

The

February 2025



Letter From The President

January, 2024

Joe Payne



Happy February my Fellow HCTC members. The theme for this month's letter is "**road trip**".

According to Merriam-Webster Dictionary a **road trip** is defined as an extended trip in a motor vehicle.

For example, First Lady Aaryn and I are on road trip this weekend to bring a new truck into the Payne fleet. This requires a flight to Indianapolis and a road trip back home to Austin. Some of the benefits of our road trip we are experiencing so far are:

- Listening to an audio book together.
- Seeing the countryside together.
- First ever hamburger from Stake & Shake for Aaryn, a true foodie experience!

So as 2025 gets into full gear, I am looking forward to more road trips in 2025 that allow a break from the daily tasks and humdrum



In This Issue

Letter from the President	2
HCTC Officers	4
Events at a glance.....	5
Secretary's Report	6
From the Archives	9
On the road w/Dick, Rip & Mike	11
Memory Road Trip & Resto	14
Triumph Racers Wanted.....	21
HCTC at Pistons on the Square...	23
Important News from VTR.....	24
HCTC Valentine's Outing.....	25
HCTC Events	30
VTR Membership	40
TRA Membership	41
Classifieds	42
HCTC Membership.....	47

Letter from the President

Continued

we must face. I am looking forward to the adventure of HCTC road trips and the unknown and experience that they create.

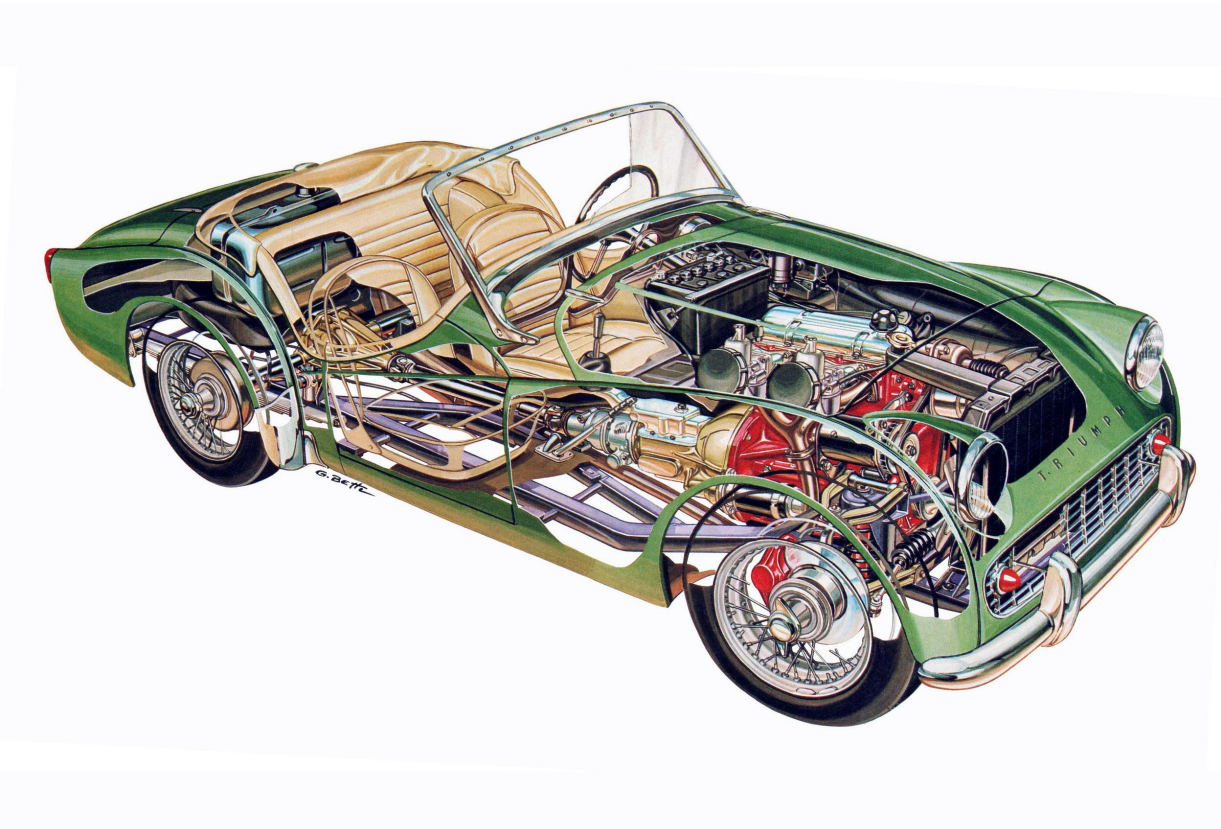
One road trip to consider is just around the corner in 2025, a visit to Fredericksburg later this month— look for details further down in The Ragtop and don't miss out.

As for today, it is up and at 'em with a fresh cup of coffee and back on the road. We want to be home in time for the Super Bowl, too many good commercials to see ! But truly, I am more excited about 2025 and what road trips await.

My fellow HCTC members, what road trips will you make in 2025? Please see this months Ragtop for a great list of events to begin your 2025 adventure plan.

Giddy Up,

Joe





Hill Country Triumph Club Officers

President ... Joe Payne

president@hillcountrytriumphclub.org

Vice-President ... Jim Wells

vicepresident@hillcountrytriumphclub.org

Treasurer ... Gary Payne

treasurer@hillcountrytriumphclub.org

Secretary ... Dick Simonson

secretary@hillcountrytriumphclub.org

Membership ... Nel McPhail

membership@hillcountrytriumphclub.org

Events ... Mike McPhail

Marketing ... Rip Torn

Kim Welter

Social Media ... Kim Vazquez

Webmaster ... Jimmy White

webmaster@hillcountrytriumphclub.org

Ragtop Editor ... Jacques Welter

editor@hillcountrytriumphclub.org

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

February, 2025

February 8th:

- **HCTC Breakfast Meeting**
Waterloo Icehouse, 10:00 am - 11:30 am

February 10th:

- **Drive Your Triumph Day (HCTC Event)**
Drive to Southside BBQ, Bastrop, TX

February 11th:

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

February 15th:

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

February 19th - 21st:

- **HCTC Couples Outing**
Fredericksburg, TX

February 22nd

- **Stephanie Nichols Annual Car & Plane Show**
Georgetown Airport, Georgetown, TX

February 23rd

- **Brits and Barley**
Schitz Creek Distillery & Brewery, Liberty Hills, TX

February 2025

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	

March, 2025

March 8th:

- **HCTC Breakfast Meeting**
Waterloo Icehouse, 10:00 am - 11:30 am

March 11th:

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

March 15th:

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

March 22nd

- **Brits and Barley**
Blue Bonnet Beer Company, Round Rock, TX

March 29nd

- **British Motoring Festival 2025**
Covington, LA

March 2025

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	31					

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

KEY



= HCTC-sponsored event

= Affiliated event

= Car Show

= Holiday

Secretary's Report

February 2025

Dick Simonson



Welcome to 2025. Remember the hoopla and panic over the Y2K bug? Its hard to believe that was 25 years ago. January turned out to be an interesting and active month. The interesting part included another polar vortex, dropping our low temperatures into the teens for several days. While not as cold or disruptive as 2021's "Snowmageddon", at least for those of us in the Austin area, we Texans are generally not fans of that kind of weather. Despite the temps, Club members enjoyed several driving events and other activities during the month.

On the 11 th , fifteen of us gathered at Waterloo for our first breakfast meeting of the year. It was chilly and only four intrepid members drove Triumphs, including President Joe Payne, Mike McPhail, Dan Julien and Sam Vazquez. Joe kicked the meeting off and then turned it over to VP Jim Wells. Mike McPhail briefed us on upcoming events including a drive to Leakey, TX the

following week, the British Motoring Festival in Covington, LA in March, the Vintage Triumph Register (VTR) Regionals in Waco in April and the VTR Nationals in LaCrosse, WI in July. Additional upcoming January events mentioned ware GAB's upcoming drive to Salado and the Brits and Barley meeting at Acopan Brewery in Dripping Springs.

