

The

June 2025



Hill Country Triumph Club Newsletter



Celebrating and driving Triumphs since 1990



An abstract rendering of Rip Torn's Green Hornet at the Dallas ABCDE show

Letter From The President

June, 2025

Joe Payne



Fellow HCTC Members,

Please join me in an ode to a discussion of, “What Is Classic?”

What a great Memorial Day weekend Aaryn and I had. We were in Ole San Antonio to celebrate my oldest son’s birthday on Saturday and then a friend’s wedding on Sunday. This gave us the opportunity to stay at the Emma Hotel, which used to be the Pearl Brewery.

The Pearl Brewery was designed by the Chicago architect August Maritzen in the Second Empire style and built in 1894. We learned from the staff of the hotel that it barely survived being torn down to become a Wall-Mart distribution center, oh, the horror. A local investment group wanted to preserve the history and beauty of Pearl Brewery and not lose what has become a vibrant gem of



The beautiful Pearl Brewery

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Letter from the President

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San Antonio's many historical entertainment venues. Cheers to those that chose to preserve history and beauty over modernization and dollars. Special credit and a beer on me at our next Tuesday's social to anyone that can give the reason for how Pearl Beer got its name and there is a correct answer

This weekend, we watched the latest Mission Impossible thriller, "Dead Reckoning". Once again Ethan Hunt (Tom Cruise) and his crack team defeat a sinister villain that is the devil's brew of mankind's base nature of all things evil coupled with an out-of-control artificial intelligence called the Entity. What struck me in this thriller with all the latest high technology in the fight of good versus evil was the climatic battle between Ethan Hunt and the master villain Gaibriel in classic Stearman biplanes. I won't give too much away but the epic battle on these biplanes harkens back to a time when stunts were performed by humans and not AI produced. Cheers to Tom Cruise for doing his own stunts and having such a beautiful and classic themed battle.

So, let me lean into my theme, what is classic, specifically what is a classic car. I also will tap into AI and list below an AI answer from Google, "What makes a car classic?"

A car's status as a "classic" is generally determined by a combination of age, historical significance, and desirability. While there isn't a universally agreed-upon definition, most classifications consider a car to be a classic if it's at least 20-30 years old, retains its original design and specifications, and has some historical or cultural impact. Here's a more detailed breakdown:



1935 Triumph Gloria Southern Cross Tourer

Age and Historical Significance

Age: A car is often considered a classic when it reaches a certain age, typically around 20-30 years or more.

Historical Impact: Classic cars often represent a significant period in automotive history, like the rise of muscle cars or the introduction of new technologies.

Desirability: Classics are often sought after by collectors due to their unique design, performance, or association with a particular era.

Other Factors

Original Design and Specifications: For a car to be considered a classic, it generally needs to retain its original features and specifications.

Letter from the President

Continued

Condition: While a classic doesn't need to be in perfect condition, its value and desirability are often tied to its overall condition and the extent to which it has been preserved.

Rarity: Limited production runs can increase the value and desirability of a classic car.

Specific Eras: Some car clubs or organizations may have specific age ranges or criteria for classifying vehicles as classic.

Examples

- Many car clubs or organizations consider vehicles produced between 1915 and 1948 as "full classics".
- Cars from the 1960s and 1970s, like the Mustang, Corvette, & Camaro, are often considered classic cars.
- Vintage European sports cars also hold significant classic status.

In summary, a car becomes a classic due to a combination of factors including age, historical significance, and desirability, often associated with a specific era in automotive history and a desire to preserve its original design and features.

So, my friends, we have classic British sports cars, specifically Triumphs and go to great lengths to preserve and drive them. This creates a community that shares and helps each other with our gleaming gems of automotive history that strangers notice. How many thumbs up or friendly comments occur when we are on the road... I would venture almost every time.

In addition to all the HCTC offers to its members it has taken on an additional responsibility and that is stewardship of Texas All British Car Day. In 2025 we will be hosting the 34th consecutive year of what promises to be the best yet for what is considered by many to be the best British Car Show in Texas. Thanks to the leadership of "top men and women" of the HCTC this event has become a jewel in the HCTC crown of events. Please join the fun as you help in showcasing classic British cars to a world that recognizes something unique, historic and significant when they see them.

There is saying that I've always liked and that is, "the best is yet to come" and that is what I see for the HCTC and its members. Please join in and be the part of something special.

So, as I close this month's Presidential Letter, I will in celebrate by having a cold Pearl beer today. It's now brewed right here in Austin by Oasis Texas Brewing Company. Classics are always in style, they just take a little more effort than the common and pedestrian options to those with outstanding taste, like the members of the Hill Country Triumph Club.

With Cheers and Much Appreciation,

Joe





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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

June, 2025

June 10th:

- Hill Country Triumph Club Social Hour
New Venue: Waterloo Icehouse, 6:00 pm to 8:00 pm

June 14th:

- HCTC Picnic Drive & Picnic
Meet at the Waterloo Icehouse, 10:30 am for the Picnic drive
NO BREAKFAST MEETING !!!
Meet at Live Oak Brewing Company @ 12:00 pm for the Picnic

June 16th - June 20th:

- TRA National Meet 2025
Kalamazoo, MI

June 21st:

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

June 27th & 28th

- Cars and Stripes Car Show
Goliad, Texas

June 29th

- Brits and Barley
Rentsch Brewery, Georgetown, TX @ 2:00 pm

June 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					

July, 2025

July 8th:

- Hill Country Triumph Club Social Hour
Waterloo Icehouse, 6:00 pm to 8:00 pm

July 12th:

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

July 15th to July 18th:

- VTR Nationals
LaCrosse, WI

July 27th

- Brits and Barley
The Oasis Brewing Company, 2:00 pm

July 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

June 2025

Dick Simonson



Things are heating up in Texas as we approach the summer months. We had at least one day in Austin this month where we broke 100 degrees and of course this time of year means thunderstorms and severe weather. So keep those Triumphs safely tucked away during possible hail storms.

The club's May driving event took place on May 3. Rip led a group of four club members to Kingsbury for the Annual Spring Fly-in at the Pioneer Flight Museum.

We held a board meeting on May 6. Of note, this was Joe Payne's last board meeting as president as he is not running again in the upcoming election. The complete minutes are posted on the club's website for your review, but here are the highlights.

Our Treasurer, Gary Payne, advised he had filed the Annual Public Information Report with the State Comptroller. Additionally, Gary advised the treasurer's report comparing the 2024 budget with the actual 2024 club expenditures would be completed for the next board meeting,

Gary raised the issue of whether the club should maintain a reserve for a TxABCD "rain out" event', or other calamity that might financially impact HCTC. Later discussions confirmed the club has insurance through VTR that covers such events. After considering the potential payouts in such an event and the current state of finances, the board did not take any action to set a special reserve.

