

The

October 2025



Hill Country Triumph Club Newsletter



Celebrating and driving Triumphs since 1990



Hill Country Triumphs on their way to Brits in the Ozarks.

L to R cars owned by Dick Simonson; Jim Wells; Mike McPhail, Charlie Stewart

Letter from the President

October, 2025

Jacques Welter



It seems like we wait for October all year — and then cram as much stuff into the month as we possibly can. This year is no different. There are no less than five car shows we in HCTC are tracking in the first three weeks of October, including no less than four (!) Texas All British Car Day shows (Dallas; Houston; Greater Austin; and Gruen). That’s a lot of shows in a very short span of time, but given weather patterns here, such is the life of a classic car owner in Texas. Definitely a champagne problem.

The month opens with two shows: the Dallas All British & European Car Days; and the Houston All British Car Days — both on October 4th. Our show, THE Texas All British Car Days (34 years and going strong) is a little different than the others, with the event starting Friday, October 10th and running through Sunday morning, the 12th. We’ve made ours a weekend event with drives, events, the show, and a banquet over the course of a weekend — much more of a destination event vs. a drive-in event — giving attendees a chance to catch up with old friends (and



HCTC Social Hour at Waterloo Icehouse September 9th

new ones) and take in the sights and sounds of the Hill Country. That’s made us unique among all the shows. If you’ve never shown your car, you should take advantage of the opportunity and join the rest of us in Marble Falls.

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Letter from the President

Continued

Last on the list is the South Texas All British Car Day show, being held in Gruene this year. Like the other two All British shows, this is a day event where you show up in the morning and go home in the afternoon. BTW, anyone interested in convoying down to Gruene should contact me — I'm heading down early Saturday morning the 16th.

HCTC was busy in September — something Dick Simonson will cover in-depth in his Secretary's Report — but I'll hit some highlights here as well.

- We had a standing-room only crowd for the HCTC Breakfast meeting on September 13th and a pretty full parking lot to boot. Visiting HCTC was long-time member and former club officer, Mike Jankowski, in his green GT6. Mike, who moved to Colorado some years ago, drove to town and paid a visit. After the meeting, a smaller group headed off to the Oasis Brewing Company to sort out the world's ills over a few adult frosty beverages.
- In what's becoming an annual pilgrimage, five HCTC members headed up to northwest Arkansas for the Brits in the Ozarks car show. Traveling were Mike McPhail; Art Graves; Dick Simonson; Wiley Christal; and Jim Wells. The company, I heard, was great but the weather not so much. Look for the article later in this issue of The Ragtop.
- A number of HCTC members joined with the Georgetown All-British Squadron and drove over to Dick Hunter's garage after the September Pistons on the Square. For those of you who haven't made the trip, his private collection — some 30+ cars — is just stunning. Nick Roccaforte documented the whole thing and can also be found in this issue of The Ragtop.
- HCTC had a prep meeting for Texas All British Car Days at Joe Payne's residence. The purpose of the meeting was to dig out all TX ABCD gear in storage and to go over the general show flow and volunteer assignments. We had a good turnout for the meeting—13 people in all — and covered all the necessary ground.



After the HCTC Breakfast in the parking lot



Just a spot of weather at Brits of the Ozarks

Letter from the President

Continued

- Saturday was a busy day for HCTC, as several members made a stop out at the Cadillac Dancehall to take in Eddie Shell and the Not Guilties and do some Texas Two-stepping. Attending were Ralph and Jeffie Herter; Bob and Pam Skewis; Mike McPhail; and Kim and Jacques Welter.
- The month wasn't quite done, as Brits & Barley met at the Draught House Pub & Brewing Company in Austin proper. The group was small but lively; the fish and chips were great; and the beer was excellent !! Attending from HCTC were Roger & Tina Bolick; Paul & Mary Carew; Charlie Stewart; and Kim & Jacques Welter.

Now, as for October ... October is a tops-down month and one of two months every year where you're all but guaranteed suitable roadster weather. As mentioned earlier, there are five shows in the area to attend and even if you're not going to a show, try to take advantage of owning a roadster and hit the back roads of the Hill Country for some R&R by relaxing behind the wheel.

I hope to see you there.



Yours truly at the Cadillac Dancehall ...
Howdy Pardner



Kim Welter and Paul Carew at Brits & Barley in
the Draught House Pub & Brewing Company



Bob & Pam Skewis out on the dance floor
showing us all how it's done



Kim Welter sitting with Ralph and Jeffie Herter at
the Cadillac Dancehall



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

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

HCTC Events-at-a-Glance

October, 2025

October 4th:

- **Houston All British Car Days**
Houston, TX

- **North Texas All European Car Days**
Dallas, TX



October 10th - 12th:



- **Texas All British Car Days**
Dos Cochas Ranch, Marble Falls, TX

October 14th:

- **HCTC Social Hour**
Waterloo Icehouse, Austin, TX

October 18th:

- **Pistons on the Square**
Courthouse Square, Georgetown, TX
- **South Texas All British Car Days**
Gruene, TX

October 26th:

- **Brits and Barley**
Fitzhugh Brewing Company, Dripping Springs

October 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	

November, 2025

November 8th:

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

November 11th:

- **Hill Country Triumph Club Social Hour**
Waterloo Icehouse, 7:00 - 9:00

November 15th:

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

November 23rd

- **Brits and Barley**
Infamous Brewing Company

November 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						

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

October 2025

Dick Simonson



Welcome to October. September turned out to be a fairly active month for the Club, with members traveling to northwest Arkansas for a car meet as well as our usual local happenings, including a board meeting. Planning and preparation continued for TxABCD which is now only a couple of weeks away.

On the 9th, Jacques held planning meetings for TxABCD and SCVTR. We followed those two meetings with a board meeting and concluded in time for the monthly social hour. I haven't attended that many meetings in a day since I retired. Without going into detail, I can tell you there is a lot of work going on to get ready for both TxABCD and SCVTR.

The following is a brief recap of our board meeting. The complete notes are available on the Club website. The first topic was a discussion of whether to use the proceeds from TxABCD to offset HCTC membership dues. This was originally discussed at the May 2025 Board meeting, was tabled, and brought up again in July with no resolution. Prior to the Board meeting, we learned registration for the 2025 TxABCD was significantly down from last year's event. After some discussion, including the uncertainty of revenue from this year's TxABCD event, the Board voted against subsidizing member dues with TxABCD proceeds.

