

The

December 2025

RAGTOP

Hill Country Triumph Club Newsletter



Celebrating and driving Triumphs since 1990



Merry Christmas from HCTC

Letter from the President

December, 2025

Jacques Welter



Merry Christmas, HCTC !!

Before I put Thanksgiving completely in the rearview, I'd like to give thanks to all of you here at Hill Country Triumph Club — the good times, the friends, the camaraderie. Thank you one an all !!

Now, onto December. The club has a surprisingly full calendar this month, especially with the holidays on us, kicking off on Tuesday, December 9th, with the HCTC Social Hour at Waterloo Icehouse starting at 7:00 pm. That Friday, December 12th, we will have the HCTC Christmas Party, hosted by Joe & Aaren Payne at their lovely house in Bee Caves starting 6:00 pm. You should all have received an Evite for this activity — if not, reach out to Joe or myself. We are still planning a monthly breakfast meeting on December 13th.

The 16th brings us to the Tour-De-Lites. We're changing some things up this year — we're meeting at Acopon Brewing Company in downtown Dripping Springs at 4:00 pm. We will leave promptly at 6:00 pm for an awesome drive through the Hill Country to Johnson City where we will eat at Proof and Coopers around 7:00 pm followed by a walk around the lights display and county courthouse before heading home.



HCTC in the parking lot at Waterloo Icehouse

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Letter from the President

Continued

To avoid conflicts with Christmas and New Year's, Brits & Barley will wrap up the Club's December activities with a trip to Slackers Brewing Company in Leander on December 21st, starting at 2:00 pm. If you haven't been to a Brits & Barley, please consider coming. All British car owners are invited, and we're starting to get uptake from other clubs. It's a chance to come meet some new faces and chat with old friends.

I'm very pleased to see the turnout at our monthly Saturday breakfasts. November's meeting was standing room only with 25 HCTC'ers coming in for good food and company !! If you haven't been for a while, try to make our next monthly breakfast meeting on December 13th.

Attendance at the Social Hour, however, has been steadily declining for several months. Many folks are citing the close proximity to the Breakfast meeting at the fact it's in the same venue, and this is spurring some discussion on where and when among the board. For the time being, we will continue to use Waterloo on the second Tuesday of the month, but this will probably change. If you have a strong opinion on where and when, please reach out to leadership.

Speaking of events, the Events lead (Mike McPhail) will be meeting with leadership this month to set up the HCTC 2026 Calendar and talk about possible club participation on drives, rallies, shows and overnights. Every edition of The Ragtop has a Club calendar for upcoming events — be sure to check it out.

Well, that's about it. Merry Christmas and New Year's ...

I hope to see you out there

Jacques





Hill Country Triumph Club Officers

President ... Jacques Welter

Vice-President ... Jim Wells

Treasurer ... Gary Payne

Secretary ... Dick Simonson

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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://vintage triumph register.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

December, 2025

December 9th:

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

December 12th:

- Hill Country Triumph Club Christmas Party**
Joe Payne's residence, 6:00 pm to 9:00 pm

December 13th:

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

December 16th:

- 2025 Tour-De-Lites**
Starting at **Acopon Brewing Company**, Dripping Springs, 4:00 pm

December 20th:

- Georgetown Pistons on the Square**
Courthouse Square, Georgetown, TX 8:00 - 10:00

December 21st

- Brits & Barley**
Slackers Brewing Company, 12233 Ranch Rd 620, Austin, TX 2:00 pm

December 25th:

- Merry Christmas !!**

December 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			

January, 2026

January 1st

- Happy New Year**

January 10th:

- Hill Country Triumph Club Monthly Breakfast Meeting**
Waterloo Icehouse, 10:00 am

January 13th:

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

January 17th:

- Pistons on the Square**
Courthouse Square, Georgetown, TX, 8:00 am

January 25th:

- Brits and Barley**
Whitestone Brewery, Cedar Park, TX 2:00 pm

January 2026

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

December 2025

Dick Simonson



December is here and we are into the holiday season. I hope all had a wonderful Thanksgiving and got to share it with those you love. November wasn't a terribly busy month for Club business and December probably won't be either, but we are looking forward to the annual Christmas Party. This year it will be at Joe and Aaren Payne's house on the 12th. You should all have received an Evite and I hope you all can attend.

We started the month off on the 8th with the monthly breakfast meeting at Waterloo Ice House followed by a drive to Salado for the 64th Annual Scottish Gathering and Highland Games. I'm not sure if it's a record, but we had 25 folks at breakfast and 12 Triumphs. Jacques announced the Christmas party would be at 6 pm on the Friday the 12th at Joe and Aaren Payne's. We will have the monthly breakfast the following morning on Saturday as usual. Mike McPhail talked about some upcoming events. The annual drive to the Tour de Lights will take place on the 16th. Check the upcoming events section for particulars on time and departure point. There had been some discussion of doing a drive to the Big Bend area in November or December, however, Mike advised that drive has been pushed until after the New Year. There was also discussion of an excursion to Coventry, LA, for the annual British Motoring festival in March 2026. We also welcomed new member Derek Williams.

Following the meeting the group convened to the parking lot for the customary car viewing and discussions. At a little after 11:00, Jim Wells led the group headed to Salado with Brett Green, Wiley Christal, Mike McPhail and myself in close pursuit. Once there, we met up with Neil Hedden and Roger Allen. There were lots of people and lots going on.