Next up was up was a proposed amendment to the by-laws concerning TxABCD. After discussion the amendment language was approved by the board. In subsequent board discussions and a vote, additional language was approved with the following amendment to be submitted to the club membership at the July 14 picnic for a vote. The existing bylaw appears in black. The proposed amendments appear in red.

ARTICLE VII. COMMITTEES

Section 4. The TxABCD shall be an event under the control of the HCTC Board of Directors.



June Breakfast meeting



Left to Right: TR6's from Jim Wells; Rip Torn; Roger Allen; & Dan Julien

Secretary's Report

April 2025

Continued

A TxABCD Committee may be formed as required and will be chaired by the TxABCD Coordinator or Coordinators. The Coordinator or Coordinators, shall be appointed by the President with duties and responsibilities as set forth in Article V, Section 8. Members may be from the HCTC membership and non-member interested parties subject to approval by the executive committee. Duties and responsibilities of members will be determined by the Standard Operating Procedures for the committee. Expenses and **revenues** shall be subject to HCTC bylaws for payments, deposits and accounting.

The TxABCD Committee will submit an annual budget to the Board for approval. The budget will be presented at the first board meeting of the calendar year. Once approved, the committee may operate within this budget without further approval by the board. Expenses over approved budget amounts or outside of established categories will require review and approval by the board. The HCTC treasurer will track TxABCD expenses and payments and update the board at its regular meetings, in conjunction with the TxABCD Committee. The TxABCD Committee Chair/s will be responsible for maintaining budget status and reporting **that status** to the Treasurer.

A final financial statement will be submitted no later than six weeks after the TxABCD show. The final statement will carry a recommendation of donation target(s) and donation amount and any earnings to be retained by the TxABCD and the HCTC. The HCTC Board will then vote on the recommendations from the TxABCD Committee, adjusting as necessary.

All club members were emailed a copy of the proposed amendment on May 22.

A discussion occurred on whether a bylaw amendment should be drafted allowing non-Triumph owners as club members. All felt the current bylaws, as written, already allowed this and there was no need for an amendment. Other related matters were raised with no decisions, including the possibility of a rebate to registered attendees in case of a rainout and whether the club should consider using TxABCD proceeds to offset membership costs.



Roger Allen; Steve Brand; Jim Wells; & Henry Reynolds at breakfast



More fun from the May breakfast meeting



Bret Green at the Fly-in

Secretary's Report

April 2025

Continued

Next, Jacques proffered a proposed TxABCD budget for 2025. In sum, the budget, based on 120 cars registering, shows total costs of \$10,499, total revenue of \$15,215 and net proceeds of \$4,716. The board voted on and approved the budget.

The board approved, on Jacques suggestion, that a separate standing committee be formed to handle the 2026 SCVTR event. Rip asked that the board receive the SCVTR budget by July 2025.

After our adjournment, a discussion arose over a possible award for the club member who suffered the most significant mechanical breakdown while driving their Triumph to or from a club event. Suggested names for this award included the Art Graves Award and the Broken U-Joint Award. No decisions were made. More to follow.

On May 10, nineteen of us gathered at Waterloo for the monthly breakfast meeting. I gave a recap of the board meeting as set forth above. Gary Payne gave a brief treasure's report indicating the club is in good shape. Mike McPhail updated us on upcoming events, especially the annual picnic on June 14 at Live Oak Brewery in Del Valle. This is an election year, so we will be voting on officers as well as the proposed bylaw amendment. As an added bonus for those members attending the picnic, Rip filled us in on the years of membership recognition pins and the travel bags that will be presented to members at the annual picnic.

Please see the HCTC Calendar of Events section in the Ragtop for a complete listing of upcoming events, but one of the highlights is the VTR Nationals in July.

A sad note this month was the unexpected passing of Ed Rogus, a stalwart member and major force in the Georgetown All British Squadron. His funeral was being held on the 17th and so the drive normally following the May 17 Pistons on the Square meet was canceled.

Jacques gave a short update on TxABCD and all seems to be moving ahead in good form. Jacques also announced April 20-23, 2026 as the dates for the regional SCVTR meet next year. Please note these are all weekdays, which will give anyone attending a noticable savings on the hotel bills.

Finally, Jacques gave a recap of all the honors garnered by HCTC members at the recent SCVTR in Waco. Here's the list: Roger Allen - 3d Place, Late TR6; Jim Wells - 1st Place - People's Choice and 3rd Place in Autocross; Wiley Christall - 1st Place - TR6 Concours; Mike McPhail - 1st Place - Autocross; Dan Julian - 2nd Place - Early TR6; Rip Torn - 3d Place, Late TR6. Kudos to all in a great showing for our club.

After the meeting all wandered out to the parking lot for the usual car banter. In addition to the good looking Triumphs, Julian Pham showed off his DeLorean. While not quite in full "Back to the Future" livery (I confirmed it did not have a flux capacitor), it is a unique and eye catching car.

On the 13th the Club had its monthly social hour. This time it was at Waterloo and ten folks enjoyed the casual ambience. To close out the month, Jacques and the Brits and Barley crew met at the Twisted X Brewing Company in Dripping Springs.

That's it for May. Hope to see you all on June 14 for the annual picnic. Remember, its elections!

From the Archives

Art Graves



Nel McPhail served HCTC as club secretary for several years and her "Nel's Notes" in the "Ragtop" were always interesting and informative. Included here are her notes from the July 1998 meeting as printed in the August 1998 "Ragtop". Also mentioned in her notes (maybe a little cryptically) was mention of a tour to see Tom Bishop's shop. In addition to housing his TR6 and TR8, his shop was set up for his welding sculpture hobby/business. Included here is a flyer announcing a showing of his work in New York City. A lot of his creations involved dragons. Tom always signed his artistic works as "Thom", including his T-shirt designs for the club and for the Texas All British Car Days.

- Art

Nel's Notes: August, 1998

By Nel McPhail

Bob opened the business part of our monthly get together with the surprise announcement that Roger's "Green Car" would not be finished in time for VTR Nationals! He suggested volunteers might take the rest of the week off to help this worthy cause- A show of hands revealed that the Graves', McPhail's, Kramer's, Knowles' and Roger Bolick (who has reverted back to his old habit of arriving last to meetings and such) would be attending VTR '98. Apparently, everyone has friends or relatives along the route to Hudson, WI and will be traveling up separately. Richard Ceraldi offered the use of his Motorola Sport Radios for the trip back. HCTC will be sending a basket per tradition to VTR Nationals.

At this point Bob invited Mike McPhail to share his obviously limited knowledge of HCTC All British Car Day planning. Mike, who likes better than anyone to hear himself talk, gave an intoxicating (or was it intoxicated?) spiel. Tom Bishop was thanked for agreeing once more to design our ABCD logo. Mike used his "boy's size 14 husky" physique to model a recent example of Tom's excellent artwork. The tee-shirt and cap would therefore look great on anyone. After proving that the ham wasn't just on the menu, a

plea was rendered for ABCD volunteers.

