montana and then south to Yellowstone National Park in Wyoming; returning to Boise — a trip of over 2,000 miles.

IBCC also hosts the Southwest Idaho All British Field Meet in late September … I've included their advertisement in our Events section for those hearty souls that want to take the road less traveled.

So, if you're in Idaho, look this club up — you'll enjoy the people and the experience.

Rick Lake's gorgeous 1966 TR4 IRS

Bob Albedyll's modified for touring 1957 Morris Minor - fantastic work

Dale Fiske's Porsche

Original owner Michelle Rolfe's 1964 XKE Series 1 … simply stunning

HCTC & Pistons on the Square

Mike McPhail

Pistons on the Square in Georgetown is always a fun adventure for all who attend. The unseasonably cool morning temperature made for a pleasant HCTC drive out to Georgetown July 20, where we joined up with the Georgetown All-British Squadron (GABS).

By the time the HCTC entourage arrived at the Courthouse Square, hundreds of classic automobiles were already on the scene. The event runs from 8 am until 10, but by 10 am most of the participants had already dispersed and GABS + HCTC were headed out to Walburg and Dale's Essenhaus , led by our very own Nick Roccaforte.

Lunch was "sehr gut" and we were on the way home before you could say "lets hit the road before it gets hot!".

Showing off, British style

A nice lunch

In the parking lot of Essenhaus

Newcomer's Corner

Jacques Welter

Hill Country Triumph Club would like to welcome the following new additions to the roster since January, 2024:

- Peter Rusy, 1966 TR4A
- Randy Hassig, 1974 TR6
- Brett Green, 1973 TR6
- Norma & Steve Brand, 1960 Austin-Healey Sprite
- Wayne Samson, 1971 TR6
- Paul Rathouz, 1976 TR6
- Peter Schmidt, 1980 TR8
- Roger Lykins, 1980 TR7
- Tim & Barbara Worthy, 1972 TR6

If you come to a club function and these folks are around, please give them a hearty HCTC welcome and help them feel at home.

Getting to Know Steve and Norma Brand

Steve and Norma are both retired and live in the greater Austin area. They drive their classic almost every day.

Car: 1960 Austin-Healey "Bugeye" Sprite

Unique features: 1275 cc engine swap; 5-speed synchromesh transmission; disc brakes

How they chose their car: Had to be British and had to fit in available (limited) garage space - but most of all had to be fun.

Why HCTC? The Club seemed to be filled with enthusiastic British car owners who had fun in what they do — which was important because Steve and Norma want to gather in a group of like-minded people and enjoy their time with the car.

Steve Brand in his Iris Blue Austin-Healey Sprite

Texas All British Car Days 2024

Note: Preferred lodging at Hidden Falls Inn has **sold out**. Additional Lodging can be found at:

La Quinta, Marble Falls: https://www.wyndhamhotels.com/laquinta/marble-falls-texas/la-quinta-marble-falls/overview?CID=LC:6ysy27krtpcrqev:53218&iata=00093796

Holiday Inn Express, Marble Falls: https://www.ihg.com/holidayinnexpress/hotels/us/en/marble-falls/ausco/hoteldetail?cm_mmc=GoogleMaps-_-EX-_-US-_-AUSCO

COMFORT INN AND SUITES, BURNET: https://www.choicehotels.com/texas/burnet/comfort-inn-hotels/txe75?mc=llgoxxpx

Texas All British Car Days 2024

Frequently Asked Questions

Q: Is there going to a Vendor's Corner?
A: Yes, like last year, we will be hosting vendors providing services and products to British car owners

Q: Will food and beverages be available during the show?
A: Yes, there will be food trucks and a beverage stand selling water, soft drinks, and coffee

Q: Is there going to be a swap meet like last year?
A: No, we have decided to not continue with that

Q: How much will the Awards banquet cost?
A: Tickets are $35 per person

Q: Will Regalia be sold at the show?
A: Yes, Bits of Triumph will be at Late Registration Friday and at the show in the Vendor's Corner

Q: Can I register more than one car? Is there a discount for two or more?
A: Yes, you can register as many cars as you wish. No, there is no volume discounts.

