

The

July 2025



Hill Country Triumph Club Newsletter



celebrating and driving Triumphs since 1990



Hill Country Triumph Club at Live Oak Brewing for the 2025 annual picnic.

Letter from the President

July, 2025

Jacques Welter



Dear HCTC Members,

The turnout at the HCTC Picnic was fantastic - 44 members of HCTC descended on Live Oak Brewing in Del Valle to eat some good BBQ, catch up with each other, and elect a new board — including me as your new club President !! (Before I go any further, I want to extend a heartfelt ‘thanks’ to my predecessor, Joe Payne, for all the great work he did for HCTC; for his leadership; and for his support. Thank you, Joe — great job). There’ll be a story later on in this issue on the Picnic.

- For the election, the rest of our board (Vice President, Treasurer, Secretary) remains unchanged, as we welcome back Jim Wells, Vice President; Gary Payne, Treasurer; & Dick Simonson, Secretary. They’ve been doing yeoman’s work for the last two years and HCTC would not be as successful without them.
- July marks the entrance to the summer doldrums — a time when the heat and humidity make driving our cars a challenge — but there are still things to do, starting with the Vintage Triumph Register’s National Show. The host club is the Minnesota Triumphs Sports Car Club, and the host city is beautiful La Crosse, Wisconsin, from July 15th through July 18th. For those of us going, it promises to be a great event right there on the banks of the Mississippi River. I will be heading up on Sunday,



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Letter from the President

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July 13th, hoping to arrive in time to check in on Monday. If you're interested in heading up, reach out to Mike McPhail, Art Graves, Dick Simonson, or myself. The VTR events - Nationals and Regionals - give club members the opportunity to not only meet and talk to some fantastic owners but also the chance to see a whole host of classic Triumphs and show your car. If you haven't been, I highly recommend it.

- July also means you only have three more months to register for Texas All British Car Days. That may sound like a lot of time, but time flies when you're having fun so don't wait. Online registration can be found here: <https://www.hillcountrytriumphclub.org/txabcd/>. Unlike previous years, you can register and pay for both the show and the Awards Banquet on the same registration page. Remember, registration prices go up \$10 starting September 1st and that's just around the corner so jump on this. BTW, consider making a weekend out of the experience and stay in Marble Falls. Our host hotel, the Hidden Falls Inn, will fill up fast. Our regalia supplier, **Bits of Triumph** (www.bitsoftriumph.com) is also ready to take your orders. This year we have a T-shirt; polo shirt; hat; and driver shirt — and they will ship to your house !!
- Social Hour (every 2nd Tuesday of the month) and the Club breakfast (every second Saturday of the month) are now in the same location, the Waterloo Icehouse at the corner of Capital of



La Crosse, Wisconsin



Texas All British Car Days logo for 2025

Letter from the President

Continued

Texas Loop 360 and CR 2222. In particular, the Social Hour has moved venues quite a bit as we seek the perfect host. Hopefully this move will be the last, as Waterloo is very accommodating to our needs.

- Man, do we have a full issue this month !! Articles by Art Graves; Mike McPhail; Rip Torn; Bob Kramer; John Haydon; Nick Roccaforte; and Kim Welter can be found inside as well as the usual contributions on club business from Dick Simonson and Art.
- Here in HCTC land we have two organizations loosely affiliated with us — Georgetown All-British Squadron (GABS) and Brits and Barley. Both are driving / destination groups (not clubs) focused around British car ownership — or, as I always say, we all share the same madness.



◇ GABS meets up every third Saturday around the Williamson County Courthouse in downtown Georgetown at Pistons on the Square. They generally park at the corner of Austin and 8th Avenues.

◇ Brits and Barley meets the last Sunday of the month, from 2:00 pm to 5:00 pm, at an area brewing company (of which there are at least 40 in the greater Austin area). In July they'll be at the Oasis Brewing Company to review the past year and talk about places to go in the upcoming year. Read on for the latest adventures with GABS and Brits & Barley.



- If you know of a local event (car show, cars-and-coffee, or something else, don't hesitate to reach out to Mike McPhail. Mike runs Events for HCTC, and will work with you to vet your idea and put a plan into action.

Well, that wraps up this month's musings. Remember, it doesn't much matter where you're going, just that you're driving. I hope to see you out at one of these functions and we can talk more. Have a blessed and safe July.

Jacques



Hill Country Triumph Club Officers

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Back issues of The Ragtop are available on our website:

<http://www.hillcountrytriumphclub.org>



Jacques Welter



Jim Wells



Gary Payne



Dick Simonson

HCTC Events-at-a-Glance

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		

August, 2025

August 9th:

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

August 12th:

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

August 16th:

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

August 30th

- **Brits and Barley**
St. Elmo Brewing Company, Austin, TX

August 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

July 2025

Dick Simonson



Well, here we are, the year is half gone, we have a new Club president, and summer is definitely here. For me, I'm driving a Jaguar XKR these days instead of the TR6, as those of you who attended the picnic may have noticed. I still have the Triumph and I look forward to driving it again, but a shoulder injury has me relegated to automatic transmissions for awhile.

This month's social hour took place on the 10th at its new venue, the Waterloo Ice House. Four days later many of us gathered at the Live Oak Brewery in Del Valle for the annual Club picnic and this year's elections. Many thanks to club member Chip McElroy for allowing us the use of his nicely shaded outdoor venue. Before the picnic though, a group of club members had breakfast at the Waterloo Ice House. From there, Mike McPhail led us on a drive through the hills, past Auditorium Shores and eventually to the picnic. It was fun, but Austin traffic made it difficult for a long line of British sports cars to stay together. Nevertheless, we all arrived, not necessarily in a tidy group. I believe we wound up with 8 Triumphs, a Lotus and the aforementioned Jaguar.

Before we all enjoyed the picnic, outgoing president Joe Payne convened a business meeting. As a first order of business, I read a proposed amendment to the Club by laws proposing additional language regarding the Texas All British Car Day. The required notice of the proposed amendment had been given to all Club members by email. I called for a show of hands and the proposal was approved. The new language appears in a separate dialog box below.

We then proceeded to conduct the biannual officers' elections. Ballots were distributed and counted. The following people were elected for two year terms: President - Jacques Welter; Vice-President - Jim Wells; Treasurer - Gary Payne; Secretary - Dick Simonson.