McPhail was given another beer to shut him up so that Bob could announce the new Benefits Coordinator position he has created. This person would be responsible for getting HCTC members discounts at local businesses, such as we enjoy at NTW and Van's Auto Parts.



Bob now took the opportunity to recap our goals for the future as explained in the last newsletter. Our hard-working ex-President and VP received a standing ovation as Art accepted a token of the club's esteem (I believe it was a can of Go-Jo). Roger, who had still not showed up, missed this moment of glory. Now, thanks to Richard Ceraldi, our newsletter has leaped into the 21st century of publishing technology. Bob pointed out that the innovation doesn't come cheap, and we might need more paid advertising or a dues increase to cover the cost of

From the Archives

Continued

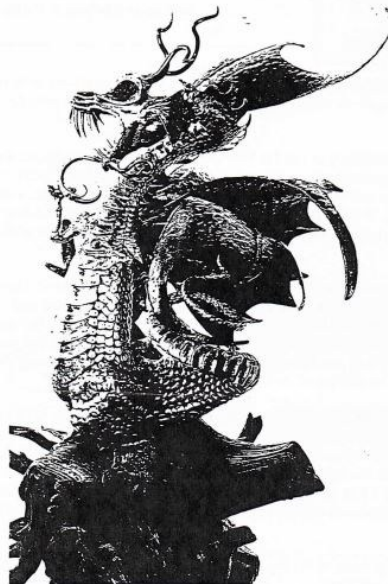
planned improvements.

V.P. Adriane Stewart distributed name tags to the congregation as part of her new policy of making members responsible for the tag's whereabouts! Another clever innovation was temporary paper tags for those without. Adriane said that while dues we're at it, club shirts ala the other Texas TR clubs would be a wise investment. This idea gained immediate support., so perhaps we will have such a thing in time for ABCD! Thanks was given to the Stewart's for planning and executing the July 12th Breakfast Tour.

Bob plugged another favorite gathering, namely his very own Annual Lake Party. This year Bob has arranged to have the road paved all the way to his property, new docks constructed and the waters of Lake Travis raised and heated!

Our August meeting will be held at the Filling Station on Barton Springs Road. September is planned for Manga's Pizza on Mesa Drive. Finally, a reminder was given of the August 1 & 2 races at College Station.

Soon darkness had fallen on Rudy's BBQ patio and it was time for us to reluctantly depart. Well, not all of us. Somebody had to stay for Roger Bolick's eventual arrival! (Editor's note: Not to mention the private tour of the "Floyd Sculpting workshop at Tom and Dee Ann Bishop's.)



"Floyds by Thom"

Congratulations Tom Bishop

Winner of the 2000 International Art Competition held in Soho, New York City, NY this past week. Agora Art Gallery In Soho will be representing him & his work over the next year, with a special "showing" July - August of 2000.

HCTC @ Wings & Wheels Fly-In

Jacques Welter

Hill Country Triumph Club rolled out from Jim's Coffee shop on SR 290 on Saturday, May 3rd, heading for Kingsbury, Texas, and the Wings and Wheels Fly-in hosted by the Pioneer Flight Museum.

Attending this year from HCTC were Jacques Welter; Bret Green; Mike McPhail; and Henry Reynolds — Bret & Mike driving their TR6's and Henry driving his MGB.

The Wings and Wheels Fly-in is an event hosted twice a year by the Pioneer Flight Museum and it features vintage automobiles; and auto show; and vintage aircraft. The Pioneer Flight Museum is a non-profit organization dedicated to the preservation, restoration, and reproduction of aircraft and historical ground vehicles from the beginning of flight to the early years of WWII. They are also a living history museum, keeping as many of their aircraft, vehicles, and artifacts in working order.

After touring the Pioneer Museum, looking at all the displays of vintage aircraft; and walking through the cars, motorcycles, and working machinery, the group adjourned to the Twisted X brewery to wet down a great day of car rides and cars.



A long line of Ford Model T's at the Wings and Wheels Fly-in



Bret Green inspects a vintage biplane at the show



Mike McPhail on the grass taxiway in front of several vintage airplanes



At the end of the day, Bret Green wets it down at Twisted X Brewing Company

Dallas ABCDE

Rip Torn

The 40th annual Dallas All British Car & European Day, sponsored by Kip Motors, went down on Mother's Day (May 11th) of this year. Turns out I was our only HCTC entry to the show, but having gone previously I knew it was a show worth going to with about 120 cars showing up in total. The car show is held in a gorgeous venue at White Rock Lake park in Dallas near the arboretum. I also had an ulterior motive of visiting my mother and sister who live in Dallas.

Traffic was (as usual) terrible and did detract from the overall experience, but that's Dallas. Since this show is for both British and European makes, there were many fine British marques there — MG, Bently, Rolls Royce, Rover, Jaguar, Aston's, and Austin Healey's — as well as a nice selection of German, Italian, and Swedish marques. The cars were sorted first by country and then by marque then by class. My TR6 was lumped in with other Triumph's in a single class (I was number 36).

No hardware this year, but I had a good time at the show and visiting with the other classic car owners.



Nash Metropolitans lined up for inspection



A beautifully done vintage step van

News from Mike's Motors

Mike McPhail

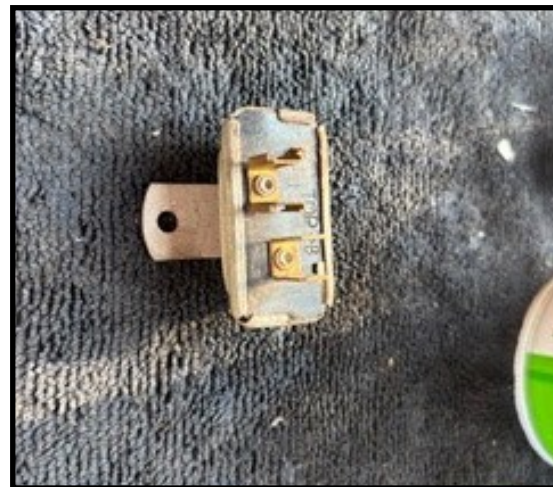
You may have read an article recently about rebuilding the little voltage stabilizer in your Triumph with a modern integrated circuit. This would replace the bi-metal electromechanical device that cleverly delivers a constant voltage to your fuel and temperature gauges.

These stabilizers are often not working, usually delivering the full voltage from the electrical system, often over 14 volts. A steady 10 volts is the optimum operating voltage for the gauges and can be easily verified. Pull the wire from the temperature sender on the engine and measure the voltage with the key in the on position. If the reading is the same as the battery voltage, the stabilizer is not doing its job, and your gauges will read high.