Q: When does preferred-rate hotel registration end?
A: The Hidden Falls Inn will release any unleased rooms in the TX ABCD block two weeks prior to show

Q: Do I need a ticket to attend the Awards Banquet? Can I get tickets if I register late?
A: Yes, you will need to purchase a ticket for the Awards Banquet. Yes, but only up to the day prior to show. There will be no same-day purchases.

Q: Do I need a ticket for the Breakfast?
A: No, but we ask that when you are ordering tickets for the Awards Banquet to please check Breakfast box so we have an idea of attendance.

Q: Is there a rain-out date?
A: No, there is no rain date planned

Q: How will the cars be judged? What kind of award?
A: TX ABCD will be using a Car Class system with People's Choice voting. Awards will be for 1st; 2nd; 3rd in class. Additional awards will be handed out for Best in Show; Best Survivor; Most British (God Save the King); and Furthest Driven

Q: When does Registration open?
A: TX ABCD will be using CarShow Pro again this year for registration. We anticipate Registration is now open. Early Registration closes on August 31st and the price for the show will increase on September 1st.

HCTC Events Calendar

Year-at-a-glance

Editor's Note: *We're starting a new format with the HCTC Events section. We've created an at-a-glance section at the beginning of the newsletter and added a calendar-year events calendar to the already comprehensive coverage of HCTC events.*

JANUARY '24

S	M	T	W	Th	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

01 New Years Day
9 HCTC Social Hour
13 HCTC Morning Mtg
15 MLK Day
29 HCTC Drive Taylor

FEBRUARY '24

S	M	T	W	Th	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29		

10 HCTC Morning Mtg
10 Drive A Triumph Day
13 HCTC Social Hour
14 Valentines Day
19 Presidents Day
24 Georgetown Car & Air Sh

MARCH '24

S	M	T	W	Th	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

9 HCTC Morning Mtg
12 HCTC Social Hour
16 BLUEBONNET AIRSHO BNT
MGClub Spring Drive
23 New Orleans All British Car Day
31 Easter

? "Come and Take It" RR Gonz

APRIL '24

S	M	T	W	Th	F	S
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7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

8 Solar Eclipse
9 HCTC Social Hour
13 Burnet Car Show BNT
SAIC Luckenbach Rally SAT
HCTC Morning Mtg
21 Dallas All British & Euro Car Dy

MAY '24

S	M	T	W	Th	F	S
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12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

4 WINGS & WHEELS! KGBY
11 HCTC Morning Mtg
12 Mothers Day
14 HCTC Social Hour
27 Memorial Day
30- VTR SC Regional, STL

JUNE '24

S	M	T	W	Th	F	S
						1
2	3	4	5	6	7	8
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23	24	25	26	27	28	29
30						

1- VTR SC Regional, STL
8 Annual Picnic/ Election
11 HCTC Social Hour
16 Father's Day

Jul 2024

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

04 Independence Day
9 HCTC Social Hour
13 HCTC Morning Mtg

Aug

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4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

10 HCTC Morning Mtg
13 HCTC Social Hour

SCCA Twin Sisters Dr

Sep

S	M	T	W	T	F	S
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8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

02 Labor Day
8- 12 VTR Nationals
10 HCTC Social Hour
14 HCTC Morning Mtg
18 6-Pack Trials

Triumphest
Rio Grande Valley Reg
Rendezvous TADS NM

Oct

S	M	T	W	T	F	S
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20	21	22	23	24	25	26
27	28	29	30	31		

BITO
8 HCTC Social Hour
11 -13 TX ABCD
12 HCTC Morning Mtg
14 Columbus Day

31 Halloween

Nov

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

9 HCTC Morning Mtg
11 Veterans Day
12 HCTC Social Hour
28 Thanksgiving Day

Dec

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

14 HCTC Morning Mtg
10 HCTC Social Hour

25 Christmas

Hill Country Driving Event

Hill Country Triumph Club August 3rd

The San Antonio Triumph Association has invited us to join them for the "Seventh Annual Ain't for the Faint STTA Reliability Run". We won't be starting with them in San Antonio, but rather departing the Austin Airport Cell Phone Lot at 9:30 AM on Saturday, August 3. They will meet us for lunch at the K. Spoetzl BBQ adjacent to the Shiner Brewery.