With the business out of the way, we proceeded to dig into some good old Texas BBQ. A few of us even sampled some of the many microbrews available a few yards away. Sometime ago, the Board decided to recognize members' length of Club membership. Kim Welter and Rip Torn did the background work determining each member's tenure and presented all those at the picnic with a Membership Longevity pin designating either 1-4 year's membership, 5-year, 10-year, 20-year, 30-year and 35-year members. Special



Some of the members on the drive, Top Row, L to R: Paul & Mary Carew; Rip Torn; Neil Heddon; Joe Payne; Malcolm Grey; and Dick Simonson

Secretary's Report

July 2025

Continued

recognition goes to 35 year and founding members, Bob and Barbara Kramer, Art and Karen Graves and Roger and Tina Bolick. After that Rip Torn presented every member in attendance with a nice carry bag bearing the Club's emblem. All and all, it was a very pleasant afternoon.

On the 21st, a few of us convened at the Georgetown Courthouse for the monthly Pistons on the Square gathering. With the nice weather, the square was jammed with cars of all nationalities and vintages. At the close of the show, Nick Roccaforte led us on a pleasant drive through the country, winding up at Southside Market in Hutto, for, you guessed it, more Texas BBQ.

The June drive was on the 28th to the Cars and Stripes show in Goliad. The club had a good showing with Jacques and Kim Welter; Mike McPhail; and Benson Tuttle in attendance. The weather was as you would expect, hot and humid.

Finally, on the 29th, a small group got together at Rentsch Brewery in Georgetown for Brits and Barley. John Haydon and Amy Stecker, Kim and Jacques Welter, Nick and Julie Roccaforte and myself enjoyed a few libations as well as Amy's wonderful spread of hors d' oeuvres.

That's it for June. In July some of us are headed up to Wisconsin for the VTR Nationals. Stay tuned.

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Mike & Nel McPhail lead the drive on the way to Live Oak Brewing



HCTC Shows out at Live Oak Brewing Company

From the Archives

Art Graves



This favorite tool article is from the March 2009 issue of "The Ragtop". Here, Mike takes the mystery out of an engine tune-up. These instructions will work on a daily driver or a car that has sat in a barn for years. - Art

Mike's Favorite Tool – Ignition & Carburetor Tune-up

By Mike McPhail

Springtime is upon us! It's time to get that little British car out of mothballs and on the road. Perhaps a tune-up is in order. How long has it been since you replaced the ignition wires, distributor cap, spark plugs, contact points, rotor and condenser? Well let's get cracking!

Take a look at the cap and wires. Are the wires clean and flexible? Is the cap clean and are the terminals corrosion free? Does the resistance in the wires fall within the proper range? A little dielectric grease on the ends of the wires might help. Observing the wires and cap with the engine running in total darkness can reveal spark trails on defective parts.

The appearance of the spark plugs can tell a lot about the overall tuning of the engine. A nice light to medium brown says that all is well. A nearly white coating suggests too lean of a mixture or the wrong spark plug. A black soot coating suggests too rich of a mixture. Black and oily suggests a worn engine, probably worn or stuck oil rings. For best results, examine the plugs immediately after running the engine at road speed.

Okay, get your credit card out and purchase a test light, strobe timing light, feeler gauges, carb mixture adjusting tools, micrometer, airflow synchronizer, and two color tunes. Remove all the spark plugs, take off

the distributor cap, Put the car in top gear and roll the car until the distributor rotor points to where the number one spark plug wire would be. The timing marks on the crankshaft pulley will now be nearly lined up with the pointer. Rock the car until the pointer lines up with the mark on the pulley that corresponds to the "static timing" from your repair manual. Now replace the points and condenser. Loosen the distributor clamp and rotate the distributor so that the rubbing block on the points assembly is on the high point of the distributor shaft cam. Use the feeler gauge to set the gap. Use the test light to determine exactly when the points open as you rotate the distributor body clockwise. Remember, we are still pointing the rotor at number one. When you find that sweet spot where the points just open, tighten the distributor clamp. You can expect the car to start and the dynamic timing, as indicated with your strobe timing light, to be pretty close to specs. This is a good time to adjust the engine's valves, remembering that if they are nice and quiet, they are too darn tight! Oh, yeah, and as you roll the car along to do the valves, check that the gap of the distributor points is the same on each lobe of the distributor shaft cam. Variation indicates a bent shaft! Put a little cam grease on the rubbing block and drop of oil under the rotor after checking that the rotor can be twisted back and forth a little

From the Archives

Continued

with some resistance felt from the mechanical advance springs.

Now that the easy part is done, let's adjust those carbs! Here is the really cool part... color-tune. This little gadget is the priciest thing on the list, but worth its weight in lead- tetra-ethyl. Forget that nonsense about the piston pin and what might happen if you hear this or that. Install the color-tune spark plugs, one in the first, the other in the last cylinder (you do have twin carbs, don't you?) and start the engine. The clear glass insulator on the color-tune will let you see the actual combustion in the chamber when the car is running. There are detailed instructions with the tool, but basically you are looking for a pretty blue flame. A yellow color indicates an overly rich mixture. Just a spark and no color and you are not getting any gas at all to the cylinder.

Various tools are required to adjust the mixture. Read your repair manual carefully to understand the proper procedures. Before you dive into adjusting the mixture, it might be wise to remove the dash pots and observe just where the jets are positioned. This applies to both SU and Stromberg carbs. Typically; the jet should be between flush and lowered to about the thickness of a penny A cheap dial micrometer will give you an accurate measurement. Now that you know where you started, you can screw on that adjuster with confidence! Make sure that the pistons still move freely after you put them back on.

Don't forget that you have to balance idle setting on the carbs. Disconnect the left and right carbs from the linkage so that when you adjust the idle screw on one, it will not affect the other. A length of hose can be used to listen that the "hiss" is equal on each carb, better yet, spring for a synchronizer tool. The throttle on each carb can now be opened independently of the other to check for proper operation. Note that both pistons should move in a similar manner when the throttle is opened. Check that the dampers are full of oil engine oil works just fine. The pistons should be fairly stiff when lifting with your finger. The slow rise of the pistons is what delivers more fuel upon acceleration, sort of like the accelerator pump on your old Chevy, but without all that flooding!