A second dues matter was a follow-up to a July discussion of possibly increasing dues by a modest amount. Discussion points included Jacques pointing out that while the club's current financial situation was good with \$13,349 in total funds, the club was running about a \$5,000 annual deficit if the TxABCD revenue was excluded. Joe Payne

suggested we table the discussion until November when we will have the revenue numbers from this year's TxABCD. The Board agreed to revisit in December 2025. In the interim we will research what other clubs are charging.

The final "old business" topic was a followup discussion to our July vote to appropriate \$400 for tool acquisition. At the current meeting, a motion was made and passed that the club would purchase a hub puller which would primarily assist with the rebuilding of rear hubs.

Mike Mcphail covered "Events," Mike mentioned ShinerFest at the Spoetzl Brewery in Shiner on October 25 as a possibility. He also mentioned a possible overnight outing to the South Texas ABCD in Gruene on October 18. Another potential drive under consideration is a return to Terlingua/Big Bend in November. Of course, TxABCD takes place October 9-11.



HCTC in the Waterloo Icehouse parking lot, talking cars

Secretary's Report

September 2025

Continued



Standing room only — HCTC September Breakfast meeting



Rendezvous stop at Buc-ee's.



On the BITO show field

We now have a marketing committee. It is staffed by Rip Torn, Malcom Gray and Joe Payne.

We finished the meeting discussing the pros and cons of changing the Club's tax exempt status to 501(c)(7) designation. This arose from Rip Torn's suggestion in July that the Club look into moving to this designation. Gary Payne did some research on the issue including a comparison of 501(c)(3) and (c)(7) organizations. He presented same to the Board as part of his 9-9-25 Treasurer's Report. The Club is currently incorporated under Texas law as a not for profit organization. 501(c)(7) is an IRS not for profit designation and typically applies to social clubs.

There are rules on what such an organization can and can't do and where its money comes from. There was a lively discussion where the primary question seemed to be what is the compelling reason for such a change since we are already a not for profit. Rip was not present for the discussion, and since he was the impetus for the topic, a motion was made and passed to ask Rip to present us with a feasibility study before any further discussion.

The board meeting was adjourned and the board members happily joined the already in progress social hour that started at its new time of 7 pm.

On the 13th, twenty-three of us met at Waterloo for our monthly breakfast and business meeting. Joining us was longtime member Mike Jankowski. Mike drove his 1973 Mk3 GT6 from Colorado Springs and happily, his visit coincided with our meeting. It was a short business meeting. I covered the happenings at the board meeting and Mike covered upcoming events. Joe Payne announced he would be hosting a meeting for TxABCD volunteers at his house on September 27. Finally, Kim Welter presented David and Sue Watson with their 0-4 year pin. We then reconvened to the parking lot for the "main" part of the meeting, looking at and talking about cars.

Secretary's Report

September 2025

Continued

Six club members drove our Triumphs to Springdale/Fayetteville, AR for the annual Brits in the Ozarks event held from the 18th through the 20th. Wiley Cristal made a solo run on the 17th, wanting to participate in the drives on the 18th. Mike McPhail, Charlie Stewart, Jim Wells and I drove together on the 18th, getting in around 7p.m. Art Graves drove in from Tulsa on the 18th and met us at the hotel.

For those who haven't been to northwest Arkansas, the scenery is beautiful and the back roads make for wonderful Triumph driving, that is when the weather cooperates. Our group that traveled on the 18th stayed off interstates for all but 40 miles. As we left Paris after a great burger, we saw ominous skies ahead. Torrential rains started about an hour later and continued off and on all the way to Springdale, testing our windscreen wipers and demisters. Some of us needed bailing buckets. Nevertheless, we all made it and enjoyed a pizza before turning in.

On Friday we had two drives to chose from. We all opted for a wine tasting tour. What followed was a pleasant and sometimes exciting drive of a couple hours each way through some wonderful twisty two lane country roads. The exciting part came as we drove around a winding curve and discovered the local roads department had the road closed to one lane with no warning signage. Nothing like hearing screeching tires directly behind you as you try not to hit the car in front. Luckily we all drove away unscathed and had a nice German lunch at the first of three winerys. In hindsight, it was probably fortuitous that the road closure happened on the way to the winery.

Saturday the 19th was the car show. We drove to the University of Arkansas Agri-Park for the event while watching the skies darken. It's a very nice venue with a covered pavilion for refreshments, silent auction and mingling. I don't know the count, but there were lots of cars, especially considering the dicey weather. It rained off and on all morning, but by late morning the fun really started. There was heavy rain and a nasty thunder storm passed right over us with heavy, close lightening. Somehow everyone was able to cram into the pavilion. By one-ish the rain passed and judging finished.

That night we attended the awards banquet. Judging was all "People's Choice." We took home three awards. Art Graves took first place for TR6. Mike McPhail took a 2nd in Sptifires. Mike also was recognized as having traveled the farthest since Dripping Springs is definitely



Dick Simonson, Art Graves, and Wiley Christal at the Awards Banquet



R to L: Art Graves; Wiley Christal; Jim Wells; Dick Simonson; Mike McPhail

Secretary's Report

September 2025

Continued

farther from Arkansas than Round Rock or Temple.

On the 20th, we all trekked home, five us heading to central Texas and Art going to Tulsa. The drive back to Texas was uneventful except for a brutal traffic jam in a little place called Hochatown, OK. It took us about 45 minutes to get through the place.

The event was put on by British Iron Touring Club of Northwest Arkansas. They did a very good job and it was well worth the drive. Commendably the event raised \$11,500 for the ALS Association.

On the 20th, the GABS group met in Georgetown for the monthly Pistons on the Square event. From there, the group motored to GABS member Dick Hunter's place where they toured his extensive array of collectible automobiles. From there the group traveled to Andice for lunch.

On the 27th, the final weekend of the month, Joe Payne hosted a group of 12 TxABCD volunteers for lunch and libations as they sorted through signs and other paraphernalia in preparation for the October event. On the 28th, six folks met at The Draught House Pub and Brewery in Austin for the monthly Brits and Barley get together. I hear the beer was good and the fish and chips were excellent.

That's it for September. Let's all look forward to and support the Club's TxABCD this month.

#



On the road trip to the Winery Tour

From the Archives

Art Graves



This tongue-in-cheek article appeared in the May 1994 issue of "The Ragtop". George Anderson owned a 1980 Spitfire. He is a tall man and I remember driving behind him on MoPac with his head sticking up well above the windscreen. That Spitfire was sold and ended up in Houston. After several years, Bob Skewis bought it. It may be in Georgetown now. The VIN is mentioned in the article.