New stabilizers are available for about \$20, but there are some quality issues. They have a high failure rate, and the terminals are extremely fragile. A fellow with a soldering iron and a little patience can disassemble the defective original unit and replace the guts with an IC. The voltage stabilizer on a TR6 is mounted on the back of the speedometer and has dark green wires on the "B" terminal (battery) and light green wires on the "I" terminal (instrument). It gets its ground from the case, so the speedo must be well grounded (there is a black wire under one of the speedo mounting studs).

I found a pack of Texas Instrument UA7810C voltage regulator chips on eBay for peanuts, and with only three leads, it is a cinch to wire up. The lead on the left is input, the center common and the right is output.

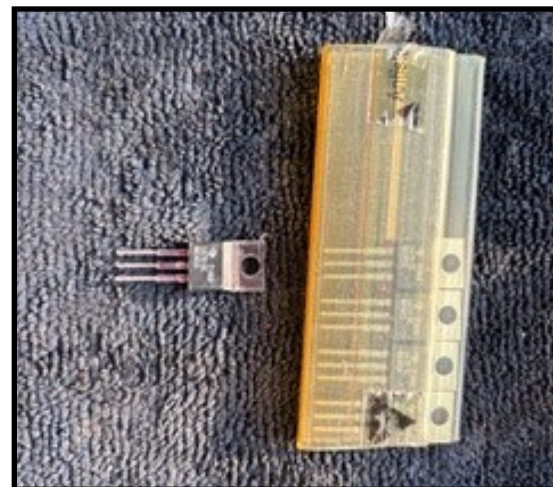
Just pry the stabilizer case open and remove the little circuit board. Break the metal strips off the board and remove the adjusting screw. You now have room to mount the IC and somewhere to connect the leads. I probably haven't done two quite the same yet, but one method is to attach the IC to the board with a little screw, utilizing the hole that the old adjuster screw occupied. Three short pieces of 22-gauge solid copper wire is enough to make the connections. I like to solder the common (ground) wire to the metal case. Steel doesn't solder as well as



Before or after?



This used to work?



Less than a dollar ...

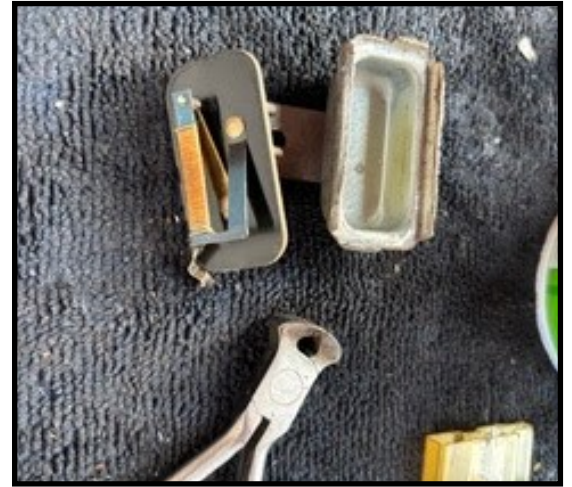
News from Mike's Motors

Continued

copper, but if scraped clean, the solder will stick. Just get a drop of solder to stick before attaching the wire. The original part just let the ground wire squeeze between the case and the board! Hmmm... that would be easy! BTW, the mounting tab on the IC is also common, so use your imagination...

The connections for the input (B) and the output (I) take solder much better, but put a drop on them first also. Test the assembly before crimping the case closed and make sure the input and output leads can't touch the case. Nothing to it, and my cars have been using rebuilt stabilizers for a couple of years with no problem.

#



Strip the old board



You get the idea

Broken Headlight Switch? And More !!

Art Graves

While at the 2025 South Central Regional Convention in Waco, Texas, I experienced a problem with my headlight switch. The problem was caused by water, when a heavy – very heavy – rain poured through my open driver-side window. The problem was discovered when driving back to the hotel after dinner. More on that, but first a little background.

Back a long time ago in the summer of 1977, I had driven to see my roommate play guitar and sing somewhere near Mystic, Connecticut where we lived. The venue might have been a bar in a bowling alley. It was along time ago. On the way there, the headlight switch failed. I figured that some alligator clips could bypass the switch and not knowing any better, decided that the dashboard had to be pulled out to access the switch wiring. Long story short, I don't remember if I did gain access to the wiring or if I followed my roommate home with headlights out. Either way, the switch was replaced (or fixed) by a friend because I had a sea deployment the next day (U.S. Navy).

That was the first time the headlight switch failed. Several years later, 1978 or 1979, the switch failed when Karen & I were at a relatives' remote farm outside of El Paso, Texas. That time I knew what to do and I used my alligator clips to easily bypass the switch.

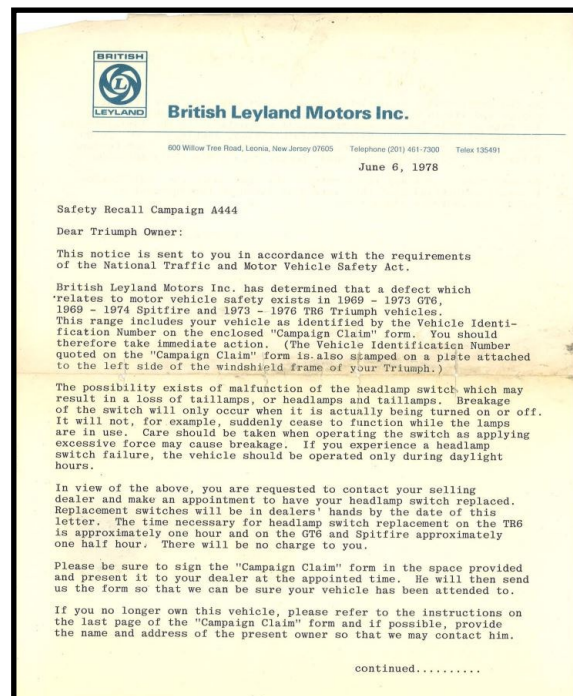
It turns out there was a factory recall on the switch and I was able to get it replaced at the Triumph Dealer in El Paso. The recall notice is attached to this story.

And so, when the headlight switch appeared to fail in Waco, Texas I immediately thought to bypass the switch. Of course, it was dark (why would you use the headlights during the day?) and it was difficult to pull out the switch and see the wires. Jim Wells was riding with me and he held a flashlight while I fumbled with the wiring. Soon, Kim & Jacques Welter pulled up behind me to provide more light and to keep from being run into on the dark road.

There are three wires to the headlight switch: Brown is unfused power, blue powers the headlights through the dimmer switch and red/green powers the running lights. It was tricky to connect the brown wire to both the blue/white and red/green. Sparks flew a couple of times and some smoke escaped from the brown wire. That's when I disconnected the car battery. Eventually all wires were connected and properly insulated and isolated with duct (duck?) tape.