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HCTC Annual Picnic 2025

Jacques Welter

The 2025 version of the Hill Country Triumph Club annual picnic actually started on Saturday morning, the 14th of June, at the Waterloo Icehouse. Some 15 club members met for an early breakfast and then followed — or tried to follow — Mike McPhail as he led them on a great drive across Mount Bonell and across Austin on the way to Live Oak Brewing. Although a few of us were separated from the pack, all made it to the venue for some good fellowship and BBQ. (Chip McElroy, the owner of Live Oak, has graciously donated the property to HCTC for our picnic for the third straight year. Thanks Chip !!).

No one can work on an empty stomach, so food before business !! The picnic was catered by Poke-E-Jo's featuring BBQ brisket, pork, turkey, potato salad, cole slaw, and fixin's. Food was chased by sweet or unsweet tea and frosty adult beverages from Live Oak Brewing.

Once lunch was out of the way, the meeting kicked off around 1pm with Joe Payne, the outgoing President of HCTC, calling the meeting to order with a reading of the minutes from the last board meeting leading up to the new business. During the ensuing 45 minutes HCTC voted in an amendment to the governing articles; Kim Welter & Rip Torn distributed Membership Longevity pins and overnight bags (more on this later); Art Graves talked about his bent steering arm; and ballots were distributed for the HCTC Board Election.

Per our bylaws, HCTC holds officer elections every two years at the Picnic. The positions of President; Vice President; Treasurer; and Secretary are up for election. Following the new process installed two years ago, Roger Bolick and Roger Allen were the designated election officials, and they distributed the ballots and counted up the results.



Joe Payne kicks the picnic off and calls the meeting to order



Our host and club member, Chip McElroy Roger Allen enjoying the shade & a beer



Bill Waller and Jim Herter talking over the finer points of Triumph ownership

HCTC Annual Picnic 2025

Continued

Standing for election were:

- Jacques Welter, President
- Jim Wells, Vice President
- Gary Payne, Treasurer
- Dick Simonson, Secretary

The slate ran unopposed and was elected for a two-year term.

After the election, the HCTC faithful helped themselves to more excellent BBQ and beer, with everyone catching up with each other and discussing their favorite subject — their cars. The party might have gone a bit longer, but just before 3 pm a storm front brought high winds and rain showers, scattering everyone and sending them scrambling for home. Still, all in all, a great time was had by all.

Hope to see you there next year, folks !!



The outgoing board, L to R: Gary Payne; Joe Payne; Jim Wells; Dick Simonson



The incoming board, L to R: Jacques Welter; Dick Simonson; Gary Payne; Jim Wells



Art displays the infamous Steering Arm



Joe Payne talking to the HCTC faithful



Nick & Julie Roccaforte take it easy

HCTC Annual Picnic 2025

Continued



Bob Skewis & Pam Owens partake of the BBQ & fixin's



Joe and Chip share a bon mot - and a beer - at the picnic



A lot of Triumph ownership experience at this table !!



Outlaws all ... Wiley, Joe, Jim, Dick and Art



Great picture of Francis Julien, Steve & Norma Brand at the picnic



Mike & Nel McPhail catch up with Neil Haddon



Past & present Ragtop editors - Jacques & Dan - wet it down



Rip Torn and Dan Burkley deep in discussion



The brothers Payne enjoying themselves at the picnic

HCTC Celebrates 35 Years!

Kim Welter

Happy 35th Anniversary, Hill Country Triumph Club !! The Picnic Saturday officially marks 35 years of operation for HCTC, and what better way to kick off the day than the monthly breakfast and fellowship at Waterloo Icehouse. Afterwards, Mike McPhail led the drive to the picnic — a crisp, clear morning driving our British cars through the beautiful Lake and Park area to the “Keep Austin Weird” downtown.

This year the Marketing Team did something a little different for the annual picnic by creating a commemorative HCTC logo pin and HCTC duffle bag celebrating 35 years of fun outings in our British cars. Many hours were spent brainstorming, researching start dates for each member, and ordering. A special thanks for all the helping hands in making the project happen: Mike and Nel McPhail, Art Graves, Bob Kramer, Kim Vazquez, Rip Torn, and Kim Welter.

At the picnic, there was a “Roll Call” of epic proportions as members formed groups according to the length of time shared at HCTC. Groups that were celebrated 0-4 years; 5 years; 10 years; 20 years; 30 years; and the 35-year pins (Founders).

BTW - a special thanks to Dan Julien & Sam Vazquez for all the photography and to Jim Wells for coordinating the catering.

Cheers in appreciation to car clubs like HCTC on the 35th anniversary for growing, supporting, and keeping vintage cars and enthusiasts on the road.



35-year Members: Art Graves; Roger Bolick



30-year Members: Dan & Francis Julien; Mike and Nel McPhail



20-year Members: Bill Waller; Jim & Karen Icenhower; Bob & Pam Skewis; Wiley Christal; & Chip McElroy

HCTC Celebrates 35 Years!

Continued



Ten-year Members:

Nick & Julie Roccaforte; Joe Payne; Jim Wells; Jim Herter



Five-year Members:

Rip & Cheryl Torn; Raymond Brown; Gary Payne



0 - 4 year Members: Paul & Mary Carew; Norma & Steve Brand; Jacques Welter; Zack Hendrix; Roger Allen; Malcolm Grey; Kim Welter; Henry Reynolds; Kim & Sam Vazquez; & Dick Simonson

HCTC @ Cars & Stripes

Mike McPhail

It was three o'clock on Friday afternoon & everybody pulled into the Best Western at the same time! Everybody being Kim & Jacques Welter and the McPhail clan of Janie, Charlie and Mike. The Welter's brought their award-winning TR6, while Mike drove his E-type on its first out of town trip. Mike's brother Charlie and sister-in-law Janie didn't bring a car to enter in Saturday's show, but provided a valuable chauffeur service.

Once everyone was checked in, the five of us piled into Charlie's Lexus for a short trip to the La Terraza Mexican Grill on the Court House Square. This dandy café is in a charming old 19th century building in the center of historic Goliad. We had ringside seats for the torrential downpour that cooled things off nicely. By the time we walked out the door, the skies had cleared & the best thing to do was set-up by the pool!