Last year over thirty LBCs attended this event and we had a ball. It is a pleasant two-hour drive on country roads to Shiner and the brewery has a fantastic new tour that should not be missed. Please RSVP via text to 512-695-8637. An accurate head count is important! Below is the info as shown on the STTA website:

REVISED DATE!

It's once again time for the STTA Ain't for the Faint Reliability Run. This year's drive will be to an old favorite -- The Spoetzl Brewery in Shiner Texas! We'll gather for breakfast at 8 AM on the Saturday, 3 August, at one of our favorite restaurants, Panchito's. For those who want to attend the drive but skip breakfast (you know who you are), we'll be pulling out at 9:15 for a scenic drive through downtown San Antonio, then back roads through New Berlin, Comanche Crossing, Monthalia, and Hochheim, arriving at Shiner about 11:45. We'll do a quick lunch, then head over to the brewery around 1PM to tour the museum and sample their wares. They close at 4:30, so we all should be safely back home by 6PM.

Long day? Yeah.

Fun day? Oh, Heck Yeah!

Date: 3 August 2024

Breakfast: 8 AM at Panchito's 4100 McCullough Avenue, San Antonio, TX

Depart: 9:15 AM

Lunch is at the K. Spoetzl BBQ Co. or on your own.

Hill Country Fix-it Day

August 17th

Come one, come all to the Hill Country Fix-it Day !! Even if you don't need to work on your car, come join HCTC for a great day filled with good company and food.

Planned activities include using the new HCTC Spark Analyzer and having a headlight adjustment clinic. Possible activities include a Paintless Dent Repair demonstration.

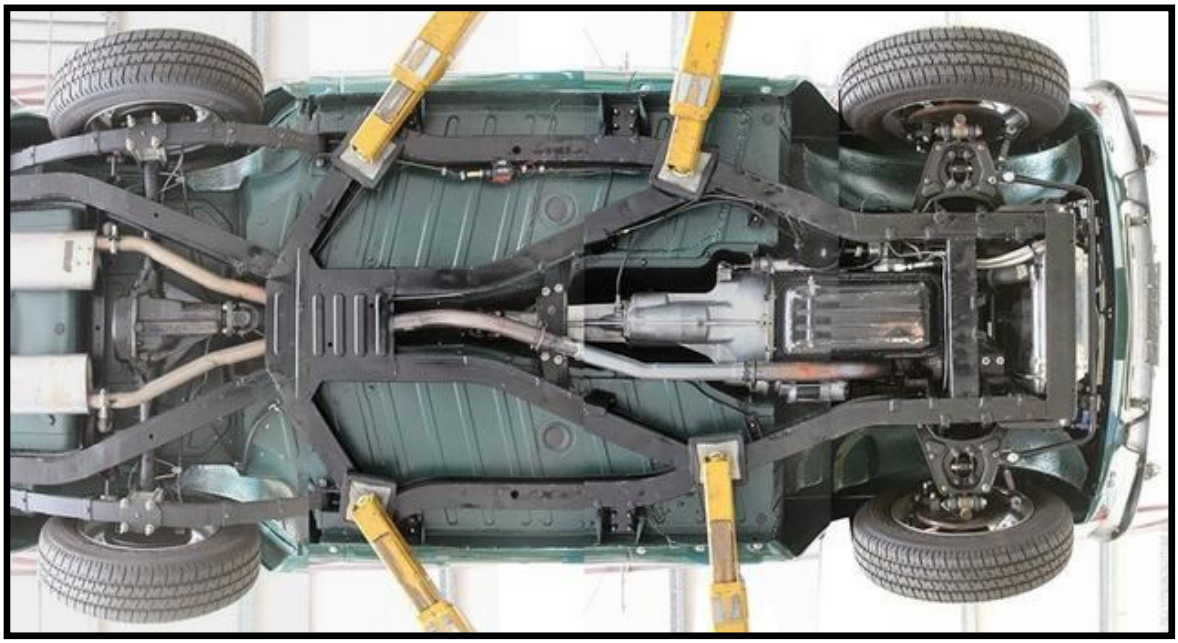
Joe's making his lift available to those that need it, so if you have a need to get a worms-eye view of your car without jack-standing it and crawling under, now's the time !!