But that didn't fix the problem, so I exercised up and down the dimmer switch on the steering column. Voila! The lights came on. Apparently rain water got in that switch causing the bad connection. Current must go through dimmer switch regardless of high or low beam. Now I had lights but no switch, meaning I had to disconnect the battery to turn out the lights each time I stopped.

The next morning at the autocross, I removed all the alligator clips, and after verifying the switch was in fact



Headlight Switch Recall Notice dated 1978

Broken Headlight Switch? And More !!

Continued

good, and with Wiley Crystal's help, wires were reconnected and the switch inserted back into the dashboard. Once I got home to Tulsa, I inspected the wiring and saw that the brown power wire had been melted a little bit. No bare wire is exposed so I lucked out on that.

I could have saved a lot of trouble by operating the dimmer switch first, but with two past failures of the headlight switch, I had to try that first. Live and learn.

That wasn't the only problem encountered on that trip. Somewhere outside Corsicana, Texas my right rear tire popped. I mean really POPPED! Right in the middle of the tire. I've never seen that before. Luckily, I had a good, albeit old, spare.

Soon after that, the left front tire I hit a pothole. Actually, I hit the pothole – the tire was just in the way. It was a pretty good -sized, deep pothole, but I didn't realize how deep until I pulled into a convenience store several miles later. Small turns were not affected, but when making a sharp right turn, there was binding. There was no binding when turning left. While at the convention I borrowed a floor jack and some jack stands to check for bent, loose or broken parts. No problem was obvious and with a second and third opinions from Jim Wells and Wiley Crystal I proclaimed it good enough to get home. And I did get home with no further problems.

Once home (actually about a month later) I removed the steering rack from the car and discovered that the left side of the rack was bent. That explains the binding. A right turn will move the rack into the rack tube. But since the rack is bent it has to be forced into the rack tube.

Still, even with these problems and setbacks, it was a fun convention and I had a great time. It wasn't a car trip – it was a car adventure!



One seriously blown tire



Bent steering rack

Word of the Day — Differential

Bob Kramer

Definition & meaning – selections from Dictionary.com

1. NOUN - a difference or the amount of difference, as in rate, cost, quantity, degree, or quality, between things that are comparable.

Also - Machinery -called a differential gear, an epicyclic train of gears designed to permit two or more shafts to rotate at different speeds, as a set of gears in an automobile permitting the rear wheels to be driven at different speeds when the car is turning.

2. Mathematics - a function of two variables that is obtained from a given function, $y = f(x)$, and that expresses the approximate increment in the given function as the derivative of the function times the increment in the independent variable, written as $dy = f'(x) dx$.

Definition & meaning – from the experiences of a Triumph owner

NOUN – Rear Axle, turns the vertical engine rotation into horizontal movement at the wheels

NOUN – Final Drive, multiplies engine speed and transmission speed in a defined ratio, often 3.7:1, for every turn of the transmission output, the wheels turn 3.7 times

MATHEMATICS – Black Box full of expensive parts, solve for $y=f(x)$ where f is a “complete unknown”.

Complete Unknown" is a term that can be interpreted in a few ways, primarily within the context of the 2024 film about Bob Dylan's early life. In this specific context, it suggests a state of being both genuinely unknown and mysterious.

AKA: commonly referred to as the rear end or rear axle, or rear differential

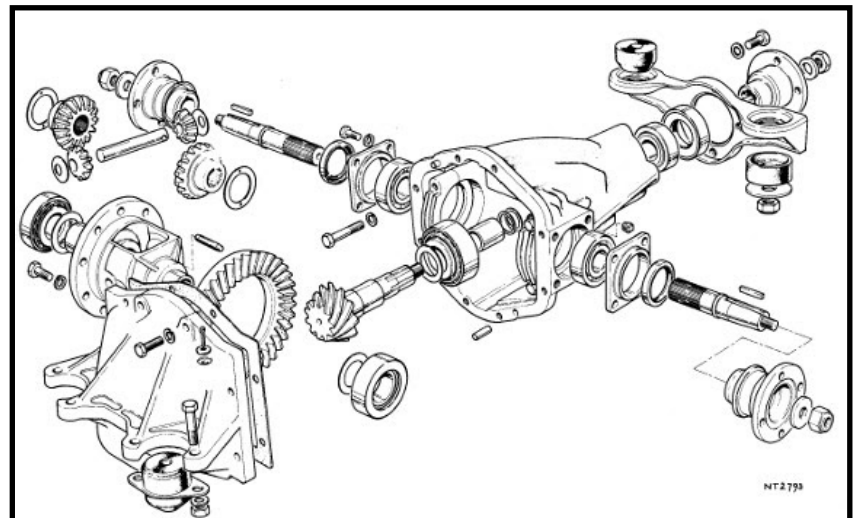
VARIANTS: Open, Locked, Welded, Spool, Limited Slip, Torsen, Active, Torque Vectoring



Looks good from the outside ... inside? Not so much



Ring and Pinion and Carrier assembly



Exploded diagram of a rear axle and differential for a TR6

Word of the Day — Differential

Continued

STYLES: Locker, Posi-Traction, Clutch, Gear, and Cone Type LSD's

GENUINELY UNKNOWN AND MYSTERIOUS

For most Triumph owners, the differential is just like the description given to Bob Dylan, a complete unknown. Being “genuinely unknown and mysterious” the average Triumph differential is a hardly noticed wallflower until its death. Although almost everyone does a good job of keeping up with engine oil changes and many will take the time to drain and refill their transmission, the rear axle is neglected. Assuming one can manage to get the square head drain plugs and the all-important tranny fill plug removed both the engine and transmission oil changes are easily accomplished. Not so with the differential. Standard Triumph didn't even supply these with a drain plug. The result is that most people simply ignore the poor rear axle, unaware of the fact that the rear axle is taking it all in from every direction. Worn out u-joints affect the side bearings and seals. Vibration from the driveshaft does the same damage to the front seal and pinion bearings. Compromised frame mounts, often the result of failed axles u-joints or perished rubber diff mounts, hammer away at the life span of the rear axle assembly. Gear oil is designed to protect all these surfaces but when left unattended, it becomes part of the problem instead of the savior. Yet it hangs in there, literally! The recommended gear oil for both the transmission and rear axle is the same 85W90 weight GL4 gear oil, but consider the fact that in a TR6, the diff gears are turning 3.7 times for every transmission output revolution. Without proper oil changes, gear oil degrades with heating and cooling cycles, creating a soup of condensation, moisture, and metal swarf. Without cyclical oil changes one day it all comes to a sudden end, accompanied by massive grinding noises or a noticeable boom; often with your beloved Triumph skidding to a stop requiring a call to a towing company.