It was well after dark when we finally turned in for the night and our 7 AM rendezvous in the lobby barely met the eight hours of shut-eye requirement. Saturday morning at 8:00 our cars were cleverly lined up well before the official opening time... just like dozens of other classics eager to snag a premier parking place on the square. We managed a cozy spot opposite the Hanging Tree and in front of Glam Goliad clothing store which boasted the best covered porch on the block. In no time at all the streets surrounding the Court House were lined with every old car imaginable, although I'm not quite sure they could all be called classics!

Promptly at 9:00, Benson Tuttle's Tahiti Blue TR6 rumbled into view, bringing the total number of British Cars on display to three. That's a small percentage of the nearly 150 vehicles in attendance, the only other foreign cars there were a couple of VWs and a newish Alfa Romeo SUV. This was fine, since I'm getting a bit bored looking at nothing but Triumphs!

Some of the quaint shops and tiny restaurants were open just for the show, and there were interesting food trucks and even an amazing orchestra that provided live Oldies music. All those cool cars that you lusted for in your youth were represented and their owners were happy to educate us on any-and-all aspects of the machines.

This being a fund raiser, the organizers came up with a clever plan to boost both attendance and revenue. There was no entrance fee or ballot sheet, instead we had to buy the votes for \$1. This is just like our government elections, except that they buy the votes with other people's money. None of us won a prize, but we had a really good time and will most likely be back next year!



Benson Tuttle and Mike McPhail look at a resto-mod



Mike McPhail and Jacques Welter on the square across from the courthouse



Kim Welter and Janie McPhail in the shade at the show



Benson Tuttle beside his Tahiti blue TR6

Be Smarter on Your Repairs & Maintenance ... and English

Rip Torn

Several factors have come to mind in writing this article. First was an appreciation and frustration of the language we all speak- English or really Modern English (mostly). The second was the relative simplicity of our cars compared to modern computers with wheels.

The English language is fascinating how it has changed and evolved over the millennia. Old English according to Wiki “is the earliest recorded form of the English language, spoken in England and southern and eastern Scotland in the Early Middle Ages. It developed from the languages brought to Great Britain by Anglo-Saxon settlers in the mid-5th century, and the first Old English literature dates from the mid-7th century.” Old English was a Germanic language spoken in the British Isles. By many measures, Old English’s grammar is closer to German than it is to Modern English.

Playing with some AI to transcribe a description of the aforementioned manual we might read “*Pis Factory Repair Operation Manual on þe Triumph TR6 hæfð beon gepeod to forðlædan þone service operator mid þære neodþearflicum information for maintenance and repairs. Pe Triumph TR6, þe com mid þære 2498cc engine, þe wæs gefitted mid PI opþe TC fuel system. Hit eac þ serves as a reference boc for service supervision and hæfð þa þing of procedure for þære rædinge of bæðe þone fully qualified and þone less experienced mechanic.*”

That changed after the Battle of Hastings was fought on 14 October 1066 between the Norman-French army of William, Duke of Normandy, and an English army under the Anglo-Saxon King Harold Godwinson, beginning the Norman Conquest of England. That brought the infusion of Franco- Norman speech into the Anglo-Saxon norms and started turning it into a vaguely recognizable language to modern speakers. Again the AI machine says “This Factory Repair Operation Manual for the Triumph TR6 hath been yprepared to geven the service operator the necessarie information for maintenance and repairs. The Triumph TR6, which cometh with the 2498cc engine, fitted with PI or TC fuel system, serveth also as a reference book for service supervision and

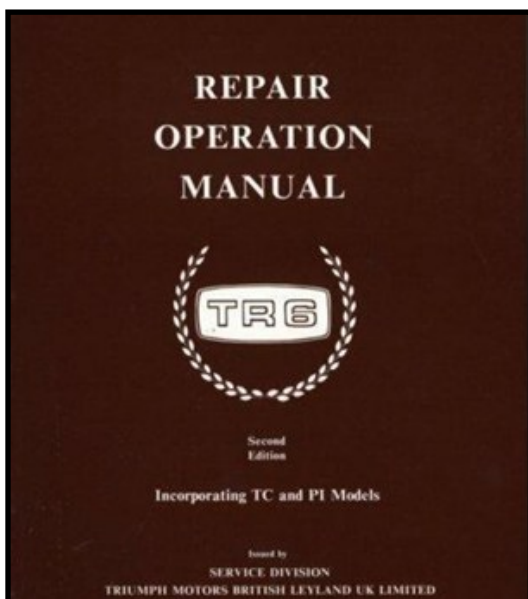
covereth items of procedure for the guidance of both the fully qualified and the less experienced mechanic. “

The transition from middle into modern English was not so clearly defined as an invasion would prompt but did evolve into what we speak now.

The club and TxABCD was gifted a copy of the shop manual and it will be listed for auction in October. You do have to be present to bid on it and it can help you have the best running car in the club, guaranteed. So register now for the event at www.txabcd.org and be the highest bidder on the item.

Yea verily.

#



The repair / operation manual up for auction

Greater Ozarks All British Car Show - 2025

Art Graves

This past June I attended the 23rd Annual British Car & Cycle Show put on by the Greater Ozarks British Motoring Club (GOBMC). This is the second year the show site was a grassy field at the American Legion Post 639. This show used to be held in Carthage, MO, which as you probably know is the home of the Precious Moments Chapel and Museum.

My first stop was lunch at Springfield Brewing Company. Leaving Tulsa, the weather looked iffy, but hoping for the best I put the top down and headed for Springfield, MO. My optimism was ill-founded and approaching dark clouds suggested that the top go back up. By the time I got to Springfield a passing shower crossed my path several times, but the real rain came while I was eating lunch. Luckily, I was not driving.

The festivities start Friday evening with a party in the parking lot at the host hotel. This year the host hotel was the Rail Haven Motel. This is a real motel where you can park your car outside your room door. There is an outdoor swimming pool and a large pavilion. Hamburgers, hotdogs, side and sodas were served as part of the registration fee.

Rain came again during the Saturday car show and lasted about an hour. A covered pavilion kept us dry and the participants took the delay in stride. There were about 65 cars at the show, fewer than last year probably because of the weather. The rain did keep the temperatures down. Both the Friday parking lot party and Saturday show were at a comfortable low eighties degrees. A local Boy Scout troop was on hand to cook hamburgers and hot dogs.