Concours Scoresheet

By George Anderson

I received a copy of the following document, hand delivered through a disguised intermediary, with the following note attached. It reads "Since I always have a 10-point deduction at Concours for non-original color, I thought I'd make a joke of it." It was signed, and although the author wishes to remain "anonymous" I will use the well-known Code, Xray-data-Inca Yellow, formulated by the Special Envoy to the Supreme Commander of the Royal Bloodhounds to pass this information on to those of you that are in the "know":
EGROEG NOSREDNA

Ladies and Gentlemen of the Jury: I have through the years undertaken the following extraordinary measures to maintain absolute originality:

1. Although the tyres have been replaced several times (due to rot rather than wear), I have meticulously reused the British air installed at the factory. Whenever additional air is required, I have always insisted on authentic air from the Oxfordshire area of England. On those rare occasions when I was unable to obtain the proper air though the usual commercial specialty importers, I made special trips to fill titanium tanks with compressed air from the countryside around Mangotsfield. All true British auto enthusiasts certainly will recognize that air captured in mid-April at 37 degrees F and 98% relative humidity, filled with rhododendron pollen is essential to preserve the

unique handling characteristics of the Spitfire 15 fitted with 155 80 13 touring tyres.

2. Coolant, likewise, has remained original. Thrice yearly all coolant is extracted and reprocessed using state of the art Cambridge University scientific apparatus. Water from the river Trent near Wolverhampton, world renowned for toxicity and microbial content, is used for any topping off required. This solution in combination with gin effectively maintains the flexibility of the leather seals in the water pump and reduces corrosion by 13.26%.

3. Regarding the colour, "Cornish Clotted Cream"; I have at past concours events been unmercifully chastised and derided by competitors who claim that "CCC" is not an original factory colour, pointing to the paint code #65 on the door jamb plate. Whilst it is technically correct that "CCC" is not a standard issue colour such as "BRG", I feel obliged to explain its origin and set the record straight once and for all. In 1972 A.D., Lord Harold Bridgewater-Adams, O.G., M.P., Knight of the Empire, Guardian of the Crown Jewels, Defender of the Faith and proprietor of Okehampton Dairies Ltd. of Launceston in Cornwall, requested that a colour be custom formulated to resemble closely the world-famous clotted cream for which he had achieved his recent knighthood. As the officially licensed purveyor of dairy products to the

From the Archives

Continued

Royal Family, Lord Harold was steadfastly resolved to display proudly his Colours on his entire fleet of dairy lorries as well as his personal collection of vintage cars, saloons, drop heads and estate wagons alike. In December of 1973, after many fortnights of heated debate, an act was passed by both Houses of Parliament. Kidderminster Klassic Kolours, Ltd. of Birmingham was commissioned to replicate the magnificent CCC hue for the exclusive use of Okehampton Dairies. Triumph Motors of B.L., Ltd. was selected by lottery to produce a test vehicle for Lord Harold's examination. Spitfire 1500 #FM 91318 U was selected for the test since it had sat idle on the assembly line during a 27-day plant shutdown. Surface rust was quickly covered with makeshift primer and the results speak for itself. As to the incorrect colour code on the jam plate, I have been assured by reliable industry sources that on August 19, 1974, Henry Shrewsbury Sedgewichfield, the Royal I D plate maker, fell fast asleep at his machine following a grueling all night dart tournament held at a local free house, The Bawdy Turtledove Pub. The unfortunate result was that all five of the plates produced that day were erroneously labeled with the colour code #65. Spitfire 1500 #FM 91318 U is the only Triumph vehicle ever painted CCC and the formula is still safeguarded in the Royal Factory Trade Secrets vault somewhere deep underground in London under 24-hour guard by Royal Marines reinforced by a detail of crack troopers of the Household Cavalry in full body armour. The colour is definitely not 1975 Ford "Creme", code 6P. It is commonly known that the Ford colour was an unsuccessful attempt to copy the real CCC. Litigation continues to this time.

4. Several original features frequently overlooked by previous concours judges are:

- A. Radio buttons remain on factory preset BBC frequencies, both AM and FM.
- B. The ale stain on the front passenger carpet is factory original; the result of Alfred Helions Bumpsted spilling the odd pint whilst trying to install the windscreen

wiper cable under the plinth.

- C. All defective grease seals have been replaced annually with genuine Shetland Island virgin wool felt seals, matching OEM specs for durability, colour fastness and shrink resistance.
- D. All factory original upholstered components bear the identification tags of Cotswolds cottage industry housewives; in this case, Prunella Poppleton-Smythe of Stratford on Avon.

In conclusion. I have spent inordinate amounts of time, money and effort to maintain the numerous eccentric and anachronistic details to keep the charming character of this marvelous toy car.

Please imbibe freely of the Guinness Stout tucked away in the handy B.L. factory option (GS 6 PK) beverage rack located near the radiator under the right wing. Cheers!

I remain most seriously yours, Anonymous (so as not to influence the jury)

HCTC @ Brits in the Ozarks

Mike McPhail

September was another busy month at Mike's Motors with some serious wrenching going on. Bad rod bearings, leaky carburetors, overdrive gearbox install... you name it! All work and no play makes Mike a tired boy, so four days were set aside for a little R&R... road trip and revelry to Brits in the Ozarks.

I left home at six-thirty on Thursday morning September 18th to rendezvous with Dick Simonson, Jim Wells and Charlie Stewart at Buc-ee's in Temple. By 8:30 AM we were cruising North on IH35 to Bellmead, where we picked up Hwy 31. Destination: Springdale, Arkansas for the Brits in the Ozarks All British Car Show.

This is an annual event featuring two days of scenic back-road driving, an evening tail-gate party and a well-attended show. The modest registration fee doesn't begin to cover the many benefits accorded the participants. The all-you-can-eat (and drink) roast chicken dinner on Friday night is well worth the cost. Not only that, but there were two ball caps and a t-shirt in my goodie-bag, and I got a third hat as a door prize at the show!

If you have been wondering where all the rain has gone lately... we found it! The skies opened up just after our lunch stop in Paris, Texas and stopped only long enough for us to enjoy the drive up 259 through the beautiful Ouachita Mountains in Eastern Oklahoma. IH49 is one of the prettiest interstate highways in the country, but we couldn't see it so well, since the deluge resumed just North of Fort Smith.