There was a conversation on what new members would want from the club. The group consensus was technical support and social opportunities were top interests of new members. Holding additional fix-it days was suggested. The Club will be exploring these suggestions further.

On the 14 th we held a meeting of the Board of Directors at Waterloo Ice House. A complete copy of the minutes can be found on the HCTC website. Highlights of the meeting follow. There was a



January Breakfast meeting



Rip Torn's, Mike McPhail's, and Dick Simonson's TR6 in Vanderpool

Secretary's Report

February 2025

Continued

discussion of upcoming events as set forth above. In addition, Jacques Welter discussed developing plans for a February overnight outing to Fredricksburg. The dates are February 19-20. Stay tuned for more info.

Treasurer Gary Payne reported the Club's "Cash in Bank" as of January 14th, 2025, was \$13,473.93. This total was comprised of \$5,050.92 attributable to TXABCD and \$8,423.93 attributable to the Club. Gary will be following up with a report on how the 2024 expenditures line up with the 2024 planned budget.

We discussed TXABCD developments. Jacques stressed the need for volunteer recruitment this year. We could have used more in 2024 and we hope to get more folks involved in 2025. Jacques and Mike plan to name a "Recruitment Csar" to head up the recruitment effort. Rip is busy lining up sponsors.

He advised we already have \$1,000 in sponsorships. Jacques circulated a 2025 logo and potential shirt and hat colors. Mike reported we currently have a total of 120 members, 90 of whom are paid members.

On the 15th, three TR6s driven by Mike McPhail, Rip Torn and myself headed out for a three-day, two-night drive to the Leakey / Vanderpool area. The weather was kind to us, staying in the 50's during the day. We had a little drizzle when we left Leakey on Friday, but that was the only precipitation. The accommodations were very nice at Foxfire Cabins. We stayed at the main house, a three bedroom, two bath home right on the Sabinal River. There was plenty of room to stretch out, light the fireplace and relax after our drives. From our base, we made several pleasant and sometimes exciting Hill Country drives highlighted by one of the Twisted Sisters and lunch, Thursday at Billy Jeans in Kerrville.

As the newbie, I tried my best to keep up with Mike and Rip. On the 18th, a number of club members joined the Georgetown All-British Squadron (GABS) at Pistons on the Square in Georgetown. Temperatures were pretty brisk for the hearty souls that showed up at 7:30 am. I made good use of my thermos of hot coffee. From Georgetown fifteen or so folks caravanned to Salado for a glass blowing demonstration at The Salado Glass Works. Afterwards, we enjoyed lunch at Provecho. For those wanting to sleep a little later and only go on the drives, the group leaves from Georgetown Square at 10 am. A list



Lunch at Billy Gene's in Kerrville



2025 Texas All British Car Days logo

Secretary's Report

February 2025

Continued

of planned GABS drives for the rest of the year can be found on the GABS Facebook page or you can contact Nick Roccaforte for more information.

Finally, on the 25th, Jacques and the Brits and Barley crew met up at Acopon Brewery in Dripping Springs. From Acopon, Jacques, Kim, and Mike McPhail met up with Jeffie and Ralph Herter and headed over to the Cadillac Dancehall to listen to Eddie Shell and the Not Guilties play some good Country & Western music.

That's it for January. Hope to see you at one of the Club's February events.



Georgetown All-British Squadron in Salado at Salado Glass Works



Saturday Lunch in Salado at Provencho



Brits and Barley at Acopon Brewing. Left to right, Mike McPhail; Bret Green; Sam Vazquez; Karen Green; Kim Welter; Kim Vazquez



Ralph and Jeffie Herter at the Cadillac Dancehall

From the Archives

Art Graves



This article deals with one of the three things needed to run an engine: Fuel. Most fuel problems are electrical, but following Mike's advice here will preclude any real fuel problems. This article is from the May 2010 issue of "The Ragtop"

—Art

Project of the Month - Fuel Pumps

Mike McPhail

Whew... that three-month long brake job was a bit much! Let's do something a little bit less ambitious this time. How about a new fuel pump? Of course, you don't just replace the pump for the hell of it. The obvious scenario is that the damn thing won't pee a drop, so you swap it for a new one and bada-bing, it's a done deal. Unfortunately, that is not usually the way things go.

What really happens is that at the least opportune time, the car sputters and dies for no apparent reason, then mysteriously runs again, making you

wonder what the heck is going on! Not to worry, you don't really have to guess about the condition of that old pump. Don't try disconnecting the fuel line from the carbs and seeing how far the as will shoot when you crank the engine. Instead, on your next trip to Harbor Freight, purchase a combination vacuum and fuel pump tester. Now not only can you check the manifold vacuum, but you can test the fuel pump for proper operation. A really clever fellow would test the pressure on all his LBCs just to get an idea of what to expect.



Fuel Pump

From the Archives

Continued

Connect the gauge to the output of the pump with the input still coming from the tank. Crank the engine for five seconds or for an electric pump; turn on the ignition for a few seconds, listening for the pump to reach full pressure. On original SU pumps the unit will stop clicking when the pressure has built up, while on most aftermarket electric pumps, the sound and frequency will diminish. Shut everything off and look at the gauge. It should read between 2 and 4 PSI, but more importantly, the pressure should hold indefinitely. Too much pressure can cause the float bowl to overflow, causing the engine to flood and gasoline to drip all over that hot exhaust manifold. Harbor Freight also sells fire extinguishers!

Truth is, many fuel delivery problems are not the fault of the pump at all. Replacing all the lines is a sure fire (there's that word again) way to ensure that all the walking you do is with Fido. Crud in the gas tank often accumulates in the fuel line, especially on Triumphs with fuel lines coming from the bottom of the tank. Usually, the pump has a screen in it, or the lines at the carbs (SU) have thimble like sieves. If you were to look into the bottom of your float bowls, you would see that the OE filters don't keep all the dirt out of the carbs. If junk gets past these filters, the check valve in the float bowl will malfunction, causing the car to die or even worse, the bowl to overflow. To prevent this situation, a clear disposable fuel filter (Fram G2) should be installed as close to the tank as possible. Installing a filter under the bonnet right before the carbs is convenient, but not entirely effective. Soon after adding the new filter, you will almost certainly notice a buildup of silt in the filter. This stuff has been running through your lines for years!

On MGs and Austin-Healeys the line comes from the top of the tank, greatly reducing the amount of silt getting into the system. Unfortunately, sometimes there is a screen in the tank which can become clogged resulting in a total lack of fuel delivery, especially if a tank sealer product has been used. You should be able to blow into the fuel line where it leaves the tank (with the tank vented) without getting red-faced. A plugged-up vent can cause lots of trouble; a vacuum will be created and eventually the pump will be unable to suck any gas. On modern cars you expect to hear the rush of air when removing the gas cap, but never on a vintage vehicle. Some old cars have vented caps, while others have a vent line coming out the top. If your LBC is not stinking up the garage with fumes, the vent may not be working! About 1968, carbon canisters were added to some models to contain the fumes. That is a really nice touch that should not be removed, in a misguided attempt to desmog-control the engine.

I don't think that replacing the OE mechanical pump with an electric model is a particularly good idea, but replacing that old SU electric pump with a modern equivalent may be. Most auto parts stores sell a low-pressure solid state fuel pump for about \$40. It usually carries the part number 42S. I have had one on my 100M for a very long time and am very pleased with it!

On the road with Dick, Rip, & Mike

Mike McPhail & Rip Torn

On January 15, 2025, an intrepid group of club members set out on a 3-day drive to the Hill country near Kerrville. We (Rip & Mike) gathered at Mike McPhail's house where Dick Simonson joined us that morning. Shortly after ten three TR6's were rolling out of Dripping Springs towards Vanderpool in the heart of the Texas Hill Country. Folks in Austin claim to live there, but only because they have never been to Bandera County.