I speak from experience, and I've learned from my mistakes. As a poor 20-year-old college student I bought my first Triumph, a less-than-stellar condition TR250. It had a shiny but incorrect Pimento Red paint job that covered the gallons of Bondo which was hiding



Tools of the trade. Dial indicator for setting backlash



Tools of the trade. Clamshell bearing remover



Tools of the trade. Bearing remover kit

Word of the Day — Differential

Continued

the expansive subterranean rust. It came to me with 3 different sizes and 4 different brands of road weary tires. My hand-eye coordination was no match for an ice patch instigated a triple tank slapper. At the end of the resulting skid, I found that the right front fender and frame had molded itself quite accurately into in the shape of the ancient oak tree that had stopped the slide. There was no saving the car, and I used some of the parts I salvaged from it to fix up its replacement, an equally rusty but original paint TR6, dull 1969 car in BRG, with almost no brakes, and a slew of electrical and carburetor problems. My first Triumph differential lesson came out of the experience of getting that car into daily driver condition. I must have looked like I knew what I was doing when I was on the ground trying to coax the rusted-on wire wheels off of the hubs of the TR, when a guy rolled up and asked if I could help him get his TR250 back on the road. Seems that he had a broken differential, and I had the spare from the wrecked 250 to sell him. I replaced his diff with mine, working on the street in front of his house with the car rolled up onto a curb for extra clearance.

For payment I ended up with some cash and a VW 1500 sedan. I gave the VW to a friend who had a Baja Bug (and who later bought a TR6) and after a bit of work with wire screening and Bondo it was soon a decent-looking car. The Econo Auto Paint shop applied Corvette White paint did a good job of hiding the amateur bodywork and wouldn't you know it another guy rolled up while I was working on it and offered me \$1,500.00 for it. A couple of hundred dollars profit was a big deal back then, so I sold it and found a salvage-titled 1972 Damson TR6 to replace it for \$750.00. (I should have entered a 12 Step program at that time, but I was clearly in denial) The whole right side of the car had been replaced with used parts and the frame had some serious plating to hold it into alignment, but it had been repainted, and I could take care of the running issues. That car provided me with my first failed differential mount and it wasn't too long afterwards when the rear axle failed. Of course, in happened on I95, at 70 mph, in the center lane in heavy traffic. Fun times. After the flatbed tow home, I sourced a replacement differential from a junkyard, I think it cost me a whopping \$75.00, realizing that I should never have parted ways with the spare differential. I proceeded to swap it out in Barbara's parents garage and went on my merry way. I don't remember if I pulled the cover off and replaced the gear oil. Maybe? Sure I did.

I drove that TR6 as a daily for years. I drove it to work, to college and to the church when Barbara and I got married. The engine eventually wore out and I had the salvaged TR250 engine rebuilt and installed it. This car was charmed; make that cursed. It was totaled twice more, both on a Christmas Eve. The first one was back in New York. I was at Barbara's family home and I had parked on the street in front. The driver who plowed into it from behind blamed the snow. I was attached to the car so I took his insurance money, some \$1,500.00, bought it back and gave it all to a body shop that cut of the rear clip and replaced it with another. There was not enough money to address the paint so I had it put into primer. It stayed that way until we towed behind the moving truck when we moved to Texas. It remained my daily driver, and it finally got it a shiny red paint job, a Ford Mustang color. A couple of years later, on a Christmas Eve morning, an E350 florist van backed into it at a traffic light while Barbara was driving it to work. The driver told us that his pager was on the passenger seat and when it went off, his foot slipped off the brake and the van rolled forward. He went to put it in park, hit reverse

Word of the Day — Differential

Continued

instead and stabbed the accelerator when trying for the brake. Backed into by a 7,000 lb. van the body tub was knocked back 3/8" on the frame. Totaled once again but this time the total loss value was \$5,500.00. I had manage to pull the front end clear of the tires at the accident site and the car was still safe to drive so I bought it back for \$1,100.00. Back at home I fixed the lights and front end but its days were clearly numbered. I began working on its replacement, my 1973 Blue TR6. It took a year before the transmission gave out and I parted my second TR out, saving the TR250 engine with some 30,000 miles on it.

After a few years in Texas, we got involved with the VTR and ABCD, and much of the rest is history. In 1996, I began racing in a TR3. By this time I'd fixed up a couple of TR6s, and I'd learned a fair amount about the cars, but the rear axles were still a "black box". The prior owner of my TR3, Al Hughes, advised me that the car had a "welded" differential for better handling. That TR3 wasn't the best car, having originated in Colorado and it had a lot of rust repairs. The fenders and doors were welded in place and for me it just wasn't a keeper. I had found an IRS TR4A with significant racing history and began to restore it. I sold the TR3 to generate cash for the 4A project, but the rebuild moved along a lot slower than I thought it would. A year later I bought a bargain TR4 race car so that I could keep racing. It took me 4 more years to finish the restoration on the TR4A, and along the way, I began tearing into differentials. Solid axle TR's have a known weakness, where the axles break and there is nothing to hold the wheel in place. After a number of roll-overs on track, in various TR3's and 4's, an intrepid TR racer created an axle conversion and it was named the Southwick Axle, after the machine shop that did the work. It uses Ford C-clip style hubs welded to the ends of a stock TR3/4 rear axle assembly. C-clips retain the axles. To complete this conversion the axle assembly must be removed from the car, the stock axles and center section removed prior to shipping. This was my first look inside the case of a TR differential, and it was not to be my last. I've become somewhat of an expert with them.

Let's back up with a quick primer on differentials. Since the path



What not to do. Seal hammered, not pressed, into place.



Spun carrier bearing. Picture 1 shows it in place



Carrier bearing falling off assembly

Word of the Day — Differential

Continued

taken when a car turns forces the outside rear wheel into a wider arc than the inside wheel, a differential allows the wheels to turn at different speed and eliminates scrubbing off rubber, and poor handling. Inside the differentials it is compensating for the variance in speed seen at each rear tire by swapping the power connection coming from the driveshaft to each rear axle, moving power side to side, in a controlled fashion. To accomplish this feat, the axles are connected to a pair of spider gears in the center carrier and are free to rotate in either direction as the center section spins with the driveshaft. A cross-shaft connects these spider gears to a pair of side gears that produce a counter force to the spider gears, redirecting that force outward to the axles based on traction. The problem with this basic open differential design is that the driven power will always take the path of least resistance, and the differential will end up powering a spinning wheel. That's the last thing we want but it is exactly what a standard differential does when a tire loses grip.

A limited-slip differential takes things a step further by giving the wheel with greater traction more power. In the search for grip, racers install modified rear axles to balance the traction on each axle to get the power to the ground. For a better explanation, here is the script for a scene in the movie "My Cousin Vinny" where Marisa Tomei explains one of the locking rear axle options available to racers, "Positraction"

****Mona Lisa Vito:**** The car that made these two, equal-length tire marks had positraction. You can't make these marks without positraction, which was not available on the '64 Buick Skylark!