No, matter... our Triumphs are completely waterproof, and the wipers are superior... just as pigs can fly. The rain let up just as we arrived at the Holiday Inn and low and behold... who was waiting for us... none other than Art Graves and Wiley Christal!

Art had driven in from nearby Tulsa, and Wiley had braved the five-hundred-mile-plus journey from Round Rock on Wednesday (the actual first day) ... all by himself! Such bravery...

We were quick to agree on the necessity of finding pizza and pitchers, and thanks to Art's intimate knowledge



Dinner, first night. L to R: Mike McPhail; Jim Wells; Charlie Stewart; Art Graves; Wiley Christal; Dick Simonson



First night at BITO. L to R: Art Graves; Mike McPhail; Wiley Christal; Jim Wells; Dick Simonson

HCTC @ Brits in the Ozarks

Continued

of the area we did just that. Now satiated, it was time to call it a night. Friday was the much-anticipated Winery Driving Tour, and we needed our rest after the grueling journey to Springdale.

Not long after breakfast (free at the hotel for registrants) we gathered in the parking lot to take our tops down and line up for the tour. What a grand sight... dozens of Britain's finest motorcars parading through Springdale and into the verdant countryside.

Apparently, the cars at the front had not gotten the message that this was to be a leisurely jaunt through the woods. It soon became difficult to keep up with Jaguar and Lotus drivers in the lead. We had route instructions, but they were hard to read while desperately trying to keep the leaders in sight. Fortunately, the speed demons were stopped by a construction zone, allowing the stragglers time to catch up. This was a good opportunity to put up our tops, since it was beginning to rain. The shower passed quickly, and by the time we left our first stop, the sun was shining brightly, and the tops came down once more. Two more stops and it was time to head back to town. On our way, we were somewhat amused to see that our hot-footed Jaguar F-type pace car had been pulled over by the Arkansas Highway Patrol!

As we arrived, the organizers were already setting up the serving tent for the Friday night welcome party, and the parking lot quickly filled with classic British iron and their proud owners. The food was plentiful and delicious, as was the comradery and conversation. We enjoyed the pleasant temperature and fresh air until well after bedtime,



The drive was just a bit damp



A nice looking group of British iron on display



On the road for the Winery Tour

HCTC @ Brits in the Ozarks

Continued

reluctantly saying good-bye to a thoroughly enjoyable day.

Saturday was the big show at the University of Arkansas Ag-Park, just a few miles from the hotel. The weather forecast was a bit iffy, so the tops stayed up as we drove through the light showers. Before long we were filling the show field with our exquisite vehicles and contemplating the possibility of dropping the tops just one more time. Art and I headed to the pavilion early in order to avoid the impending que at the concession stand. We were not to return to our cars for quite some time, trapped by yet another monsoon frog-strangler.

How many car-nuts can you squeeze into an area already filled with silent auction tables? A lot! The rain finally let up enough to allow our escape from the park, and we did... just like rats fleeing a sinking ship. Oh well, it was time to get cleaned up for the Grand Finale anyway, which was of course, the Awards Banquet.

There was more delicious food, a guest speaker and a bit of fund raising for the ALS Foundation. Brits in the Ozarks has raised a tremendous amount of money for this very worthy charity... over \$20,000 this year alone! Oh yes, and the Hill Country Triumph Club took home numerous awards: first place TR6 (Art), second place Spitfire (Mike) and the longest distance driven (Mike)!

The drive home was quite pleasant and uneventful... count on seeing us in Arkansas again next year!



A Big Healey bogged down at the show field



Monsoon conditions indeed



Mike and Art show off their awards



HCTC & GABS Driving Event

Nick Roccaforte

The HCTC drive in September was joining forces with Georgetown All-British Squadron (GABS) for a joint drive. The GABS group had a trip planned to Dick Hunter's garage in Georgetown following Pistons on the Square on Sept 20th and it was a great success. The Hunter's garage is a short drive from the Georgetown town square — maybe 12 miles — but we had a LOT of cars on the drive. All-in-all, there were 18 cars in the convoy leaving Pistons including: multiple Triumphs and MGs; a Lotus; an Austin Healey; a Jaguar; and a Mini.

Dick's collection is extensive — 32-cars — , and includes Mustangs , Corvettes, Camaros, Pontiacs, a unique antique Hudson pickup under renovation, a Cord, a Jaguar E-type, an Austin Healey, an Aston Martin, a Mini Cooper and many more exotics. Dick was a great host, and everyone had a great time.

Following the tour, the group headed out for Andice and the Andice General Store where we enjoyed burgers and good conversation for lunch. A good time was had by all.



GABS and HCTC at the Hunter's garage



Just a small part of Dick Hunter's collection



Rod Hamilton's beautiful TR4 at Pistons



Dick Hunter's E-type at Pistons

Prepping for TX ABCD

Jacques Welter

A show the size of Texas All British Car Days takes a lot of work — both on the event days and on the days and weeks leading up to the event. HCTC members spend countless hours planning and prepping to host this event. Saturday, September 27th, was just one such day in the life of TX ABCD.

At the end of the show last year, Joe Payne graciously agreed to be the storage center for all things TX ABCD — signage; flags; bunting; banners; etc. The trick is moving all that from Joe's place — south-central Austin — out to the Burnet / Marble Falls area (Ralph Herter's house) to stage it for the show. With that in mind, the co-chairs of TX ABCD (Mike McPhail and Jacques Welter) asked for volunteers to unload Joe's garage attic and move the equipment to the back of Jacques' pickup truck and Mike's Audi.

We had a good group show up for the event from HCTC and Capital City MG. Present were: Joe & Aaren Payne; Gary Payne; Brett Green; Danny & Christy Zeier; Willis Thorstad; Rod Hamilton; Julie & Nick Roccaforte; Mike McPhail; Roger Bolick; and Kim & Jacques Welter.

Loaded and ready for the show were flags; flag stands; marque signs; row signs; sound equipment; banners; bunting; clip boards; vendor signs; information signs and a whole host of other small things that make TX ABCD successful.

Once the gear was loaded, Jacques went through volunteer assignments with the group, making sure everyone understood and agreed with where they were stationed; knew what the timing was; and understood their jobs. And the rest, as they say, was easy !!