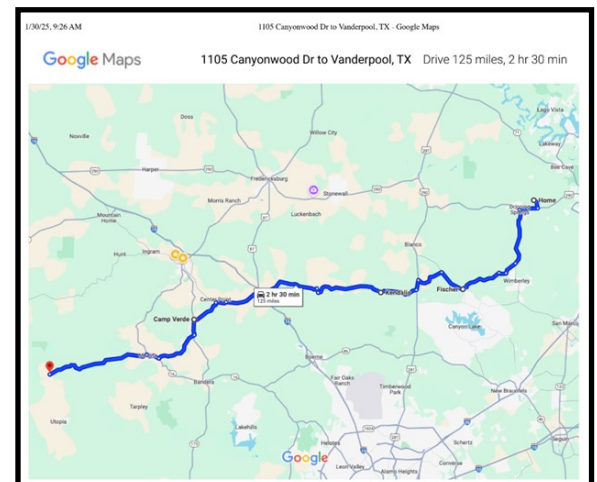
Often the scenic route is just as fast as traveling the main highway, as was the case on our drive. Our destination was Vanderpool, Texas, just outside of Lost Maples State Park, and we were driving on Ranch Road 12. Ranch Road 12 is one of the better roads to drive West of Austin, but we found that taking a right on Jacob's Well Road is rewarding, as is Fischer Store Road. Once on FM473, more rolling scenery appeared as we passed through Kendalia, Sisterdale, and Toonstone on our way to Comfort.

A stop at Lowe's Supermarket and the Cypress Creek Inn Restaurant kept us sidelined for an hour or so, then we were off again to nearby Camp Verde. In 1857, this lovely landscape along Verde Creek was the home to scores of camels. The dromedaries were part of an experiment by the US Army to gauge their usefulness to the military. Presently, an upscale general store and restaurant occupy the premises.

Still heading West, and ever nearer to our destination, more quality driving lay before us. Upon reaching Medina, we turned



One TR6 in front; and one in the rearview



The route to Vanderpool



The road signs were very helpful



A nice fire is always good to help solve the problems of the world

On the road with Dick, Rip, & Mike

Continued

onto the much anticipated FM377... the first of the Twisted Sisters.

Motorcyclists from all over come to this part of Texas to enjoy the thrilling twists and turns along this byway and its “Sisters” 336 & 335. Curves, cliffs and vistas adorn this route to Vanderpool and beyond.

Time flies when you’re having fun, and by the time we reached Fox Fire Resort it was just past the 4 PM check-in. We had rented the “Main House”, a three bedroom/two bath log home on the Sabinal River, chocked full of amenities. Before long, we had stocked the spacious and well-equipped kitchen and loaded the fireplace. After a sumptuous dinner, a pleasant evening was spent in front of the fire, as we solved the problems of the world.

Thursday morning, Rip surprised us with an excellent breakfast of Texas chili and eggs over-easy with hot flour tortillas. When Dick had the washing up completed, we were once again behind the wheel. The second day Mike let us on a merry drive through the Texas countryside did not disappoint — some of the roads out there, including the Twisted Sisters rival the famous tale of the Dragon and other notable highways and byways in the country. The route took us further on 377 to Leakey, then West, circling clockwise along the Guadalupe River through Hunt and into Kerrville. Hwy 27 crosses the emerald waterway numerous times and often the sky is hard to define through the towering Cypress trees.



The scenic loop route from our Friday Drive

A Note From Rip

We do try to get some overnight drives on our calendar at least in the cooler months. There is a lot of great driving out there in the local area even and is a good shakedown for longer drives like up to VTR nationals this year in Wisconsin. If you were going to have problems on the road, this is the group of people you want to be with as has been proven many times over the years. So, fire up those Triumphs and get ready for even better times in the coming year as we have a lot of events planned and want you to be part of it. This is what makes the club what it is.



Our stop at Billy Gene's



Following the leader, HCTC style

On the road with Dick, Rip, & Mike

Continued

Dick had a favorite lunch stop in mind, and the parking lot was nearly full when we arrived at Billy Gene's. We scored a river view table and as we dined, enjoyed an impromptu serenade from a jovial patron. Now with our tops down, we hastened to the HEB for more supplies.

Unbeknownst to us, there are two such stores in Kerrville, and we didn't all find the same one! Soon reunited, the three amigos were soaking up the sun and throwing the Triumphs around the curves on Hwy 16.

Taking a turn in Medina, FM377 was revisited on the way back to our cozy home base at Fox Fire. Steak and baked potato were on the dinner menu and the amateur chefs gave a good accounting of it. Another relaxing evening in front of the fire and it was time for bed. A good night's sleep was needed, as Friday morning would see us retrace our route home.

Friday morning was when all good things came to an end. We cleaned up and packed up and we rolled out about 10:00 am ... or at least tried to. A few mechanical problems on the return leg with Rip's car cropped up, but thanks to Mike's Motors and some replacement cooling fluid all turned out well and we returned back home.



Mike, Dick, and Rip eating lunch at Billy Gene's



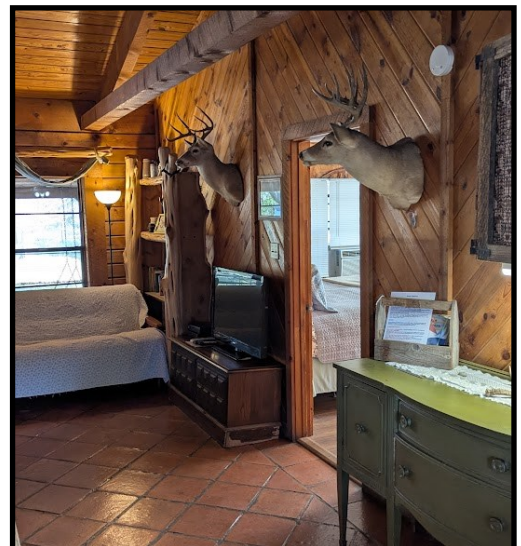
The scenery was fantastic



Outside of Camp Verde General Store



On the road again



The cabin was great, and a good value

Memory roadtrip & restoration Via Henry Wattenbarger's TR250

Bob Kramer

It was a struggle, but I had won, it was finally out. The cardboard glovebox was covered and sealed in place with goopy fiberglass resin that worked to hold it together and survive over 50 years of service. I was hoping to find a second set of key's or some valuable artifact within the accumulated glovebox clutter but there wasn't much of any value. I found myself holding an empty envelope addressed to the previous owner, one Henry Wattenbarger. It was postmarked Feb 10 1990. It had been ripped open without so much as a thought, that someday, 35 years later, someone like me might look inside and wonder, "what the heck?" but that is the end of the story ... and here is the beginning.

By some measures I am somewhat of an expert on TR250's and TR6's. I purchased my first Triumph, a lowly TR250 in 1976. I had always wanted a Corvette but my first car, a 1968 Camaro SS convertible, convinced me in one year of ownership, through 3 transmission swaps, a camshaft replacement and finally an engine failure, that there was no way for me to afford to fulfill that dream. Maybe after college, after getting a real job, and being able to work on it somewhere other than on my father's driveway, I could get a Corvette.

So, I settled for a "lesser" sports car. It checked a lot of the Corvette boxes. It boasted independent rear suspension, front disc brakes, 4 speed transmission, bucket seats, and the all-important drop top with a bonus of dual side drafts and radial tires. It was red, well almost. Triumph would later paint TR6's in Pimento and it looked great with the white top, but I soon found out that its best days were far behind it. My first Triumph had begun its life in British Racing Green, but that was before all the Bondo was applied to cover up the rust and dents. It sported 4 different brands and 3 different sizes of tires, but I hadn't noticed, not just yet. Soon, on a January night I hit a patch of ice on a winding road, and three tank slappers later the car settled itself up against a rather large tree. The right front fender and suspension

were more than happy to mold themselves to the shape of the immovable object.

Thus began my life owning Triumphs. Barely a month into owning my first TR250 I had totaled it. As a college kid with very little money, I didn't have many options. I searched and found a barely running 1969 TR6. It had no brakes, the clutch pedal went to the floor, and the headlights buckets were visible from the top of the



Art Graves and his TR6

fenders, but on the plus side it would start. I brought some parts from my newly christened "parts car" and I fixed the clutch and brake hydraulics just enough to get it back home, to my father's driveway. I found myself gradually swapping out a lot of the "good" parts from the TR250 and dabbing around with Bondo rust repairs. After an economy paint job the car looked pretty good, so good that I got an offer I couldn't refuse and I sold it.