I hit the road after the awards presentation and arrived home three hours later. Both the car and I were aware of the cool weather the first hour and a half – the temperature gauge pointed to the first mark on the dial. But it was hot and muggy by the time I arrived home.



Precious Moments Billboard sign



Best of Show - Side view of van



Inside view of Best of Show



TR6's on the show field



First place, TR6 Class

Why Engines Suck

A primer on Advance, Retard, and Positive Crankcase Ventilation

Bob Kramer

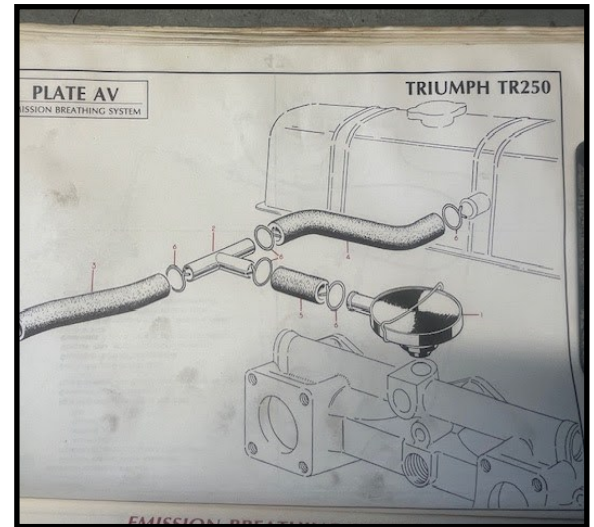
A little over 2 years ago I acquired an abandoned TR250 via a towing company auction. The windshield registration sticker showed that it was a last registered in 1983 and based on the disassembled condition of the engine it was apparent that the owner had begun working on the car and had hit a roadblock. The cylinder head was missing along with the intake manifold and carburetors. The speedometer showed 77,000 miles so I presume that the cylinder head had been removed for a valve job, had been dropped off at a machine shop and that was where the progress ended. Maybe there was a good reason for the stoppage. In 1983 finding a replacement for a head that was cracked, warped or otherwise unusable might have been difficult for the owner and failing to find a replacement, the car was put into storage. That's just a guess. In any case, the car was left in storage facility, for 40 years. Although it was pretty much rust free the accumulation of dents and a curbing induced frame repair indicated that the owner enjoyed driving it. Although it had been stored in covered storage the building was set to be torn down and the owner could not be located. Once towed, it was left exposed to the elements for 6 months on the towing company lot.

Luckily for me the TR250 was not a good fit on an auction website that was more suited to selling off wrecked SUV's and pickup trucks. With only two bidders the price I paid was quite a bargain, but as the buyer I was told that I would have to file for a bonded title on my own. I didn't want to do a bunch of work and spend a ton of money on a car that someone could just claim as theirs, so I immediately began the process of acquiring a title. While working through the Texas Bonded Title filing process, I learned that the state had no record of the prior owner. That was comforting news because the process involves the state mailing out notices to the last known title holder advising them that someone was trying to get a title for their old car and they could claim it. The towing company probably had to do the same search before selling it and they could only tell me that they took possession of it as a part of a building condemnation process and a lien filing. The process for me to get a bonded title was a bit involved, with the need to get police inspection to verify the VIN, an appraisal to establish value and purchasing a bond priced to cover the appraised value. It took a while but once I had the title in hand I began working on the car, as time allowed.

I must confess that I am a serial TR250 owner, starting with my first Triumph back in 1976, and continuing as I bought and sold a number of them over the decades. This white car is #6 out of 7 in total. Yup, progress on #6 was interrupted by the acquisition of the Henry Wattenbarger TR250, AKA #7, a story I've reported on previously in the RAGTOP. Henry's car was brought back to daily-driver status, and it is now in a new home. This recent occurrence

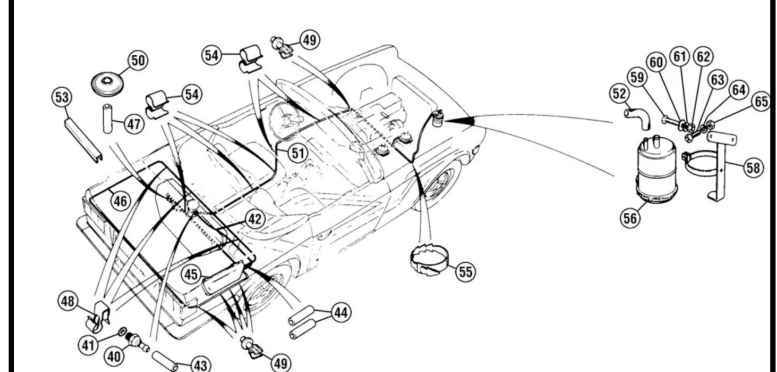


Drill Bit size for tap



TR250 PCV valve system

Evaporative Loss, TR6 1970-'71



Exploded diagram on evaporative loss

Why Engines Suck

Continued

has left me without any excuses to prevent me from working on the White 250. Over the last 18 months I've moved #6 well along on its "frame-on" restoration. Early on I completely restored the frame, including suspension rebuilds, cutting out and repairing front suspension curb damage, welding up differential frame mounts, installing new brakes and completely restoring the fuel tank and line. I found a local shop to do bodywork and paint, and I went through the time-consuming process of cleaning and painting the bottom side. While the 250 was getting painted I rebuilt the engine and transmission, converting it to Overdrive.

There was a ton of other work completed before I finally got around to starting it up last week. Wire harness rehabbing and gauge cleanup takes time. I wasted a lot of time on the wiper motor. The one in the car was a one speed from a TR3. The one-year TR250 version was a 2-speed model with bullet style wire connectors, similar to the TR4A version that employed spade unions. I attempted to rebuild a 4a version to work in the 250, but it was just too worn out and wasn't strong enough to push the wiper arms. I settled on cleaning up the TR3 motor and installed it back in the car. Then came Henry's car and a bunch of spares, including an extra 2 speed, bullet connector style wiper motor. I started over with that one and then I moved to running and connecting the wiring harness, installing dashboard pads, heater, glovebox and dash panel and soon I was ready to think about starting the engine.