#



Rod Hamilton & Nick Roccaforte



Hanging out on Joe's back deck



Discussing volunteer assignments



Co-Chairmen Mike & Jacques



L to R: Brett Green; Roger Bolick; Mike McPhail; Rod Hamilton; Willis Thorstad; Danny Zeier; Nick Roccaforte; Jacques Welter

Kastner Cup 2025

Bob Kramer

It took a long time for me to get to Lime Rock Park racetrack. Here's a little bit about how I eventually got there.

I spent the first 28 years of my life living in the suburbs just to the north of New York City, in a little hamlet called Crestwood. Our house was just far enough away from the bus routes on the main city and county roads to make the available public transportation options a bit difficult. Even back in the 1970's things were such in the NY Metro area that if you chained up your bicycle at the train station or bus stop, it was unlikely to be there when you came back. Once I turned 16 and was able to get my driver's license, I learned that borrowing my parents car came with many, too many, limitations. I learned right then about setting and achieving goals and set off on a plan to gain the freedom that car ownership would provide.

In the 70's drag racing on the street was all the rage in my neck of the woods. Much like today, muscle cars were the go-to choice for the vast majority of car guys, and I was no different. My addiction to Triumph sports cars came about after I cut my teeth by tearing up, fixing up and breaking my 1968 Camaro over and over. On a typical Saturday night, when the car was running, I'd see a variety of Chevelles, GTO's, Mustang's and Camaro's cruising up and down Central Avenue in Westchester County. I'd also see the occasional sight of a flared fender, air-dam equipped, road racing cars running on the streets or in the hangout parking lots. There weren't many like that, so they stood out like a sore thumb. Most guys just wanted to go fast, in a straight line, for a ¼ of a mile, but there were the select few that understood the true passion of sports car driving.

Growing up the only racing I knew about was drag racing and NASCAR. I had no idea that one of the first,



Lined up for the race, mid-pack



TR4 running a lap, mid-turn



Kastner Cup, hot grid



TR4 LRP on grid

Kastner Cup 2025

Continued

and one of the most famous road racing circuits in the country was less than 2 hours away. Later in life I learned about Lime Rock Park racetrack by watching ESPN broadcasts of IMSA and Trans Am, and announcers like Bob Varsha, Mike Joy and David Hobbs let us know that Lime Rock Park was Paul Newman and Bob Sharp Racing's home track. It was all a little too late because I had moved to Texas in 1984 without ever visiting this legendary track.

When I got my first Triumph, back in New York, I learned how much fun spirited driving in a top-down 2-seater motoring could be. I drove a TR6 all through college and did a lot of late-night speed runs, but never anything organized. After the Texas move I began attending VTR events and started auto-crossing my TR6. At the VTR National in Savannah in 1992 the autocross event was laid out on the Roebling Road racetrack. The course began at the end of the front straight, with cones set up to make you dive and duck for about 1/4 of the length of the track, and then you were free to drive around the rest of the course to the back of the line; at your own "pace". Once back in line there were many seriously prepared autocross and full out race cars to examine while waiting for our next turn on the course. That little bit of road racing tugged at me and I talked Charlie Stewart into driving with me to see the All Triumph Race being held at Mid Ohio Sports Car track, where some 60 Triumphs showed up to honor the history of Triumph's in the SCCA. It was quite the event, with Triumph racing cars of all types, and the road racing tugging got stronger. In 1996 I joined the ranks of vintage Triumph racers, and it wasn't long before I was occasionally attending the annual Triumph reunion races, now called the Kastner Cup, at some of the best race tracks across the country. I've raced in Kastner Cup events at Mid Ohio, Virginia International Raceway, Mosport, Watkins Glen, Sonoma Raceway, Heartland Motorsports Park, Pittsburgh International, and our own Eagles Canyon Raceway, and attended a few more as a spectator. Although I've had a great time at all of these events, some were more fun than others. In 2003 I blew an engine at Mosport, I got black flagged out of racing at

Sonoma due to a real oil seal leak and I overheated and scuffed pistons at the Pitt Race event. Just finishing a Kastner Cup is a success but my record was 5 out of 8.

When the Friends of Triumph racing community decided that the annual Kastner Cup race, the 2025 reunion, would be held at Lime Rock in 2025 I decided that no matter how far away it was I would attend. With my Kastner Cup success ratio being a failing grade, I committed to putting in the time to make sure the car was prepped for success. The car I would be bringing is my 1962 TR4, a car that has significant racing history going back to the 1967 Daytona 24 Hour and Sebring 12 Hour races. With that kind of history, I have kept it as a period correct vintage race car, with the only notable authenticity exceptions being the use of modern replacement crankshaft, rods and forged pistons inside the engine, a fiberglass hood (that has been on the car for over 45 years) and modern tires. The extra effort to be spent on prep was necessary. Earlier this year the



Kastner Cup drivers

Kastner Cup 2025

Continued

engine failed in a rather unique way, when one of the wrist pin “spiral lock” retainers failed. If you don’t know about the internal working of an engine, wrist pins join the connecting rods to the pistons keeping everything in place as they rise and fall together at 6,000 rpm. Without the retainer, the wrist pin is free to hammer itself side to side with each engine revolution, which resulted in cracking the #4 piston liner. The failure appeared to be a head gasket failure but once the head was removed the cracked liner showed itself.

I’ve been at this racing thing for almost 30 years and I have a decent sized collection of used pistons and liners, usually in sets of three after a fourth one had betrayed me. Once again, I was left with a nice set of three and I decided to use modern technology to pull together a complete set from my collection of spares. There is a relatively new process called “abradable coating” where the pistons are sprayed with a thick coating that is engineered to erode off during break-in to provide a perfect fit in the cylinder bore. For a guy with sets of worn pistons and liners it seemed like the perfect option. First, I had to get a set of liners bored out oversize to take out taper and ovality; in other words, make them perfectly round. This work is done with an inch thick steel plate torqued in place of the cylinder head because the liners twist and bow slightly under the tension of head torque, especially when you bore them out bigger, which leads to poor piston ring seating. When completed the liners were a full 10 thousands of an inch too big for the used pistons. Following the directions provided by Line2Line Coatings, I sent the pistons in ,to them to apply enough coating for the pistons to be an interference fit in the bores. I was lucky because all I needed was the machine work to the liners, piston coating and a new set of spiral locks to rebuild the engine. It had been running great, until it wasn’t, and the only damage was confined to the #4 piston and liner. Once I had all the parts lined up the engine rebuild went smoothly and I moved on to other tasks.