I still had a lot of spare parts, and I had learned a lot about fixing TR's. I located a 1972 TR6 with a salvage title. In my ownership it was totaled again when hit from behind while parked but I took the insurance money and had a body shop weld in a rear clip. That car got me through college, my wedding day and moved

Henry Wattenbarger's TR250

Continued

with us to Texas where it remained my daily driver. I treated that car to a real red paint job, mid 60's Mustang Candy Apple Red, and started to take pride in my Triumph.

In the late 1980's I became aware of the Vintage Triumph Register when, as a VTR member, I was contacted by folks from the San Antonio Triumph Association and the Texas Triumph Register about the upcoming VTR National event being held in the Dallas area. Busy with life and the birth of our third child, we couldn't go, but the wheels started grinding. The drive to San Antonio for club meetings and events was just too long, so why not start a Triumph club in Austin? I started asking around and began collecting the contact information of every Triumph owner I could find. On a random night in December 1989, I saw a blue TR6 in a Dales Auto Parts parking lot and met Art Graves. I pulled up next to him and we talked through our door windows, never getting out of our TR6's. He agreed that we should start a club and that he would help.

As 1990 began I set up the first meeting of the soon to be 50th chapter of the VTR, the Hill Country Triumph Club. Art would later take on the task of Membership Secretary for the club, keeping the membership database and printing off newsletter labels, something he did for many, many years, simplifying the mailing out of newsletters. I began by printing off the early editions of the "Ragtop" on my dot matrix printer until we grew to the point where we had collected enough in dues to provide a budget to pay for Kinko's Copies, with them doing the sorting and stapling and me peeling and sticking Art labels. That would all happen later, because for now, for that first meeting the addresses were handwritten onto the envelopes. I saved a little time by using my business ink stamper for the return address. Inside was a flyer inviting Triumph owners to our first meeting to be held at Denny's on Burnet Road, next to Northcross Mall, printed off on that musical wonder of a printer. I don't recall how many flyers went out, but 13 individuals, couples or families showed up. We decided to start a club, set up our first driving event and agreed that the next,



Bob Kramer & family in the Aquafest Parade, August 4, 1990. Pictured, left to right, Bob's niece, Lauren; Bob & Barb's daughter Jennifer and son Andrew.



Left to Right: Roger Bolick; John Fisher; Henry & Esther Wattenbarger; Unidentified couple; Tom & DeeAnn Bishop; Barb & Bob Kramer; Donna & Barry Lowe

Henry Wattenbarger's TR250

Continued

and future meeting would be held in a location that sold beer.

Fast forward to spring 2024. The Triumph club is in its 34th year. These days it is rare for the Kramer's to attend many club functions, and we no longer are active in the All British Car Days that was a passion for so many years. There are a lot of things that got in the way, but we are still connected through our group of Triumph friends and that is how I became aware that one of the original 13 members, Henry Wattenbarger, was trying to sell his TR250.

We lost track of Henry and Esther after they moved away when Henry retired from IBM. In the early days of the club Henry was the go-to guy for technical issues and the two of them hosted fix-it days and Christmas parties at their house, located at the one-time edge of nowhere outside of Pflugerville, the first town north of a fastest growing city in America, that being Austin. The cattle grazing, wild birds and expanse of nature that we viewed from their bay windows have long since been replaced by urban sprawl and another million and half residents. As a club, we were all very active those first few years and as a transplant we learned a great deal about the charms of Central Texas. I remember one trip to Fredericksburg where we encountered an unexpected downpour while cruising at speed toward town. Henry was famous for never putting the top up, claiming correctly that if you drove at the right speed the raindrops would sail over the car. Not so much that day! I felt the water pushing up the carpet through the rusty floors in my former New Yorker TR6. Henry had the same experience in his ex-Florida TR250.

Back in 2024 and I'm now living in an older neighborhood 3 towns north of Austin, with acreage lots and without city or neighborhood association restrictions. It seems that every third property has a shop building with some sort of cool car or project inside. One of these car guy neighbors was considering buying a TR6 but after seeing my TR250 restoration project he fell in love with the early body style of the 250. I contacted Henry about his TR250 and found out that he was asking \$10,000.00, which sounded like a fair price, even for a car that had not run



A light snowfall covering ...



Henry & Esther posing in front of their TR250

Henry Wattenbarger's TR250

Continued

in a while, and as a bonus, it came with a ton of spares. I forwarded the pictures to my neighbor and talked to a couple of VTR guys that had seen the car. Everyone agreed that there was too much wrong with the car to sell at that price. Regrettably I had to call Henry and tell him that my neighbor was not interested. Even though we were on a phone call, I could tell that he was very disappointed. He was in a bind. The car had value, but it had been sitting for quite a while and needed some TLC to sell at a reasonable price. It would take someone who knew TR250's, had the skills, the time and the space to get it back to life and, as it turned out Henry recognized that he knew just the guy. He offered the car to me at a price I couldn't refuse and even though I'm in the middle of another TR250 restoration, have a TR6 frame off 50% completed and keep breaking my TR4 racecar I agreed to buy his 250. What the heck, it's only my 7th 250.

The project was a bit more than I expected, quite a bit more than TLC. It took two trips to collect all the loose parts Henry had collected. The car had been stored in a metal building without a door. It was away from elements like rain and hail and had no evidence of mice or other 4-legged varmints having made their homes but the same could not be said for 8-legged varieties. If it was a race car, I would name it the Mud Dauber Special. I pulled out more than 100 mud dauber nests out of the car before I stopped counting. I vacuumed spider nests off the bottom side of the car before I dared to explore and diagnose needed repairs.

Henry had replaced the original TR250 engine with a rebuilt TR6 engine complete with the later carburetors, with the side vents connected to the valve cover. TR250's don't have a vent line from the fuel tank or a carbon cannister so it was fouling plugs. I plumbed it like a 1970 TR6, with a flame trap. The radiator was shot so it got a new aftermarket one that had been sitting in a non-running car and has the appropriate patina. All the cooling hoses were rotted so it got new hoses all around. The aftermarket rubber hoses do not last so I used the silicone variety on the under-dash heater hoses so they will last forever. Henry had replaced the alternator with one of unknown origin, but it works so I didn't mess with



Floorpans after uncovering. They are now cleaned up and patched



Time to put it up on the lift

Henry Wattenbarger's TR250

Continued

it. The fuel system was plugged so I removed it all. The tank wasn't very rusty, or full of varnish and it cleaned up nicely using an electrolysis technique I learned on YouTube. The fuel lines required the drill driven speedo cable trick to clean out the clogs, and Scotch Brite to remove the grime and verify that they weren't rusty. I rebuilt the carbs and fuel pump and hit up my spare parts stash for some good plug wires and cleaned the points and plugs. It now starts at the turn of the key.

I had to completely rebuild the brakes, calipers, wheel cylinders, new hoses and friction parts. I pulled the rear axles and replaced a couple of dry u-joints, greasing the rest. I pulled the differential to replace the pinion seal and found that the diff mounts are almost new, and the steel frame brackets are perfect. All that and about a million other little things, at every turn finding another little clay ball designed and built by Henry's pet wasps.

With the car now running and driving I moved on to the exterior. It was oxidized with a white haze. I washed it, used a clay bar and buffed it out. There are multiple areas that could only be addressed with a proper strip, dent repair and addressing the multiple, yet minor rust spots. The paint job, however many years ago, must have been a quickie. It is repainted in a blue that is closer to French Blue than Valencia. They didn't remove the top or the license plate, leaving areas of Valencia to be easily found. The driver's side front fender has a dent, the driver door once had a strap failure, and the passenger door has a crease. There are multiple areas of small rust bubbling. To preserve the car Henry had cleaned up some of them and painted them with non-matching paint. Some of the other flaws like scratches and water marks might be sanded and buffed out but the goal here was to get Henry's car back into its daily driver form and it looks pretty good from 25 feet! Maybe 50.