****Vinny Gambini:**** And why not? What is positraction?

****Mona Lisa Vito:**** It's a limited-slip differential which distributes power equally to both the right and left tires.

The '64 Skylark had a regular differential, which, anyone who's been stuck in the mud in Alabama knows, you step on the gas, one tire spins, the other tire does nothing.

Racers put a lot more stress on the rear axles, much more so than a fictional movie thief's high-speed, curb jumping escape from a



Tools of the trade: Pinion depth setting tools



Tools of the trade: Pinion bearing race removal tool



Tools of the trade: Clamshell Pinion bearing remover tool

Word of the Day — Differential

Continued

Sack-O-Suds parking lot, and beyond changing the type of differential for grip reasons, racers will often change the rear end ratio to suit particular racetracks and the length of the straightaways. My TR3 had that “welded” differential carrier, which meant that both axles were getting power all the time, and in a turn, the rear wheels would be equally powering each rear wheel equally. This resulted in what is called “understeer”, which in effect means the car is trying to go straight while the driver is trying to turn.

That second racecar, the TR4, came with an overdrive transmission and the extra gear ratios provided me the opportunity to use a different rear end ratio to gain better acceleration while maintaining top speed capability. I had Graham Davies install a 4.10:1 ring and pinion into my Southwick conversion. I might have done it myself, but it was a big job for a novice without any training, and I lacked the special tools recommended in the Bentley manual. I just wasn't ready to tackle the unknown and mysterious rear axle.

My experiences with differentials changed as I continued the restoration of the TR4A race car. The car came to me as a rusted-out hulk with some good racing parts in the driveline. It had begun its life as a competitive SCCA car in 1965 and, after a few years of National Competition, had become uncompetitive. The owner moved on to race Formula Fords and sold off the TR4A. It was converted to a dedicated autocross car and a “truck gear” 4.87:1 ring and pinion was installed onto the Detroit Locker differential center section. For my purposes that gear ratio was not suited for racetrack use, and I found that the Detroit Locker was completely locked up. I figured that I had nothing to lose by tearing into it. Thus began my quest to demystify the inner workings of the TR differentials. I got lucky and found a dislodged spring in the locker and simply reassembling it correctly cured the locked condition. I proceeded to rebuild it with a 3.7:1 ring and pinion. I relied on information provided by an early TR6 guru, Len Renckenberger in his hand-typed TR6 manual derived from articles he wrote for his local Triumph Club. The collection was called SIX TECH, and even today, the articles he wrote are relied upon by Triumph owners, so



More “ouch” from Jacques’ car - ruining Carrier assembly



More “ouch” from Jacques’ car - broken pinion gear



Tooth broken off of Jacques’ pinion gear

Word of the Day — Differential

Continued

much that the manual is now free online at:

<https://tr6.danielsonfamily.org/6-tech-Manuals.htm>

The cool thing about the IRS cars, especially race cars with no mufflers, was that it is easy to remove and swap the IRS differential. 16 bolts! Soon, I was building a 4.10:1 and later a 3.90:1 differential to suit the various tracks I would attempt to conquer. With multiple differential rebuilds under my belt, I felt pretty comfortable with the task when Greg Blake me for help rebuilding the rear axle for his TR3 restoration project. We did that work in my garage and when Greg saw my TR4 race car his TR3 project plans changed. Soon he was welding up the center section of that rebuilt diff for his Silver Bullet TR3.

I did not have any differential failures in racing until we began endurance racing the TR6 in Lemon's, WRL and ChampCar. Running 8-hour races puts a lot more stress on the differentials and in that application, we've seen several failures. The first one happened on a 100-degree day in College Station. That's when we learned that the old-standard GL4 gear oil, the stuff that works fine in everyday use and is still the best choice for road use and 20-30 minute vintage races, overheats and boils out of the vent opening in the diff cover. The resulting lack of oil becomes a death sentence for the rear axle. On that day, with little to no oil left, it got so hot that the poly mounts melted. Although we are advised to avoid GL5 oils due to included chemicals that soften the bronze spider gear thrust washers, we switched to synthetic gear oil and solved that problem. We've been racing that car now for many years and a lot of long, hard days. We've broken a few differentials, had side axles leak, pinions leak and as mentioned the oil boil out. We've had occasional failures caused by wear and tear and pinion breakage, but most times that failure was caused by some other issue. We've learned that pinion and side seals are no match for extreme use, and with the crappy quality of the seals we can get these days leaking is often the first problem



Side seal covers had no sealant



Carrier bearing shims showing effects of spinning



1st pic teeth are too close to the edge; Fixed in 2nd pic

Word of the Day — Differential

Continued

we incur, and we can't risk running low on oil.

I categorize pinion failures into two groups. The first is basic wear and tear and usually manifests with one or two broken teeth on the pinion gear. The problems begin with things like loose spider gears caused by gear oil related damage to the thrust washers which cause internal misalignment or a carrier bearing failure causing alignment issues. Low or improper, or bad oil increases wear and sloppiness. Sometimes external forces like impacts from bad axles, u-joints and hubs or the hammering from broken differential mounts will accelerate the loose differential into failure mode. The other common failure I see is caused by a manufacturing defect called "Cold flow". This is a casting defect where the molten metal poured into the mold separates into two streams that don't fuse properly. This failure is often accompanied by multiple teeth, or a chunk of teeth, separating from the pinion gear, and leaving a visible spiral pattern on the remaining shaft. Of course, a loose or worn differential also accelerates this failure.

At this point, I've lost track of how many differentials I've rebuilt. Along the way, I have collected a variety of special tools that help me get through the job more quickly and precisely; some bought, some found, a few that I made, and even a case spreader that came with a race car. Back in 2014 I sold my TR4a race car, but I kept the spare 4.10 and 3.90 differentials. I replaced that car with a Sam Halkias TR6 race car, and it came with a 3:45 welded diff. I built a 3.70 locker for that car and I've stored the 3:45. These units are all on the shelf with my collection of spares and broken differentials. Such is the life of a racer. So, on the day that Jacques Welter called to ask if I could help him with his broken differential, I counted 12 on the shelf, and I decided that it was time to cull out the dead weight. I have spares for the spares.