Next, I rebuilt my close ratio transmission. It had been built in 2004 and was grinding just a little bit. Even though I’ve built multiple transmissions I learned something new this time around. The close ratio gear set uses gears that were spec’d for the Triumph Dolomite Sprint and with that car being produced after the end of production for all the old school TR’s , the upgrade required that I use one of the later TR6 mainshafts. I had done exactly that when I built the transmission, but back in 2004 I didn’t know that the Dolomite gears were designed to use the steel bushes from the latest years of the TR6. I had used bronze bushes all around in 2004,

Editors note: The pictures that follow were taken by Shawn Frank who was covering the Kastner Cup for North American Triumphs and VTR Magazine. Thanks Shawn !!



In the straight away. Photo courtesy of Shawn Frank



Going into the turn. Photo courtesy of Shawn Frank

Kastner Cup 2025

Continued

and although they were still measured out as in spec, and the top-hat flange had not broken off, as happens so often, I noticed some evidence of overheating on the mainshaft. As I dug into the project, I learned that Triumph moved the oiling holes inboard on the latest gears and matched that location with a different oiling groove location on the steel bushes. I studied up on the various part numbers, styles and checked measurement and it turned out that I had what I needed in my boxes of spares, short of two thrust washers I was able to order from McMaster-Carr.

With the transmission done I proceeded to reinstall the engine/trans. I had been dealing with some carburetor flooding, as an on and off problem. I have always preferred the old school metal needles, thinking that the heft of the solid metal needles would work better in the shaky world that is racing, but with the flooding problem, I opted for the more modern, and almost weightless, Viton tipped needle. In this car, with competition engine mounts, the engine is angled in a way that drops the back SU float bowl lower than the one in the front. It took some fiddling around to get the float levels consistent front to back, but I think I got it perfect.

The engine start-up and Line2Line break-in procedure is designed to gradually slough off material and heat harden the remaining coating in place. The process was simplified because I was rebuilding an existing engine without the need for camshaft break-in. Following their detailed instructions, I started up the car and ran it for one minute at 2,000 rpm. After letting it cool I started it up and ran it for another minute at 2,500 rpm. This continued in 500 rpm interval increases all the way up to the 6,000 rpm redline. I got nervous at 4,500 rpm because the engine was a bit hesitant to rev. The Line2Line people warned that indicates that more cooling time is needed. It was late that day, so I let it cool overnight. At the next interval the engine started easily and rev'd freely. I knew it was working as advertised. I did an oil change after some long test drives and called the work a success. Racing would have to prove the conceptual conclusion to my use of worn parts!

With the engine running well I moved on to some of the finer point details of race car prep. I made a new racing windscreen and installed it. I modified a metal TR3 transmission cover to fit the TR4 floor pan. I've never felt comfortable with the black plastic tunnel cover being the only thing between me and an engine fire or clutch explosion. Beyond some pushing and shoving into place the biggest issue was taking a slice out to tighten up the fit to the driveshaft tunnel. Next, I fixed up my spare distributor, or so I thought. I've had a UK sourced Alden branded TR4 Race distributor in my spares box since about the Millenium. I had loaned it out one time and the guy reported that it didn't work. I put it in the car about a year ago, only to have it



Car #114 - Phil Gott, Princeton, MA. Total time: 21:05.563 Best lap #10 at 1:08.225.
Photos courtesy of Shawn Frank

Kastner Cup 2025

Continued

fail me. The company used a later Lucas 59D to build the TR4 racing distributor complete with more modern points and condenser out of a Mini. The condenser wire clips onto the end of the points spring, with the combined units separated from the points plate by a little plastic piece designed to both mount and isolate the all-important voltage from grounding out. What happened in the real world of bumpy race tracks is that the plastic piece dislodges, the points short out and the car stops. One time it was just gone. In that situation I had to put in a borrowed spare because I had left mine at home. For the most recent races I had resorted to my trusty, old Mallory distributor, but it too has failed once. I wanted my high dollar, Lucas TR4 race distributor to work, so I contacted Alden in the UK. They explained that they no longer use the Mini sourced 59D points and condenser in that unit and had come up with a kit to back date the points and condenser to the original type. \$125.00 later I had my upgrade on the way.

That would seem simple, wouldn't it, but no. It came with a new plate, external mount for the condenser and a set of points that require a plastic bushing to mount to the plate. This last piece worried me, but it pressed on tightly. The next step was to make up the little wiring harness out of the terminals and wires provided. Why they didn't provide a completed harness for the money charged I don't know, but I proceeded and set up the distributor, put it in the car and test drove it for 15 minutes. All was well. The trailer was loaded, and we left on the long tow to Lime Rock.

I had promised Barbara a leisurely, easy-going tow to Connecticut, not the sun-up to sundown with pit stop style gas fill-ups style that I would do on my own. With that in mind we left midday Saturday, put in a couple of daylight driving days stopping every 200 miles or so to gas up and walk the dog, and we got to Lime Rock before noon on Tuesday. The schedule for the race weekend at Lime Rock is odd. They hold a Test ½ Day on Tuesday afternoon, nothing on Wednesday, a parade from the track to a nearby town on Thursday, and we start racing with 2 practice sessions Friday and 2 races on Saturday and Monday. No racing on Sunday as a noise concession to the neighbors, but a very nice car show and concours is held on the track. The racers had been advised to spend the \$375.00 on the Test and Tune on Tuesday, and that the Lime Rock was a difficult track to master. The guy giving the advice didn't say that most of the racers scheduled to attend were Lime Rock veterans, but with the short list of people coming from far away, I should have known. With the leisurely towing plan, I just wasn't sure we'd make it to the track on time for it and spending \$375.00 extra was an easy "pass". That, not doing the Test and Tune, was my first mistake.

I'm leaving out what a great time we had on this trip. We shared an AirBnB with 2 other couples, the Frymark's also from Texas and the Gee's, from South Carolina. The house allowed us to bring our labrador Sofie and she got to have a vacation with us. On the off days we did trips to various spots that, if I went into detail, would just make you jealous. Suffice to say that



An impressive line-up of racers at the Kastner Cup. Photo courtesy of Shawn Frank

Kastner Cup 2025

Continued

the 70 degree weather made everything enjoyable!

Come Friday morning I was more than ready to learn the race track. The car had run great in all my testing back at home and started right up and sounded great. Our paddock location was right by the entry spot for the grid and with the easy access I was in the front half of the 30+ cars that went out. On the first lap, the very first lap, my first time on the track, going up the hill, called the “Uphill”, on this very short 1.5 mile circuit, the car started coughing and by the time I’d crested the hill it wouldn’t run. I had to get towed in and I missed the first practice session while the rest of the newbies learned the ropes and the veteran polished their lines.