I mentioned that Henry never put his top up. That was great for the top as it is in very good condition. The rear window is a little yellow even after polishing, and I had to put a patch on the underside to cover a small tear in the top. Since he relied on a tonneau cover it meant that water regularly got to the floors. He had patched both floors with fiberglass, covering the rust. Although both



Attacking gauges, dash, & wiring



Cleaning up, clay bar, and buffing out the oxidation

Henry Wattenbarger's TR250

Continued

floors could use new floor pans my mission was to get this car back on the road. I removed the fiberglass and patched the major holes with welded in patches. I used the "KBS Trunk and Floorpan Repair Kit" rust conversion system for the rest. I am very pleased with the results. I bought a new sable carpet set I but drew the line on rebuilding the seats. I installed a used pair of tan TR6 seats using a thick rubber insert between the foam and new diaphragms. The seats are comfy, but the vinyl covers have multiple issues. I have the original TR250 seats, but they'll need a full rebuild, and that was beyond the scope of the mission. I replaced all the windscreen rubber using the existing windshield glass and it has its fair share of life experiences!

I rebuilt the speedometer, robbing plastic gears from my spares, cleaned and lubed the tach and both got new cables. Neither jumps around in operation. I removed all the rings, cleaned the glass and replaced the black sealant with dum-dum string. The gauges look good and operate as they should. I cleaned up and lubed all the pull cables, switches and lights, replacing a couple of dash lights along the way. This car has the original TR250 wiper motor switch. I can get the wiper to operate on both speeds from the battery, but it only does one speed from the switch. I couldn't figure that out, but the wires are sound. It might work properly with the lubrication provided by rain.

I was hoping to save the dash panel, but it crumbled when I removed it. I had a new, but a little shop-worn dashboard to use. I began the process of removing and replacing the dash top and rubber surrounds and I had to remove the original glove box that Henry had kept in service by using fiberglass to hold it in one piece. You were wondering when I'd get back to that, weren't you?

Inside the glovebox I found that envelope, yellowed with age and missing its contents. I saw the return address and looked for the date, Feb 10, 1990, and recognized just what it was Henry and Esther had brought along the invite with directions to the first ever Hill Country Triumph Club meeting and Esther had stashed the envelope in the glovebox, where it remained until 2024 for me to find. What the heck? I had purchased the car



At the windscreen, the original Valencia paint (right) and repaint French blue (left)



Significant crease in the driver's side front panel

Henry Wattenbarger's TR250

Continued

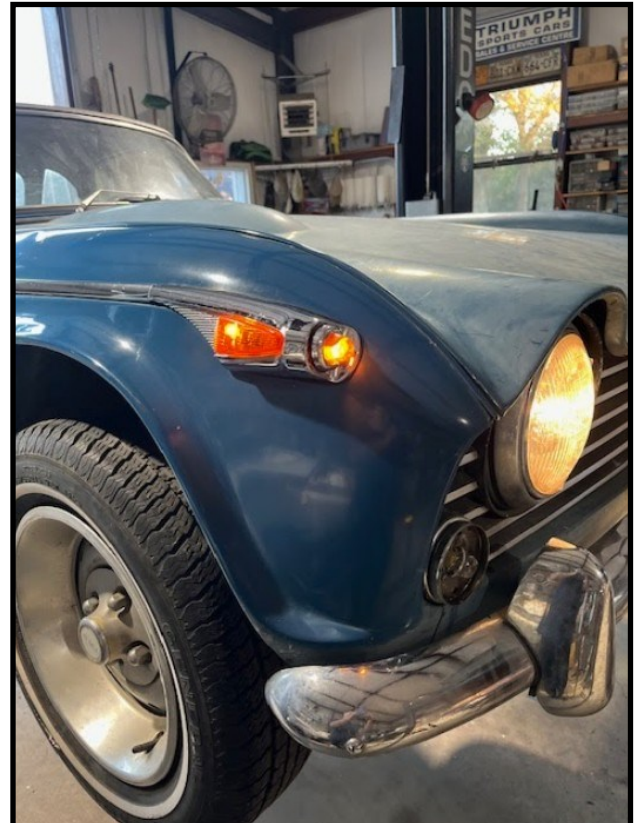
from Henry thinking that I would be helping him out by buying it, getting it back to daily driver condition and make a little money selling it. The getting it ready part is done but I'm having trouble moving on to the second part. If anyone in our club is looking for a TR250 it would make it easier for me to move on.



Significant oxidation on the bonnet -- now remediated



Ready for a new owner to take it to the next level



Light check

Triumph Racers Wanted

Bob Kramer

The mission for the Hill Country Triumph Club “ChampCar” TR6 has always been to introduce folks to road racing, with the goal of helping Triumph owners fulfill life-long dreams of getting behind the wheel, in a racecar, at speed, on a racetrack. As we plan for our 2025 ChampCar season we are going back to those roots, focusing on our original goal, but with a twist. We are looking to get the next generation involved with driving Triumphs in the true sports car fashion.

Our TR6 is pretty special. Built from a \$200.00 parts car by a collection of HCTC members for Lemon’s car racing. It has been continually developed through years of racing in Lemon’s, the World Racing League and the ChampCar series. It is now fuel injected, sports a close ratio overdrive gearbox, is equipped with fiberglass panels, a front splitter and a rear wing. It is a unicorn in the Triumph world and handles better than any Triumph you’ve likely seen.

We know that the decision to “go racing” isn’t a small decision. It’s a big investment in time and money, but for some of us it is a great hobby, where we get to utilize our mechanical abilities, exercise our driving skills and experience the camaraderie of the paddock. We offer driver’s slots on Saturday, Sunday or maybe both, getting up to 2 hours of track time for each paid stint while crewing for the other drivers the rest of the time. There is a March and a September race in San Marcos, and an August race in the Ozarks we might attend. The cost of the weekend is split evenly between the drivers and is somewhere around \$800.00. It is a great experience all around and family and friends should make it a weekend and join us at the track. One of the stumbling block to



On the track !!

Triumph Racers Wanted

Continued

starting racing is the initial investment, not only in a car, but with safety equipment. Worry not, our current drivers can help you out with loaned helmets and drivers' suits.

We are focused on the Triumph community, and we are actively seeking to get the next generation behind the wheel and introduced to racing old Triumphs. As the Triumph owner in your family, you may not be interested in racing, but this invitation is open to your children and grandchildren as well. Our goal is to keep Triumphs on track by recruiting vintage racers to continue the on-going tradition of Triumph's competition history.

Contact Bob Kramer at rkramer56@gmail.com for more information.



Getting ready to rumble



In the pits

HCTC Shows out at Pistons on the Square

Jacques Welter

It was a cold morning on the 18th of January as the members of Georgetown All-British Squadron made their way to Pistons on the Square. With temperatures hovering in the middle 30's and 10 mph to 15 mph wind gusts whipping through the Georgetown Courthouse Square, it was a chilly indeed at 7:45 am.

As is the custom for GABS, cars were lined up on Austin Avenue. On hand from HCTC were Jacques Welter; Richard Hunter; Dick Simonson; Nick Roccaforte; Jon Heyden; and Sam Vazquez. We all stayed warm by walking around the square and looking at all the cars - even with the cold there were over 100 classics parked !!

After the show, GABS took a scenic drive to Salado to The Salado Glass Works for a custom glass blowing demonstration and then headed off for lunch a Provencho.

GABS meets every 3rd Saturday at Pistons on the Square in Georgetown and has a page on Facebook to talk about meetings and drives. Come on out - lots of friendly faces will greet you.



Bundled up, Dick Simonson talks to Nick Roccaforte and two others



In the parking lot of The Salado Glass Works



Glass blowing demonstration



In the stands from HCTC, left to right: Sam Vazquez; Jacques Welter; Julie Roccaforte; Dick Simonson; Jon Heydon; Cheryl Torn; & Rip Torn

Important News from VTR

The following is an excerpt from the latest issue of **The Vintage Triumph Magazine**, outlining how to get discounts from O'Reilly Auto Parts that could easily exceed your yearly VTR membership dues.