There are minor differences in the IRS differential range from the TR4A through the last of the TR6s, but by



Guts from donor TR4a differential



Jacques' rebuilt differential ready for paint

Word of the Day — Differential

Continued

swapping rear covers or buying the alternate style of rear mounts, you can use any of them on any of those cars. Externally, the later cars used Nyloc axle and pinion nuts, whereas the early cars had slotted nuts and cotter pins. On the inside, Triumph, switched out the shimmed pinion spacer to a collapsible spacer for the later cars, a change that only serves to save set up time. As it turned out, Jacques' broken diff was not original to his car as it had come from an early TR6. Upon disassembly the first thing we saw was a tooth and a half broken missing from the pinion gear, the wear and tear failure mode. The half portion was discolored, indicating that it had happened long ago, but the full tooth was found in the case, sharp and shiny. Further examination showed that a carrier bearing had been spinning on its shaft, and the spider gear thrust washers were very loose. The resulting misalignment likely caused the breakage. With new ring and pinion selling for over \$500.00 and a set of bearings and seals costing more than \$200.00 he was looking at an expensive rebuild. Since we didn't have to worry about originality, I was able to find a nice 4A core on my shelf to rebuild for him. It was a little loose, clicking sounds when rotating the pinion gear back and forth, but the bearings were in good shape. I had to reset the pinion depth and pre-load and adjust the backlash by moving and adding side carrier shims. The spider gear thrusts were upped from 52's to 56's and after a little shim tweaking to get the ring and pinion gear pattern in line it was ready to go. It feels like brand new.

In the pictures you will see my collection of bearing pullers and set up tools. Even with all these tools it still takes quite a bit of time to rebuild a differential. The common half-moon bearing separators can damage a bearing even when used with the most possible care. I recently bought a Carrier & Pinion Bearing Puller that uses a clamshell style cage and is used with the bearing race in place. This serves to protect the bearings from distortion. I have a couple of bearing race setting tubes that are tractor special tools. My favorite puller is the one I created to separate the side axles. I used to use a giant 3-leg puller, tighten, tap, tighten tap harder, tighten slam, tighten, until I ruined the threads on the puller. I would support the flange with a spare bolted to it to double the thickness to prevent warpage. This strategy worked most of the time but I had access to a 40-ton press at work and I'd use that when I had to. Now I use a spare flange with a spacer in the middle and 4 bolts tightened criss- cross with a dead blow tap. It takes 5 minutes and the axles come apart every time.

I'll end this story with another definition, Differential Analysis. When your differential is broken and you are not sure what to do, you can try Differential Analysis, which is also known as Incremental Analysis. It's a decision-making technique that focuses on the differences in costs between alternative choices, such as buying a new ring and pinion, new bearings or having a shelf full of spares.

#

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
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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					

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
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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

June 2025

Hill Country Triumph Club Picnic

DEPART WATERLOO AT 10:30 AM ON SATURDAY JUNE 14 FOR A SCENIC TOUR OF WEST AUSTIN. ARRIVE LIVE OAK BREWING COMPANY BY NOON FOR THE HCTC ANNUAL PICNIC.

Note: ***There will be no official breakfast meeting*** and that voting for new officers will take place at the picnic.



Hill Country Driving Event

June 2025

Cars & Stripes Car Show

Goliad, TX

June 27th - 28th, 2025

Come join HCTC for an overnight trip to Goliad, Texas, and the Cars and Stripes Car show.

We will depart from Denny's (7619 E. Ben White) at 1:00 pm sharp on Friday, June 27th, for the drive to Goliad, staying Friday night in the Best Western in Goliad.

The Cars and Stripes Car Show is free, but you still need to pre-register online. We will be showing our cars on Saturday, June 28th. Lunch in Goliad and an afternoon tour of Presidio la Bahia State Historic Site and Goliad State Park (Mission Espiritu Santo) wraps up the weekend.

For more info and registration: <https://www.mainstreetgoliad.com/cars-stripescarshow>

For more information on the outing please reach out to Mike McPhail or Jacques Welter



MAIN STREET GOLIAD
presents



Cars & Stripes
CAR SHOW



**ALL MAKES & MODELS
WELCOME | CARS, TRUCKS,
SUVS, & BIKES
FREE REGISTRATION!**

JUNE 28, 2025
Downtown Goliad, TX

CHECK-IN 8:30-9:45 | SHOW 10:00-2:00
FREE EVENT | GAMES | FOOD | MUSIC | FAMILY FUN |
BRING YOUR LAWNCHAIRS



REGISTER ONLINE HERE

CONTACT ELLY BOONE
(361)-645-3454 X 2
ELLY.BOONE@GOLIADTX.NET
P.O. BOX 939- GOLIAD, TX 77963
FOR MORE INFORMATION VISIT:
[MAINSTREETGOLIAD.COM/CARS-STRIPESCARSHOW](https://www.MAINSTREETGOLIAD.COM/CARS-STRIPESCARSHOW)



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

HCTC & SCVTR 2026

Jacques Welter

Hey Hill Country Triumph Club !! We are pleased to announce that HCTC will host next year's South Central Vintage Triumph Register event. Mike McPhail and Jacques Welter are co-chairs for this event, but can use all the help HCTC can provide.

Here's the details:

When:

April 20th through April 23rd, 2026. Mark your calendar and set your vacation time.

Host Organization:

Hill Country Triumph Club

Host City:

Marble Falls, Texas

Headquarters:

Dos Conchas Ranch

Accommodations:

Hidden Falls Inn

Stay tuned for more details in *The Ragtop*



Aubrey Rose British Car Day

September 14th, 2025



SEPTEMBER 14TH

VILLAGE GREEN PARK
301 WESSEL DR.
FAIRFIELD, OH 45014

8AM GATES OPEN/SET UP
9AM-12PM REGISTRATION
1PM VOTING ENDS
3PM AWARDS

FAIRFIELD
Parks and Recreation

AUBREY ROSE
Foundation



BCCGC.ORG

Texas All British Car Days 2025



 **PRESENTS**
34th ANNUAL TEXAS ALL BRITISH CAR DAYS

Giddy Up

Self-Guided Fun Drives
Fri.- Happy Hour
Sat.- Car Show & Awards Dinner
Food Trucks! Vendors Prizes

10- October
12 2025

**Supporting the Eddie Shell
& Cloyce McLean
Community Foundation**

At the beautiful Dos Conchas Ranch, Marble Falls, TX

Sponsored By:

Hotel, Registration and Schedule INFO online at:
www.txabcd.org

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 Sunday of the month, but this can vary given holiday schedules. 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 !!



June

WHERE: Rentsch Brewery

2500 NE Inner Loop #3105

Georgetown, TX 78626

WHEN: Sunday, June 29th, starting at 2pm

HCTC Events

HCTC Picnic Drive Waterloo Icehouse Saturday, June 14th

Instead of a breakfast, we have a drive on Saturday, June 14th !!

We will leave from Waterloo Icehouse (at the junction of 2222 and 360) at 10:30 sharp, driving through west Austin and ending up at Live Oak Brewing Company for the Hill Country Triumph Club.

Can't wait to see you there !!



HCTC Social Hour Waterloo Icehouse Tuesday, May 13th

The Social Hour has moved its venue !! We are now meeting at the Waterloo Icehouse - the very same where we have our club breakfast meeting - starting in the month of June.

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.

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

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



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).**