Back in the paddock, Robert McKenzie, who was down from his new digs in Maine, checked the carbs and I checked the distributor. It might have been a minute, maybe two, and I already saw the problem. The points in the Alden distributor had closed up. I reset them and went to get my timing light. While I was connecting the wires for the timing light he points closed up again. I wasn’t going to mess around with this cursed distributor. Instead of diagnosing further I grabbed my trusty old Mallory distributor from my spares box and installed it while cussing out the Alden people in my thoughts. In minutes I had it running perfectly again, retimed and ready for the afternoon practice session.

Once again. due to my sweet paddock location, I was in the front half of the 30+ Triumphs on grid. This was my second mistake. Everyone else had at least been through one session and were ready to go, and I hadn’t done a lap yet. Additionally, my mirror setup with my new windscreen wasn’t working. I quickly realized that I couldn’t see cars on either side and for the whole session they were coming, often on both sides! I spent the whole session getting out of the way and barely learned anything. I wasn’t the slowest car out there, doing a 1:16, but it was as close to terrifying as I can remember on a racetrack. Our son Andrew had flown on to watch the races, and he helped me reset the mirror arrangement. Back at the house that night I rewatched the “hot laps at Lime Rock” videos.

On grid for the first race on Saturday I made my third mistake. I think there were 5 or 6 cars gridded behind me. As the cars were being pointed out onto the track I realized that I had forgotten to clip in my head and neck restraint device and I was busy with that when my turn came. I was sent out last, but this is where my weekend started to turn for the better. Although I only managed to do a 1:13, and messed up pretty much every braking and turn in location, I was able to follow some guys around, learned the track and gradually passed those 6 guys that were slower than me. In the afternoon race I was gridded a few cars up in the pack and had a good race with a White TR3 and a Red Spitfire, both locals, and did a 1:10 and both guys came up after the race and said they had a great time racing with me. I was smiling for the first time since I had started running laps at Lime Rock. I was still turning in early and missing braking points but I was learning Lime Rock.

The Sunday morning race was a step up for me. I was getting a feel for the track, got into the 1:09’s and finished 22nd out of the 33 remaining Triumphs. More importantly I had figured out how to drive the car at Lime Rock. The track has so much more grip than I am used to. Many of the turns have camber built in that allows you to drive faster through the turns than you’d think, until you see other people doing it. The trick was to trust the car as t he car slid through the turns at speed. I was starting to feel comfortable and wishing that I had done the

Kastner Cup 2025

Continued

test session on Tuesday more than ever.

For all events at Lime Rock we were gridded each session by our best lap time, not the finishing order from the last race which is very common. Because a couple of the guys I passed actually put down a faster lap time at some point I lost a couple of places for the start of the Kastner Cup. I think I started 24th. The track people did a really nice job with the Kastner Cup race. It was the first race after lunch, so they lined us up in the hot grid where we were the “show”. Mike Joy did a bunch of announcements and ad libs, a singer sang the national anthem and the guy that owns Dyson Vacuums (and Dyson Racing), being the Grand Marshall, instructed us to start our engines, and the race was on.

You can watch my race on my YouTube Channel at: <https://tinyurl.com/Bob-Kramer-Kastner-Cup-Race>

I started passing cars on the first lap. I split a pair of cars on the front straight, the Red Spitfire and White TR3 mentioned earlier and left them behind. I moved up through ranks and it wasn't long before I was in front of all the cars I had hoped to pass in my pre-race dreaming. During this progression I made one mistake and lost two positions. On the entry to the uphill, it is called the Paul Newman Straight, my car needs to be in 3rd, shift to 4th few seconds to avoid overrevving and then downshift back to 3rd for the uphill. As I prepared to downshift back to 3rd, my foot caught the bottom of the brake pedal on the way up, and due to this fumble, I was late on the brakes. Since I was going too fast for the turn, I instinctively turned in early and onto the track edge curbing. My car bottomed out and sent up a cloud of scraped up concrete dust. As I collected it I slowed and two guys got by. This gave me the opportunity to pass them again and I did so quickly, before the end of the front straight.

From then on it was difficult to pass. Someone had gone off at the end of the front straight, the place I felt most comfortable making a pass and the resulting yellow flag remained for multiple laps. I was stuck behind a TR6 and an Ambro bodied TR4, and it was obvious that I was faster than both of them. I might have had more opportunities to pass but I was still making early-braking and early-turn in errors. The TR6 was busy trying to pass the Ambro and he blocked my efforts to get inside him. Another lap went by and being a 1.5-mile track, the front runners began lapping us. I did my best to stay out of their way. I missed multiple opportunities to follow the leaders through. I'd list those as more mistakes, but it was due more to my lack of time on the track than specific errors on my part. If only I had done the Test and Tune sessions.

I finished 15th out of 33 starters. The car was clearly better than I was. It has never run better or handled better than it did at Lime Rock. It is always great to have lots of cars to race with and the shorter track made it even better. Having said all that I had a great time but anytime the car runs well the driver starts to think about “What if”.

My distributor failure in the first practice session is the first “what if” on my list. At home I looked into the failure. The points were closing up without any movement from the screw that holds them in place. I suspected the plastic pivot bush used on the mounting pin for the points, but it was still there. I then looked at the plastic isolator, the one that connects the coil wire and condenser to the points. Its job is to join these together and generate a spark controlled by the points opening and closing. The isolator is just two little plastic bushes

Kastner Cup 2025

Continued

connected by a strap. The strap isn't necessary, but the insulation of the hot leads from the post they sit on is all important. My problem was the points were closing, and after examination the cause turned out to be a ring connector that did not fully slip over the plastic bush. With the provided ring connector not fitting around the isolator bush it worked to clamp the wires together but did not do its job of locating the end of the points spring. With the bush sitting on top, the spring moves and closed the points.

Lime Rock is truly a special place. The cars that attended are second to none, with very many rare cars that you won't see anywhere else. It's that New England and Wall Street money at work. I can't believe it took me so long to get there but now that I've done it I may have to go back.