The **Vintage Triumph Register** has obtained a discount for paid VTR members at O'Reilly Auto Parts stores. This discount is similar to the discount offered to automotive repair shops and is not generally available to the public. The VTR has created a membership card for all present VTR members. This card has your name, VTR membership number, VTR membership expiration date, and the O'Reilly discount number. Every present member can download their card from the VTR web site by going to www.vintage triumph register.org and logging in. Once logged in, go to the VTR membership info and click on "Dashboard" on the lower right side.

To obtain your discount, you can provide the membership card with the discount number to the store clerk. The amount of the discount will vary with the product you are purchasing. Generally, the discount will be less for products on the store floor and greater for items behind the counter or items that they order for you.

We found that purchases of items like starter motors, alternators, or other repair items can save you more than your annual VTR membership dues. O'Reilly carries a few parts for our older Triumph cars. You can find items like points, plugs, condensers, and oil filters for most post-war Triumphs. The best benefit of this discount can be for parts for your modern cars, pickups, or trailers.

The amount of the VTR discount should increase over time, as the total purchases made by VTR members increases. We hope that you find this beneficial. Please let your friends in your club who are not VTR members know about this benefit and encourage them to join the VTR. Even just a few purchases could easily offset the cost of a VTR membership! **If you have been considering it, now is the time to join VTR.**



HILL COUNTRY TRIUMPH CLUB

HCTC

Valentine's

outing

February 19th - February 21st



FEBRUARY 2025 OUTING

VALENTINE'S DAY GETAWAY

Welcome to Hill Country Triumph Club's Valentine's Outing !! (Yes, we know it's not *strictly* Valentine's Day, but close enough). We will be heading to Fredericksburg for three days / two nights of fun, comradery, and activities. Couples and singles are welcome and encouraged to attend.

On the agenda is museum tours; shopping expeditions; and wine tastings (as well as other adult beverage sampling) — something for everyone.

You are encouraged to drive your Triumph !! We will be staying at the Fredericksburg Inn right in the heart of town well within reach of most activities.

So how do you register?

1. HCTC will be sending an Evite for this event — RSVP please and respond to the Evite.
2. Hotel reservations are the responsibility of each person attending. On one of the pages that follows you will find the link for the Fredericksburg Inn. Follow that link for the HCTC group rate of \$129/night.
3. Once you RSVP and register for a hotel room, you will receive Evites for each planned activity. Please RSVP for these as well so we have an accurate count of who is going where and can make reservations accordingly

And that's it. We hope to see you there.

PS — questions or comments should be directed to:

- Jacques Welter (editor@hillcountrytriumphclub.org) OR
- Mike McPhail (mmcphail55@gmail.com)

HCTC VALENTINE'S OUTING

WEDNESDAY

Check-in 2:00 pm

- Fredericksburg Inn (see next page for registration information)

Dinner, 6:00 pm

- The Auslander - \$20-\$30

<https://theauslanderfredericksburg.com/>

THURSDAY

Breakfast 7:45 am

- Sunset Grill; 405 East Live Oak, Fredericksburg

<https://www.sunsetgrillfbgtx.com/>

Morning Activities: 9:00 am to 12:00 pm

- National Museum of the Pacific War
<https://www.pacificwarmuseum.org/>

OR

- Pioneer Museum

<https://www.pioneermuseum.org/>

Lunch: 12:00 pm to 2:00 PM

- Open

THURSDAY (CONT)

Afternoon Activities: 2:00 pm to 5:00 pm

- Urban Wine Trail / Shop 'til you drop.
 - Meet at 2:00 pm at Coordinates Vineyards, 417 E. Mainstreet

OR

- Garrison Brothers Distillery Tour 1827 Hye-Albert Rd , Hye, TX.
 - Tour lasts 90 minutes and starts at 2:00 pm.
 - Sign-up required - <https://www.garrisonbros.com/visit-hye/#tours>
- Happy Hour, Alstadt Brewery 4:00 pm to 5:00 pm

Dinner 7:00 pm

- Granite House Lounge
<https://www.granitehouselounge.com/>
 - You **MUST** RSVP to attend

FRIDAY

Breakfast 8:00 am

- Texas Sunrise
<https://www.texassunrisefbg.com/>
- Hotel Checkout
- Scenic Drive

HCTC VALENTINE'S OUTING

HOTEL INFORMATION – FREDERICKSBURG INN

Situated just one block from Main Street in downtown Fredericksburg, TX, our scenic inn is moments away from the city's best restaurants, shops and art galleries. The hotel boasts an open-air stone gazebo with a cozy fireplace and television, a scenic picnic area, 2 gas firepits, a family-sized in-ground hot tub and two luxurious pools, including a heated pool for year-round swimming.

For Reservations:

1. Please use this URL: <https://fredericksburg-inn.com/>
2. Select check-in date of **2/19/2025** and check-out date of **2/21/2025**
3. Immediately below the reservation will be a URL for **Special Group Rates**. Click on it.
4. Use the **GROUP** code: **TRIUMPH2025**
5. Group rate is \$129 / night. Rooms are King or Double Queen on the ground floor facing the parking lot to allow you to park your classic in front of your room. Of course, you can have a poolside room as well. **If your room rate is higher than \$129 then you have made an error in the registration.**

All reservations must be received prior to Wednesday, February 12th to receive the Special room rate

ABOUT THE AUSLANDER

<https://theauslanderfredericksburg.com/>

The Ausländer Restaurant and Biergarten has been one of Fredericksburg's most popular eating establishments for over twenty years. Located in the heart of historic Fredericksburg, The Ausländer offers the finest in authentic German cuisine, specializing in dishes from the state of Bavaria, which lies in the south-eastern region of Germany.

ABOUT THE GRANITE HOUSE LOUNGE

<https://www.granitehouselounge.com/>

Granite House Lounge is a place where people can unwind and connect. Where the food is quality, but not fussy. A place where locals and tourists alike can enjoy a wonderful meal paired with delicious cocktails. Combining an eclectic and unique connection from the New Orleans inspired food to the relaxing environment, we hope to offer a little something for everyone.

ABOUT ALAMO SPRINGS CAFÉ

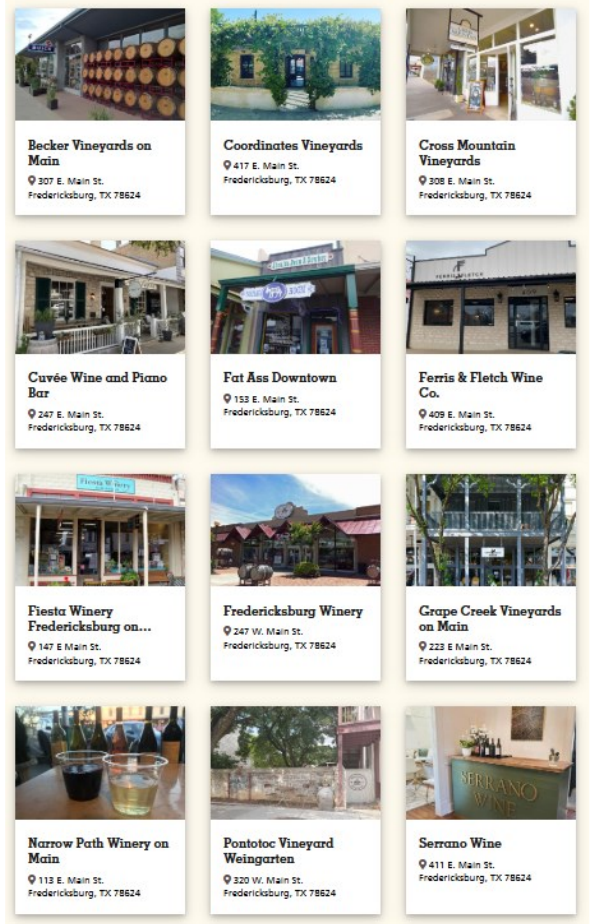
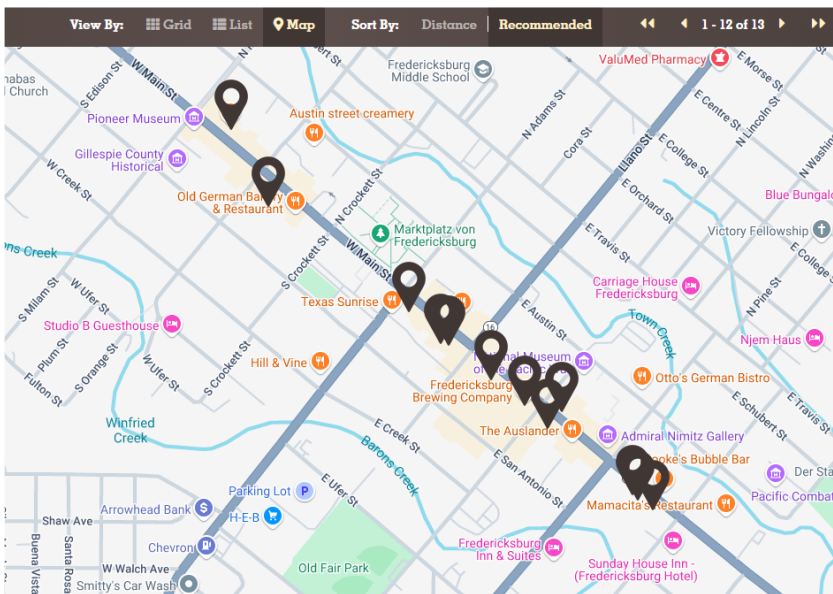
<https://www.facebook.com/profile.php?id=61563217275183&mibextid=ZbWKwL>