The day prior to the startup I filled up the engine and transmission. I'm able to get Valvoline a 5-quart bottle of 20W50 VR1 at my local Walmart for under \$27. Finding proper gear oil is getting more difficult and I have resorted to buying Driven Racing Oil Conventional 80W-90 GL-4 Gear Oil from Amazon. I can no longer get EP90 from Advanced/Car Quest and Driven seems to be the best available GL4 option. I let it sit overnight, and I noticed that the overdrive filter cover seeps a little oil. I'll have to address that. I headed off to QT to buy 5 gallons of Ethanol free gas and after emptying it into the tank I filled up the new Moss Motors radiator with coolant. I still had to clean and set up the distributor that was in the car and while I was setting the points gap as it sat in the vise I noticed fuel dripping under the car. My intent is to maintain an OEM look and I used black constant tension clamps that I had saved over the years when buying FRAM fuel filters. They weren't providing enough clamping and fuel was seeping out. I added worm screw clamps to all the connections. The fuel pump cover gasket was also leaking and luckily, I had a spare.

With those issues addressed I went to stab the distributor in preparation for the first start in over 40 years, but the distributor would not go all the way in. I noticed that the clamping plate was not sitting properly on the distributor body. After some unsuccessful wrangling trying to get it to fit, I realized that the opening in the clamping plate I got with the car was too small. Upon examination it seems that it came from a from a TR4 and since it would not sit on the ledge designed into the distributor body casting, it would not allow the



Threaded vs. OEM



TR4 PCV valve with hose barb cut off



Threading the modified PCV valve

Why Engines Suck

Continued

driving dog to reach the drive gear slot. I found a proper one in my spares and with it in place, I went back to installing the distributor, but it still didn't fit up. I found that the offset drive gear was out by 180 degrees when compared to the distributor drive. This would be a common error when building an engine. I went back to my spares and found a distributor to do a comparison and proved that I had installed the drive gear correctly. Some previous mechanic had installed the driving dog on the distributor shaft 180 degrees out. Now, I could have just moved the spark plug wires around 180 degrees, but the proper thing to do was to knock the pin and flip it around correctly. Easier said than done but once accomplished I set up the #6 spark plug wire with a screwdriver to check spark while I cranked the engine. It immediately started, albeit on 5 cylinders.

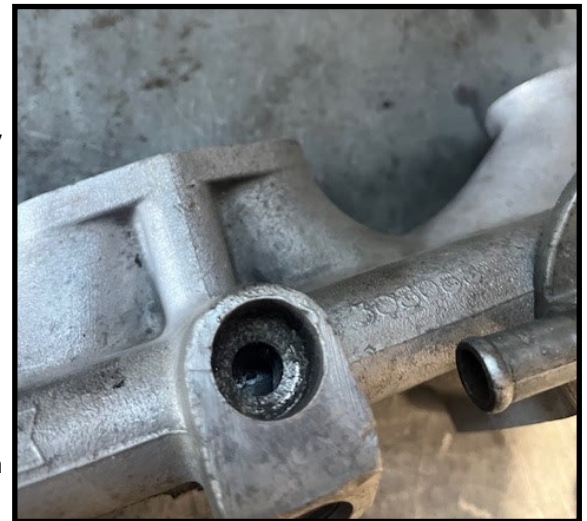
So, after over 40 years of quiet time it now starts right up and idles. It sounds pretty good but does have a little miss. I'll need to sort out the distributor vacuum and crankcase ventilation system before I complete a final tuning, so I studied up on the OEM designs. In a 4-stroke engine, vacuum is produced when the intake valve opens in conjunction with the downstroke of each piston. The distributor uses the engine vacuum, opened and closed off via the throttle plates and various modules, to manage spark timing throughout the rpm range. Manufacturers manipulate engine timing in combination with emissions controls to get the best drivability they can achieve while still meeting emission regulations. If the vacuum isn't correct, the engine will never run right. In other words, the engine will suck in all the wrong ways.

In my case I do not have all the OEM pieces that comprised the distributor vacuum and advance piping, nor did I have the model specific PCV valve. I had to come up with an alternative system that meets the design criteria, or my engine won't run correctly. The TR250 and 1969 TR6 shared a unique version of the familiar Zenith Stromberg side draft carburetors, employing a complex PCV and distributor vacuum system which includes an in-line, throttle position-controlled vacuum switch to bounce back and forth between distributor advance a retard. As mentioned, even though my shop shelves are loaded up with spare intakes and plenty of carburetors, I did not have any of this TR250 stuff. I did some research to figure out how to best duplicate the TR250 system, utilizing the later carburetors I had on the shelf and to avoid mistakes with engine vacuum. I am lucky because beyond the distributor functions, a TR250 utilizes just a PCV valve. Later TR6 models came resplendent with thermostatically controlled EGR systems, carbon canisters, fuel tank venting, flame traps and various distributor vacuum plumbing. My goal is to produce a functioning system that looks like a normal TR250 setup and provided vacuum in the right places at the right time.

To understand what to do I looked up some background information. The TR250 was produced by Standard Triumph as a one-year, interim model, filling in the gap between the aging TR4 body style and the yet to come TR6. Following the lead of the State of California, the Motor Vehicle Air Pollution Control Act of 1965 authorized the federal government to set emission standards starting with the 1968



Newly threaded PCV valve



TR250 1969 TR6 port in intake manifold



Modified for height after threading

Why Engines Suck

Continued

model year. All new cars had to have crankcase ventilation systems to prevent engine emissions from being discharged into the atmosphere. Although the Federal rules didn't take effect until 1968, with the rules were already in place in California and the large number of Triumphs sold in that market, a Positive Crankcase Ventilation system was already in place for the TR4a.

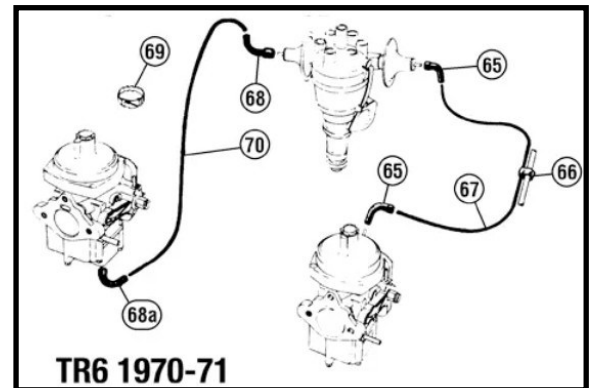
For 1968, Federal standards required engine certification and Triumph knew that the PCV system in the TR4a, which simply utilized engine vacuum to pull crankcase fumes back through a port in the intake manifold would not suffice. This design meant that the effectiveness of the PCV was subject to engine rpm. At low RPM the throttle is mostly closed, creating a strong suction at the intake manifold as the engine's pistons draw air in. The manifold suction, also called vacuum, is reduced when the throttle opens, letting more air enter the engine. To meet the 1968 mandate, the TR250 engine utilized an updated PCV system that added a port to the air filter box in combination with the intake port and implemented a throttle position-controlled distributor advance and retard. It worked this way. At low rpm the suction from the manifold was strong and pulled fumes into the intake through the PCV valve. At higher rpms the increasing air flow through the filter box overcomes the reduced manifold vacuum and produces the necessary suction to pull engine fumes through the air filters and into the carburetors.