Details:

- Date: August 17th
- Time: 9:00 am to 3:00 pm
- Food: Grilled hotdogs, chips & pickles
- Beverages: Ice tea and beer
- Location:

  Joe Payne's Workshop
  10104 Vista Del Sol
  Austin, Texas 78733

We hope to see you there !!



HCTC Events

HCTC Breakfast Meeting
Waterloo Icehouse
August 10th

The HCTC Breakfast Meeting starts your Saturday off right at the Waterloo Icehouse at the corner of Capital of Texas Highway and FM2222 !!

Come join the Club for breakfast, club updates, and some good company and conversation. While the meeting starts at 10:00 am, showing up early is encouraged !!

Can't wait to see you there !!

HCTC Social Hour
The County Line on the Lake
August 13th

Take a break from your busy calendar and hoist a few frosty adult beverages with your favorite people at the Hill Country Triumph Club social hour, held every second Tuesday of the month.

<u>The Social Hour has moved its venue</u> to **The County Line on the Lake**, just up the road from The Waterloo Icehouse. The County Line on the Lake is located at 5204 FM 2222.

While the event nominally runs from 6pm to 8pm, folks have been known to show up early and stay on late, so if you can't make it on time, don't worry — there'll still be folks there when you get there.

Southwest Idaho All British Field Meet - 2024

September 21-22, 2024
9:00 am - 4:00 pm

We are honored to have at SWIABFM the first TR2 to come off the assembly line in July 1953 with a commission number TS1 LO.

Come and join us with your British Classic at SWIABFM

REGISTER TODAY

https://idahobritishcars.org/swiabfm2024

https://www.triumphregister.com/TS1LObooklet.pdf

Owner: Phillip C. Hoopes, MD

Presented by Rich & Michele Weyland

Events: VTR Nationals

Nashville, Indiana

September 8 - 12

For more information and to register, please go to:

https://indianatriumphcars.regfox.com/2024-vintage-triumph-register-national-convention

VTR National Convention 2024

September 8 - 12, 2024

Nashville, Indiana

Hosted by Indiana Triumph Cars

Celebrating 50 Years of "The Shape"

Join us in Nashville, Indiana for the 2024 VTR National Convention. The event will be based at the Abe Martin Lodge in Brown County State Park, just outside Nashville. Brown County, the "Little Smokies" of Indiana, has amazing topography and great driving roads for you to explore. Between Columbus and Bloomington, Nashville's downtown is home to many artists, tasting rooms, distilleries, and restaurants.

Registration is OPEN now!

Seats for Banquet are limited. Register Early!

indianatriumphcars.regfox.com/2024-vintage-triumph-register-national-convention

Why should I join the VTR?

VTR works to maximize the enjoyment all of us have when driving a Triumph and emphasizes camaraderie and social interaction among Triumph owners. As the only North American organization which recognizes each and every Triumph model, we hope you'll want to join us as we strive to achieve these goals.

We also hope you'll attend either the National or regional gatherings of VTR members. These conventions are always fun for attendees, and joining a VTR chapter will introduce you to others in your area who share your passion for Triumphs. Car shows, rallies, autocrosses, tours, vintage racing, and social gatherings are a regular part of the VTR scene. The HCTC is a VTR Chapter, but we urge you to also join the VTR as an individual.

Won't you join us? https://vintagetriumphregister.org/

Your dues provide the following:

- Our award winning, bi-monthly, color-cover magazine, The Vintage Triumph
- Free classified advertising in the magazine
- Technical assistance from our vehicle consultants
- VTR membership card and windshield decal

TRIUMPH REGISTER OF AMERICA

Formed to preserve the Triumph marque

ESTABLISH 1974

Triumph Register of America (TRA)

is a non-profit organization established to aid TR2, 3, 3A, 3B, 4 and 4A owners in the preservation, maintenance and enjoyment of their classic sports cars. TRA is a grassroots organization, which offers many advantages and services for individual members, groups and local centers.