A famed Texas Hill Country eatery was renowned for having one of the best burgers in the state for 20 years. Under new ownership, the Café just reopened on January 24th, 2025.

ABOUT THE URBAN WINE TRAIL

<https://www.visitfredericksburgtx.com/wineries/urban-wine-trail/>

Explore Fredericksburg's Urban Wine Trail includes over 10 downtown wine tasting rooms, all within walking distance to historic hotspots, your favorite Fredericksburg shops and boutiques, or even your B&B or hotel. An added bonus, you can take a glass of wine (or beer) to go and enjoy while you stroll through your favorite shops in the downtown historic district.



HCTC Events Calendar

2025 Year-at-a-glance

AFFILIATED GROUPS

- Georgetown All-British Squadron meets at Pistons on the Square (POTS) every 3rd Saturday of the month at 8:00 am
- Brits and Barley meets every fourth Saturday (or Sunday) of the month starting at 2:00 pm.

Jan						
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	

01 New Year's Day
11 HCTC Morning mtg
14 HCTC Social Hr
20 M L King Day

Feb						
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	

8 HCTC Social Hr
10 Sir J. Black/DYTD
11 HCTC Morning mtg
17 Presidents' Day
?? GTN Air & Car Show

Mar						
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					

8 HCTC Morning mtg
11 HCTC Social Hr
29 New Orleans British Motoring Festival

Apr						
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			

8 HCTC Social Hr
12 HCTC Morning mtg
20 Easter Sunday
23-6 VTR S. Central Reg Waco

May						
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

26 Memorial Day
10 HCTC Morning mtg
11 All Brit & Euro Car Dallas
13 HCTC Social Hr

Jun						
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					

7 Euro-Expo Cr Sh OK
10 HCTC Social Hr
14 HCTC Morning mtg
16- TRA National Meet
27-8 Greater Ozarks

04 Independence Day
08 HCTC Social Hr
12 HCTC Morning mtg
15-18 VTR National Wisc Conv

Jul						
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		

9 HCTC Morning mtg
12 HCTC Social Hr

Aug						
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						

01 Labor Day
09 HCTC Social Hr
13 HCTC Morning mtg
?? Brits on the Bluff
?? Brits in the Ozarks

Sep						
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				

04 Houston ABCD
04 Dallas ABCD
13 Columbus Day
14 HCTC Social Hr
10- Texas All British Car
25 South Texas ABCD

Oct						
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	

08 HCTC Morning mtg
11 Veterans Day
11 HCTC Social Hr
27 Thanksgiving Day

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						

09 HCTC Social Hr / /
Tour D'Lites
13 HCTC Morning mtg
Xmas Party
25 Christmas

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			

Hill Country Driving Event

February 2025

Drive your Triumph Day is Monday, February 10th!

The Hill Country Triumph Club will celebrate Sir John Black's birthday, AKA Drive your Triumph Day, by meeting in Hutto at the McDonalds at 608 West St. Hutto, TX, and driving to the original Southside BBQ in Bastrop, TX.

If you plan on going, please RSVP to the Evite and show up at the McDonalds at 10:30 am on Monday, February 10th, for a great drive through the Texas countryside.



MOTOR TEXAS

« ALL EVENTS

Stephanie Nichols Annual Car & Plane Show at the Georgetown Airport

Stephanie Nichols' 14th Annual
Car & Plane Show
at the Georgetown Airport

FEBRUARY 22, 2025

Bad Weather Date: MARCH 1, 2025
500 TERMINAL DR, GEORGETOWN, TX

Registration, SWAP Meet & Event Info Online at:
StephaniesGtownAirportCarShow.eventbrite.com



STEPHANIE NICHOLS
Independent Insurance Agent

512.248.1998
snichols@chambersboyles.com
600 S Hanger Dr, Ste 202
Georgetown, TX 78626

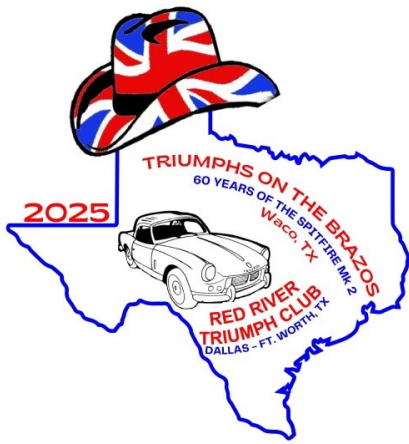


Nyle
Maxwell
Family of Dealerships



Benefitting
The Automotive Technology Program
Students
at GISD





VTR South Central Regionals



April 23rd - April 27th

Red River Triumphs invites you to 2025 Regionals

The Red River Triumph Club is pleased to invite you to the 2025 South Central VTR Regionals to be held April 23-26, 2025 in Bellmead, Texas. The theme will be the 60th Anniversary of the Spitfire MK2. Our host hotel, The Holiday Inn & Suites, is located just 10 miles north of Waco, Texas on I-35. The hotel is central to all of the driving activities and other planned events and provides spacious meeting and dining room spaces for all of our onsite activities.

Our Featured Marque

Celebrating the 60th Anniversary of the Spitfire MK2, the second in the series of Spitfires. It was styled for Standard-Triumph in 1957 by Italian designer Giovanni Michelotti and the Spitfire was introduced at the London Motor Show in 1962. It was manufactured at the Standard-Triumph Canley works, with approximately 37,409 MK2 being produced between December of 1964 to January 1967.

Where to stay

The Holiday Inn Express & Suites has a limited number of rooms reserved for us.

You can use this LINK or the below QR code to book a room in our reserved block and pricing.

Or call them directly at Front desk: 1-254-799-9997

Holiday Inn & Suites Waco Northwest



Follow this link for more information: <https://redrivertriumphclub.org/2025-scvtr-regionals/>

For online registration, follow this link: <https://redrivertriumphclub.org/2025-scvtr-registration-page/>



VTR Nationals La Crosse, WI



July 15th - July 18th

2025 Vintage Triumph Register National Convention

The Minnesota Triumphs Sports Car Club is excited to be your host for the 2025 North American Triumph Challenge! We had a terrific event hosting VTR in 2018, so we're heading back to the same great location and host, with even more fun to fill your week.

Follow this link for more information: <https://www.mntriumphs.org/vtr2025/>

For online registration, follow this link: <https://www.mntriumphs.org/vtr-2025-online-registration/>

Event Dates: July 15-18, 2025

Location: Radisson Hotel, La Crosse, Wisconsin

Event registration will be available before January 1, 2025.