#



HCTC Events Calendar

2025



Annual Planning Calendar

GABS 3rd Sat- Georgetown

Brits & Barley 4th Saturday varies

Su	Mo	Tu	We	Th	Fr	Sa
			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	

JAN

1 New Years Day
11HCTC Morning mtg
14HCTC Social Hr
20M L King Day

Su	Mo	Tu	We	Th	Fr	Sa
						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	

FEB

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

Su	Mo	Tu	We	Th	Fr	Sa
						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					

MAR

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

Su	Mo	Tu	We	Th	Fr	Sa
		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			

APR

8HCTC Social Hr
12HCTC Morning mtg
16 Canyon of Eagles
20 Easter Sunday
24-26 VTR S. Central Reg Waco

Su	Mo	Tu	We	Th	Fr	Sa
				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

MAY

3 Pioneer Flit Museum Drive
11HCTC Morning mtg
11 All Brit & Euro Car DAL
13HCTC Social Hr
26Memorial Day

Su	Mo	Tu	We	Th	Fr	Sa
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					

JUN

7 Euro-Expo Cr Sh OK
10HCTC Social Hr
14HCTC Morning mtg
16-20 TRA National Meet
27-8 Greater Ozarks

Su	Mo	Tu	We	Th	Fr	Sa
		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		

JUL

4 Independence Day
8HCTC Social Hr
12HCTC Morning mtg
15-18 VTR National Wisc Conv

Su	Mo	Tu	We	Th	Fr	Sa
					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						

AUG

9HCTC Morning mtg
9 12HCTC Social Hr

Su	Mo	Tu	We	Th	Fr	Sa
	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				

SEP

1 Labour Day
9HCTC Social Hr
13HCTC Morning mtg
19 Britts on the Bluff
20 Brits in the Ozarks

Su	Mo	Tu	We	Th	Fr	Sa
				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

OCT

2-5 6-Pack TRials 2025
04 Houston ABCD Dallas ABCD
11HCTC Morning mtg
10-12 Texas All British Car
13 Columbus Day
14 HCTC Social Hr
18 South Texas ABCD

Su	Mo	Tu	We	Th	Fr	Sa
						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						

NOV

8HCTC Morning mtg
11 Veterans Day
11 HCTC Social Hr
27 Thanksgiving Day

Su	Mo	Tu	We	Th	Fr	Sa
	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			

DEC

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

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.

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**



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

South Texas All British Car Days



Gruene, Texas offers a perfect blend of Hill Country charm and lively entertainment—and on October 18, 2025, it gets even better with the **South Texas All British Car Day**. From 8 AM to 1 PM, classic British beauties will take over the town, drawing enthusiasts and curious onlookers alike for a celebration of chrome, craftsmanship, and community. After admiring Triumphs, Jaguars, and MGs, stroll over to *Gruene Hall*, the oldest dance hall in Texas, for live music and cold drinks. Float the Guadalupe River, browse antique shops, or grab lunch at the *Gristmill River Restaurant* overlooking the water. It's a day where horsepower meets hospitality—don't miss it!

Show starts at 8am and will be held at the Rockin' R River Rides.

1405 Gruene Rd, New Braunfels, TX 78130

Registration is \$25 in advance, \$30 day of show and is by old-school USPS.

Download the registration form [HERE](#), drop it in the mail and you're ready to go.

For your convenience, the voting ballot is [HERE](#).

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>

Brits in the Ozarks

Location: Agri Park, Fayetteville, Arkansas

Date: September 19-20, 2025

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

Britts on the Bluff

Location: Natchez, Mississippi

Date: September 19-20, 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: Gruene, Texas

Date: October 18h, 2025

2026

VTR South Central Regional Convention

Location: Marble Falls, Texas @ Dos Conchas Ranch

Date: April 20 – April 23, 2026

Web: www.hillcountrytriumphclub.org

Brits & Barley

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

Brits & 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 !!

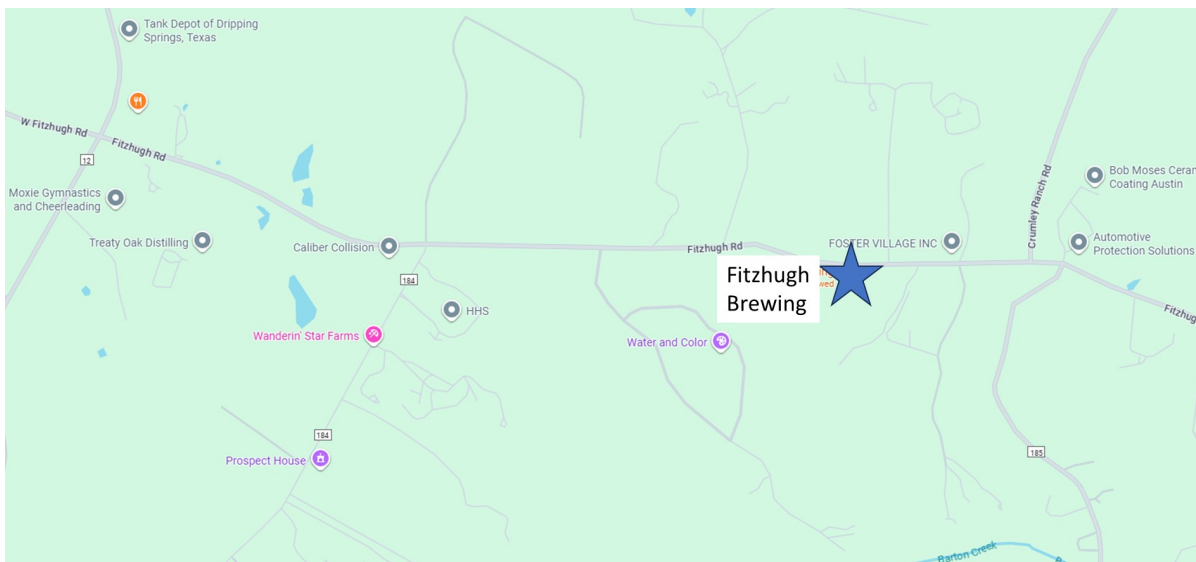
October

WHERE: Fitzhugh Brewing

15435 Fitzhugh Road

Dripping Springs, TX 78620

WHEN: Sunday, October 26th, starting at 2:00 pm



HCTC Events

HCTC Social Hour Waterloo Icehouse Tuesday, October 14th

The Social Hour has changed its start time !!

We will be starting the Social Hour at 7:00 pm !!

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 7 pm to 9 pm, 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

Due to Texas All British Car Days there will be no HCTC Breakfast Meeting in October.

We hope to see you at Texas All British Car Days or in November when the breakfast meeting resumes



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

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.

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.

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.

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).**