TRA Membership dues:
$40.00 Annually (US Resident)
$50.00 Annually (Non-US Resident)

Checks or money orders for membership should be made payable to:Triumph Register of America.
Mail the check with the ***Membership Application Form*** to the address shown at the bottom of the form.

OPTION 1: You can also fill out form electronically through Acrobat Reader (not through your browser).
To fill out form: Download PDF. > Open in Acrobat Reader. > Fill out form. > Save document to your computer. > Email to membership chair.

OPTION 2: You can also scan your completed Membership Application Form and email.

Link to the PDF version of the membership form: TRA-Membership-Form-2022

Pay Dues via PayPal:
If you have a PayPal account and wish to pay dues using this service. Simply log onto your account and follow the prompts to send the approprate annual fee using the following email: triumph.register.of.america@comcast.net.
NOTE: The application form must still be mailed or emailed to the address shown at the bottom of the Membership Application Form.

Benefits of a Triumph Register of America Membership:

- Four newsletters per subscription written by and for Triumph owners
- Annual National Meet (Concours judging is limited to TR2 thru 4A, Participants choice is open to all Triumphs.)
- Local Center development information and event announcements
- Free classified ads related to Triumph sports cars
- Technical advice via the Newsletter
- Factory build records
- Comments on originality via the Newsletter
- Judging Standards and Restoration Guideline Manuals for TR 2/3 and TR4 (online)
- The TRA Forum (online) where you can communicate with fellow Triumph owners

Classifieds

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

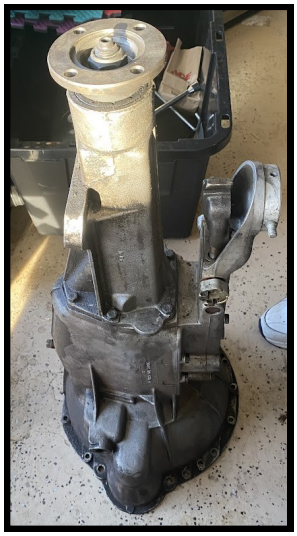
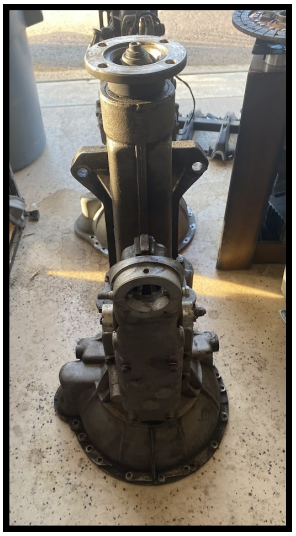
These ads must be prepaid and can be scheduled for as long as desired, minimum of six issues. Long term ad runs must be prepaid at the time of scheduling. All ads must include artwork.

Classifieds

Looking for a TR6 factory steel hardtop. Please contact:
Dick Simonson 512-779-3735

Selling my original 1972 Triumph TR6 4-speed transmission. No known issues when it was pulled — I wanted an overdrive — but I'm selling at a CORE price all the same. $350 OBO. Local pick-up.

If interested contact Jacques Welter (jawelter60@gmail.com).

I undertake repairs to all British and European classic cars. If your car does not start or needs tuning I can perform on any carburetor including Keihin or Mikunis. Call or text Olivio 316 200 3068. Member HCTC and Vintage Triumph Register. Thanks.

Visor assembly with mounts (both sides), ignition switch cover, trunk light, misc. items. Text Jim @ 254 -563-9141

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

Many more parts for sale and prices negotiable. See the catalog PDF or look at https://www.triumphexp.com/forum/buy-sell-and-trade-forum.5/

Contact Rip at 512 845 2944 or rtorn09@gmail.com

Classifieds

New Spitfire Seat Covers Set for sale.

This is a set of brand new seat covers made in England. Color beige Price $350.00. If you buy a new set it would cost over $500.00.

Please call or text 316 200 3068.

Need a lift? I have several heavy tools that I am prepared to lend out to HCTC members who may be considering some DIY Engine or Transmission work. I have a hydraulic Engine Hoist, an Engine Stand and a Hydraulic Press.

They are available to any club member so long as you will take care of them until you return them. And so long as you operate them safely (I offer no liability for injury or damage) Just let me know, I can even get them over to you in my pickup truck.