Although the PCV system was more effective with this design, the engine still needed help to pass the certifications at idle. The answer is to incorporate a vacuum module to retard the ignition timing when the gas pedal is released, bringing engine rpm's down with the net result being lowered emissions. The distributor also incorporated a vacuum advance module that worked together with the built in distributor mechanical advance weights to adjust the ignition timing as engine rpms rise. To accomplish the release of vacuum to the Retard unit and Unique to the TR250 was a carburetor linkage vacuum valve. As the throttle was depressed and released the valve alternated between providing vacuum retard on the distributor or suction to the Stromberg bypass valves. A separate carburetor port provided variable suction for the vacuum advance function. This complicated system passed muster for the Feds, but had a lot of opportunities for failure.

Notably Triumph had designed a Petrol Injection system for the 6 cylinder engine and it was used in the European market and even Canada, and even though Petrol Injection systems could easily meet emissions requirements this system Triumph chose to badge the USA car as a TR250 and gave it Emissions prepared Zenith Stromberg carburetors. I'm not sure that we know for sure why this decision was made but some have speculated that the USA dealers didn't think they could absorb the extra MSRP for Petrol Injection while others say that Standard Triumph feared that the USA dealer network could not be trusted to maintain the PI system. I bet it was a little of both. The introduction



PCV valve threaded into manifold



1970 Vacuum emission controls



Post-1971 Carbs with side ports for carbon canister

Why Engines Suck

Continued

of the requirements to control evaporative emissions for the 1970 model year made the TR250 carburetor hi-jinks redundant. The lines and valves were replaced with vacuum ports on Stromberg's to provide suction through a carbon cannister that also pulled the fumes from the fuel tank. From there it got more complicated with almost every year model produced leading to the notion that TR6's were impossible to keep tuned and running correctly. It all came down to vacuum leaks and often people removed important pieces of the puzzle. If we take the time to understand the function of our systems, we can get the engines to suck, in all the right ways.

TR4A PCV valves were designed to be mounted on a bracket with the manifold suction connection accomplished via a hose. I had three of these in my spares, but none of the 250 variants which are pressed into a port in the top of the intake manifold, replacing the suction hose. The rest of the setup is identical. I modified one of the 4a spares so that it would thread into a hole I tapped in the TR250 intake manifold. I had to order the proper hoses from the UK, so in the interim I've plugged the manifold with a bolt. The Vacuum Advance and retard is easier. I eliminated the throttle positioning switch completely. The reality is that the unit was there solely to pass the emission test. Aesthetically, it was hidden out of view by the air filter box so no one will miss it and removing it from the system makes tuning more consistent. The reality is that vacuum retard is only needed at idle. I hooked that modules up to an existing port on the rear carburetor bottom flange, which sits right next to the throttle plate. The little hole in the flange will only produce suction when the throttle plate is closed, i.e. at idle. For the vacuum advance I utilized a two-port fitting on the cross tube of the intake manifold that had constant vacuum. It came from a later TR6 version and has a 3/8" port for the brake booster and a smaller one that will operate the vacuum advance. As rpm's increase, suction through the intake manifold increases, and this is exactly what is needed for the vacuum advance module to pull the distributor points plate into full advance as engine rev's increase. I've met my goals of proper design, appearance and function, and beyond having to buy new emissions hoses, I used what I had. The pictures tell the rest of the story.

Make sure that when your engine sucks, it is sucking correctly.



Finished product

#

Bullets, Bonneville, and Battery Tenders

Low-cut doors of a sidescreen roadster make it easy to throw hand signals, but that's no reason not to have functioning indicators

John Haydon

Not long after I bought my TR3, the left turn signal began acting up, giving one feeble "blink" before going dark. The rear flashed double-time, which of course means a bad bulb in the front, doesn't it? I pulled the bulb and verified that both filaments were solidly in place. Reinstalling it made the signal work, for a while. Over the next few months I got pretty good at digging the chrome trim ring out of the rubber surround, fishing the lens out, and pulling the bulb to get it to work again. I even started carrying a zip tie in the door pocket (the nylon is just firm enough to pry on the rubber without tearing it) so I could do it whenever I parked. Each time, the indicator would work for a little while. But the "while" was getting shorter and shorter, until the bulb trick eventually did nothing but waste my time.

There had to be a loose wire somewhere, making increasingly intermittent contact. So I decided to spend a Sunday afternoon with my multimeter and my handy zip tie trying to find and fix it. As it happened, I could have saved a lot of diagnostic time by just opening the bonnet. Right on top of the bundle in plain view was a wire that was clearly just hanging on by a thread. Wiggling the wire made the turn signal flash a few times. Now tell me, how often is the culprit the most visible and easily accessible wire in the bunch?

The wire in question was a short jumper that used Lucas bullet connectors on each end that plugged into female Lucas connectors. I was eager to make it to the Brits & Barley meet-up at Rentsch Brewing the following weekend, and I didn't know of any local sources for the bullet connectors. But I did have a great assortment of solderless (crimp) connectors, and the barrel of a butt connector was at least a similar shape. Ever hear the saying, "when all you have is a hammer, every problem looks like a nail"? After 45 very sweaty minutes trying to flare, enlarge, squash, and re-round the crimp connectors to fit the female sockets, I was back to where I started, with a thoroughly unreliable connection that barely worked, sometimes.