La Crosse is near the center of the Driftless Area of Wisconsin right on the Mississippi River. This region is well known for its rolling hills, beautiful views along the river bluffs, and excellent back roads. You can pick about any direction and find scenic, winding roads with friendly small towns to visit.

VTR 2025 Accommodations

Both hotels below have opened the room blocks with our special event rate, so you can reserve your hotel room now.

Host hotel: Radisson Hotel La Crosse

- Book your room online: [VTR Booking Link for Radisson Hotel La Crosse](#)
- Or by phone: (608) 784-6680, let them know it's for Vintage Triumph Register 2025
- Rates: \$135 king city view, & \$145 double queen river view

Backup hotel: Home 2 Suites

Book your room online: [VTR Booking Link for Home 2 Suites](#)

- Phone: 608.881.6666
- Rates: \$144 for the King Studio suite

Preliminary Event Schedule

Tuesday, July 15

- Registration and check-in open
- Funkhana
- Craft, Model, Photo, Silent Auction opens
- Autocross tech inspection
- VTR board and member meetings
- Welcome reception

Wednesday July 16

- Autocross
- Tech session #1
- Trolley tour
- Self-guided tours
- Wedge owners meeting
- Sunset cocktail cruise

Thursday, July 17

- Breakfast run
- Run rally
- Tech session #2
- Self-guided tours
- Dinner run

Friday, July 18

- Car show
- Self-guided tours
- Cocktail hour
- Awards banquet Friday night

Saturday, July 19

- Check-out and parking lot goodbyes

Texas All British Car Days 2025

Come to the **34th Annual**
Texas All British Car Days



October 10th to the 12th, 2025

At the beautiful Dos Conchas Ranch, Marble Falls, TX
Supporting the Eddie Shell & Cloyce McLean Community Foundation



Register and information Online



Self-Guided Fun Drives

Car Show Awards Dinner

Happy Hour Friday

Food Trucks! Vendors

Sponsored By:

YOUR LOGO HERE



Continfo@hillcountrytriumphclub.com



<https://www.facebook.com/groups/115499245141733>



Save the Date!

All British & European Car Day 2025
the 40th Annual Exhibition of fine British & European Vehicles
and
a Mother's Day Celebration!

Sunday, May 11, 2025
Bath House Cultural Center
521 E. Lawther, Dallas TX
Show Field opens at 10 am

[www.https://allbritishcarday.com/](https://allbritishcarday.com/)



HCTC Car Show Calendar

Stephanie Nichols' 14th Annual Car & Plane Show

Location: Georgetown, Texas

Date: February 22nd

Web: <https://www.stephaniesgtownairportcarshow.eventbrite.com>

New Orleans British Motoring Festival

Location: Covington, Louisiana

Date: March 29, 2025

Web: <https://www.bmcno.org/2025-british-motoring-festival/>

VTR South Central Regional Convention

Location: Bellmead, Texas

Date: April 23 – April 26, 2025

Web: ??

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas

Date: Sunday, May 11th, 2025

Web: <https://allbritishcarday.com/shop/>

Euro-Expo Car Show

Location: Sand Springs, Oklahoma

Date: June 7, 2025

Web: <http://www.jaguarcluboftulsa.com/>

TRA National Meet

Location: Kalamazoo, Michigan

Date: June 16 – June 20, 2025

Web: <https://www.triumphregister.com/tra-national-meet/>

Greater Ozarks British Motoring Club Car Show

Location: Springfield, Missouri

Date: June 27 – June 28, 2025

Web: <https://gobmccarshow.com/>

VTR National Convention

Location: La Crosse, Wisconsin

Date: July 15 – July 18, 2025

Web: <https://www.mntriumphs.org/vtr2025/>

Kansas City All British Car Day

Location: Merriam, Kansas

Date: September 7 – September 8, 2025

Web: <http://www.heartlandallbritish.com/index.html>

6-Pack Trials

Location: Fontana Dam, North Carolina

Date: October 2 – October 5, 2025

Web: <https://forums.6-pack.org/>

Triumphest

Location: Buellton, California

Date: October 5 – October 8, 2025

Web: <http://www.triumphest.org>

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: ??, 2025

Web: <http://www.britishironnwa.org/>

Britts on the Bluff

Location: Natchez, Mississippi

Date: ??, 2025

Web: <https://www.msemc.org/events/>

Houston All British Car Day

Location: Houston, Texas

Date: October 4th, 2025

Web: NA

Texas All British Car Day

Location: Austin, Texas

Date: October 10th - 12th, 2025

Web: <https://www.hillcountrytriumphclub.org/txabcd/>

South Texas All British Car Day

Location: Boerne, Texas

Date: October 26th, 2025

Web: [https:](https://)

Brits and Barley

Jacques Welter

Looking to have even more fun in your Triumph? Join the crew of Brits and Barley.

Brits and Barley is a driving / destination group (not a club) dedicated to the premise of driving our British automobiles and drinking some good beer - two concepts that have a great deal of attraction to all who join us. As a group we will drive to one local brewpub per month; consume a couple of frosty adult beverages; talk cars, friends, activities, and other things; and then head our separate ways.

Members for Brits and Barley are drawn from local car clubs - to date we have Hill Country Triumph Club; Capital City MG; and Georgetown All-British Squadron and we will be adding more over time.

We will (generally) meet the last Saturday of the month, but this can vary given holiday schedules. For example, the next meeting will be on Sunday, December 29th, but for the most part, we'll be on the last Saturday. At the end of every meeting we will decide where the next meeting will be using a master list of brewing companies that we've compiled and we'll try to spread it out. For example, if we head south one month, we'll try to head North, Central, East, or West the next meeting.

Check in your Ragtop each month for the location. We hope to see you there !!



February

WHERE: Schitz Creek Distillery & Brewery

101 County Road 257 Liberty Hill, TX 78642

WHEN: Sunday, February 23rd, starting at 2pm

HCTC Events

HCTC Breakfast Meeting Waterloo Icehouse Saturday, February 8th

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 Tuesday, February 11th

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.

The Social Hour has moved its venue 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.



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 appropriate 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.



Enjoy your TR more!

ENJOY A TRA MEMBERSHIP:

4 National newsletters per year

Annual National Meet

Website (password protected areas for members)

Concours judging standards

Factory build records

Technical support

Contact information

Shutterfly National Meet website



Join TRA Today!

www.TriumphRegister.com

Classifieds

1976 TR6 For Sale

I'm selling my 1976 TR6 in British Racing Green — I've moved and I'm trying to sell the car local to Georgetown. There's no rust and the interior is in pretty good shape. I have a boot kit for it included, but needs installing. My dad has refurbished many Triumphs in his lifetime (he gave me this one) but he's now 85 and his refurbishing days are done. He says the electrical on this one is good, but he thinks he mid-wired 2 wires at the ignition switch.

It was outside at a shop when a mild hail storm swept through, so it has a few dents from the hail but nothing major. Currently it is in a covered storage area. I will be in Georgetown the third week of February to either hand over the keys, or drive/haul TR up to Ft.Worth to be close to my dad to sell.

I'm looking to get \$9,000 for it, OBO.

Beth

512.585.9500



Classifieds

Set of 5 - 72 Spoke Wire Wheels (Black) w/ Tires for Sale- \$850

Motor Wheel Service (MWS) 15 x 5½ Wire Wheels 42mm center (fits Triumph TR4, TR6, maybe TR3). MWS part number: XW457S. The MWS Wheels were purchased in 2021 from Rimmer Brothers and have approx. 2000 miles on them. These are the newer design wire wheels from MWS that do not require tubes. Wheels were bought and painted in black epoxy semi-gloss finish. These wheels are straight and true.

The 5th wheel does not have a tire mounted on it and is the older style MWS 15 x 5½ which does require a tube. It is not perfectly straight and true but, it will balance. This would make a good spare. Tires are Sumitomo HTR A/S P03 195/65-R15 Front and 205/65-R15 Rear, H speed rating (130mph). Tires have less than 2000 Miles and the Manufactured date is late 2021.

Contact: **Rod Hamilton** rbhamilton1130@gmail.com



Indertake 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).**