Malcolm Grey

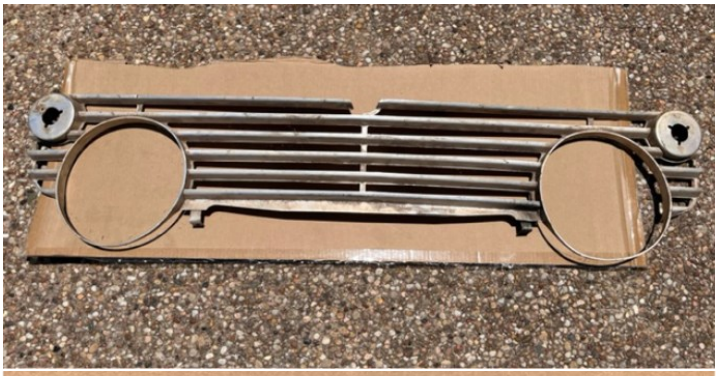
TEXT at 512 775 6443

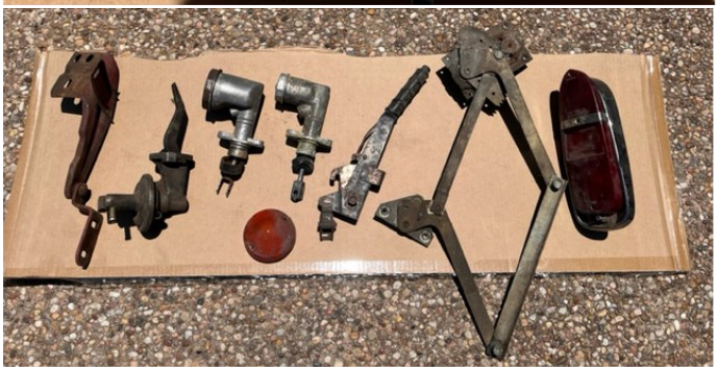
Classifieds

Used seats from a '75 TR6. Headrests are functional and stay up as desired. Asking $240.00

Text Jim @ 254-563-9141

TR4A Parts. Various parts left from my rebuild several years ago. Grill is $50. It does need a repair as pictured. As to the other parts just call and give me a offer. 214-587-5390.





The Hill Country Triumph Club, is a not-for-profit car club affiliated with several national groups. We are 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.

As of 1 July 2022, Annual dues are only $20.00 per new membership for a family group or address per year and go toward supporting club events. We encourage new members to order their club nametag for an additional $11 each. Renewals are $20 annually.

We have social get-togethers on the 2nd Tuesday of each month, Breakfast Business meetings on the second Saturday of the 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 support our members interested in Showing Cars, Traveling, Racing, Restoring, Maintaining and otherwise socializing. One goal of the club is to help its members keep their cars on the road. Please contact one of the club officers listed in the newsletter for more information at info@hctc.us 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.

Membership

Payment is due on joining and payable by check to HCTC and may be:
1. Mailed with this application to: HCTC Membership Chair, 1105 N. Canyonwood Dr., Dripping Springs, TX 78620 or
2. Online (when active) on the www.hctc.us or
3. Bring this application (filled out) to the next meeting.

Dues may be paid in more than 1-year increments. Renewals will be due on the closest Jan 1 or Jul 1. Multi-year rates: 5 years- $90, 10 years- $170.

Club bylaws are available online. By joining the membership, their family and/or guests agree to hold the HCTC, officers, or other members harmless in the event of any accidents or incidents related to club activities.

Please fill this out and send in with Membership request

Name(s): _____

Address: _____ City: _____ ST: _____ Zip: _____

Primary Phone: _____ Alternate Phone: _____

Email: _____

TR Car 1: Make: _____ Model: _____ Year: _____ Color: _____

Car 2: Make: _____ Model: _____ Year: _____ Color: _____

How did you hear about HCTC? _____

Special interests, skills, etc? _____

What do you want your nametag to read? _____

Additional Nametag reads _____ (Add $11 per badge) If you want the badges mailed to you, add $2.00 per badge. Contact Gary Payne to order name badges (garypayne75@hotmail.com).