That Sunday evening was spent with Google and the search term "Lucas bullet connectors". That brought up some familiar suppliers of course: Moss, Rimmer, and TripleC, among others. Moss now offers an assortment of bullet connectors either with or without the special crimping tool. The cost of the kit wasn't bad without the tool, but the



My Triumph TR3a



First attempt

Bullets, Bonneville, and Battery Tenders

Continued

cost of the tool... ouch. I didn't have time for Rimmer to ship me something from England, and Triple C was unfortunately out of stock. One Google result that caught my eye declared "TRIUMPH LUCAS BULLET CONNECTOR CRIMP TOOL" with a really reasonable price. I clicked through and landed on TheBonnevilleShop.com. Different Triumph, but hey, same Lucas!

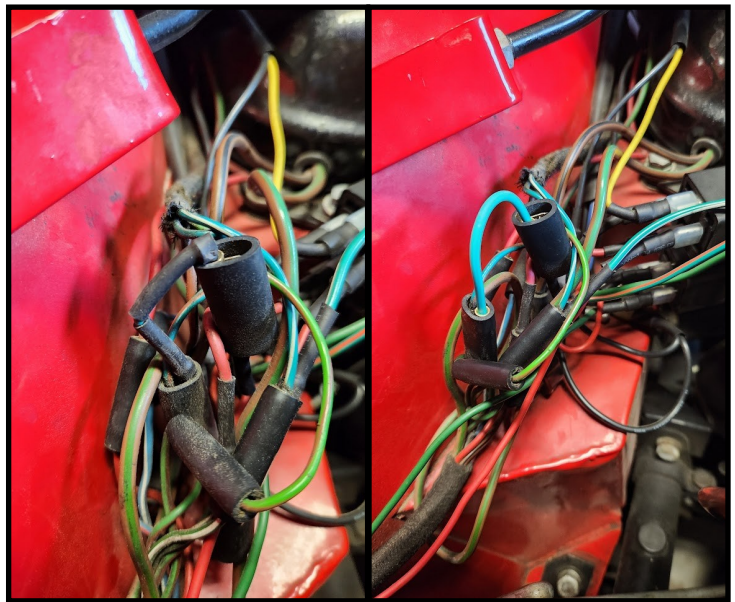
The Bonneville Shop's kit consisted of a nice (but not excessive) assortment of bullet connectors, but it also included both a ratcheting hex-crimp tool and a squeezing tool (to push the bullets into the female connectors), all for less than the cost of just the crimper from Moss. I was also impressed with the technical information on TBS's website, not to mention the promise that orders placed before noon would ship that day for free. Sold! I spent a little extra for expedited shipping, just to be sure I'd have it in time.

The kit shipped Monday as promised and arrived right on time. The only downside was that the first crimp operation left one corner of the hex extruded out, leaving a nasty-looking little tang sticking out. But simply rotating the bullet by one flat and re-crimping resulted in a perfect and very professional-looking crimp. I eagerly plugged in the new wire to test it, and... hey, what idiot left the ignition on? For three days?!? No worries, I'll just plug in my Battery Tender and come back to it tomorrow. Tomorrow arrives, and the light on the Battery Tender is off. Not red, not green, not flashing -- OFF. I own half a dozen Battery Tenders and have used them for decades with no problems, did the one single failure really have to happen now? Okay, some worries now, but a second Battery Tender eventually got the battery topped up. (By the way, did you know that a standard Battery Tender can take two full days to charge a dead 55 Amp-hour battery? I know that now.)

I was finally able to verify that the indicator worked properly (on Saturday evening) and that leaving the key on for three days hadn't fried the ignition (on Sunday morning). Sunday afternoon we headed to Rentsch Brewing, and I giggled a little every time I got to signal a left turn. #



Triumph Lucas Bullet Connector tool and kit



Bad wire ...

New wire ...

Georgetown All-British June Drive

Jacques Welter

The Georgetown All-British Squadron (GABS) rendezvoused at Pistons on the Square for their last drive of the year on Saturday, June 21st. The GABS group is a driving-destination group that gets together at every Pistons on the Square in Georgetown and is composed of British car owners from all marques and models (including a few other cars — we aren't picky as long as your car identifies as British).

The squadron currently has 64 members on its duty role, but generally we get between 8 and 15 cars for each Pistons. Several prominent members of Hill Country Triumph Club are also members of GABS including Nick and Julie Roccaforte; Jacques & Kim Welter; Dick Simonson; Rip Torn; Neil Heddon; Dick and Carolyn Hunter; John Haydon; and others.

While GABS has suspended drives until September (Summer doldrums) we will still be meeting at Pistons on the Square in July and August. Come on out and we'll save a space for you.



GABS has a traditional parking spot at Pistons on the Square on Austin Avenue



The GABS crew at the Southside Market in Hutto

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
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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	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
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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
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27	28	29	30	31		

9 HCTC Morning mtg
 12 HCTC Social Hr

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



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



The poster features a central graphic of a white Jaguar XJS with license plate '50 XJS' driving on a road that splits into three paths. The left path is red and leads to 'LIVE MUSIC' with a drum set icon. The middle path is blue and leads to 'SPLIT THE POT RAFFLE' with a pot icon. The right path is red and leads to 'FOOD & BEER TRUCKS' with a food truck icon. Above the car is a '50 ANNIVERSARY JAGUAR XJS' badge. A large orange sign with a British Car Club logo and the text 'CINCI 2025' is positioned in the center. Below the sign, the event title 'AUBREY ROSE BRITISH CAR DAY' is written in large red and blue letters.

CINCI 2025

**AUBREY ROSE
BRITISH CAR DAY**

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

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 !!

July

WHERE: The Oasis Texas Brewing Company

6650 Comanche Trail Suite #301

Austin, TX 78732

WHEN: Sunday, July 27th, starting at **2:00 pm**

HCTC Events

HCTC Social Hour Waterloo Icehouse Tuesday, July 8th

The Social Hour has moved its venue !!

We are now meeting at the Waterloo Icehouse !! 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.

HCTC Breakfast Waterloo Icehouse Saturday, July 12th

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. Plan your arrival for 9:30—9:45 as the meeting (and breakfast) starts by 10:00 am.

Can't wait to see you 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 Triumph TR6 for sale

Mimosa Yellow with Chestnut (Dark reddish brown) interior

Rear luggage rack and original factory hard top with Storage Cart / Dolly

91,518 miles

Car is very original and in very good condition. Runs great

\$16,000 Call Kathy at 512.517.3432



Classifieds

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).**