The weather was nice but definitely warm in the sun. For good reason we weren't allowed to participate in any of the Highland games, but were able to witness a world record being broken in the sheaf toss. This is an event where the participant picks up a 20 pound bag filled with hay and, using a pitchfork, tosses it into the air over a horizontal bar. Sounds easy right. The record breaker got the bag over 40 feet high and over the bar. When you see it in person, it is an impressive feat. We had lunch, sampled some of the local brews and explored all the tents and vendors. Some of us even got involved in a sword fight. All in all, it was a good outing.

On the 11th, we held our bi-monthly board of directors' meeting at Waterloo. Present were Jacques Welter, Jim Wells, Gary Payne, myself, Kim Welter and Mike McPhail. This meeting was basically a post mortem of this year's TxABCD. Prior to that discussion, treasurer Gary Payne distributed his Treasurer's report.

As to the TxABCD, Jacques reported financials were



Standing room only at the Hill Country Triumph Club Monthly Breakfast meeting !!

Secretary's Report

December 2025

Continued



Where all Saturday breakfasts end
— in the parking lot at Waterloo
Icehouse



Neil Hedden; Malcolm Grey; Roger &
Tina Bolick at Social Hour



Jim Herter, Mike McPhail, Rip Torn at Social Hour



Gary Payne; Mike McPhail, & Jim Wells at the HCTC Board meeting

down in 2025 across the board, the from what they were in 2024 except for the banquet. We pondered possible causes for the decline, from uncertain economic times to car show fatigue, considering the number of car shows in Texas during October, to the venue location. One noticeable decline was a significant decrease in MG attendees from prior years. One thought introduced was whether to expand the show to include all European marques. We also had a brief peripheral discussion as to whether changing the club's legal status to a 501(c)(3) organization and thus allowing donations to be tax deductible, would be a viable option, but no action was taken. Another thought advanced was to possibly move the Saturday banquet up to 3 pm, thus allowing folks to attend the show, attend the banquet and return home comfortably in a single day. Jim Wells volunteered to generate a questionnaire to explore the viability of such a move. Rip advised that we are now on both Moss Motors' and Haggerty's financial calendar, making it easier for us to garner some financial support in a timely manner from these companies. We weren't this past year. There will be more discussions in the future to address the decline in attendees and donors.

We briefly discussed the lack of support from the Marble Falls Chamber of Commerce, i.e., business owners. Rip suggested we try to quantify the financial impact of holding TxABCD in their community, such as dollars spent on gas, food and lodging. Further discussions will be had on this topic.

Under Old Business, we revisited the subject of increasing club dues. Following the last board meeting, we contacted other Texas car clubs to see what they were assessing members. All were higher than HCTC. Red River Triumphs charge \$30 and are going to \$40 next year; South Texas Triumph Assn is at \$30. The Houston club is at \$30 and considering

Secretary's Report

December 2025

Continued

going to \$40. The Board decided to take no action at this time, but since the club operates in the red each year and as cash reserves decline, we may need to take action in the future. The meeting was adjourned around 7 pm in time for the monthly social hour taking place at the same venue.

On the 15th the GABS group got together at the monthly Pistons on the Square event in Georgetown. This was followed by a drive to tour Gordon Logan's car collection. A standalone article describing this outing follows in this edition.

Finally, on the 23rd, Brits and Barley gathered at Infamous Brewing Company near Take Travis. Looks like eight folks got together and enjoyed the house brews.

Again, wishing all wonderful holidays and hope to see all y'all at the Christmas Party.



More shots of the Waterloo Icehouse parking lot, where even the motorcycles are Triumphs (Derek McWilliams' Triumph motorcycle)



Mike McPhail and Jim Wells at the Chupacabra in Saledo for the Highland Games

From the Archives

Art Graves



This “Tool of the Month” article is from the July 2009 edition of ‘The Ragtop’. Mike has several types of welding machines – I think he just likes fire! He has repaired several pieces on my car and the handle of our ¼ cup measuring spoon!

- Art

Tool of the Month – Electric Welders

Mike McPhail

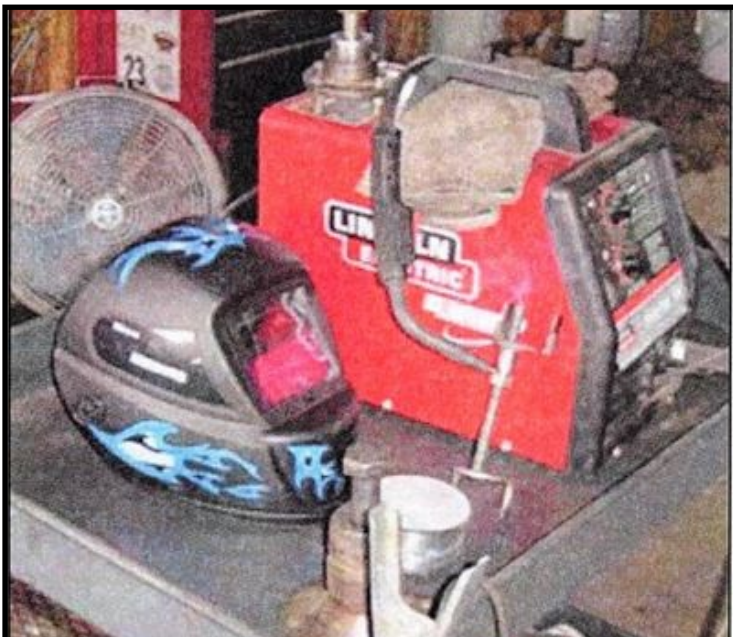
It’s amazing what the home handy-man can accomplish with the right tools. Why pay someone else to screw things up when you can do it yourself? Several years ago, I bought an electric welder, and was soon able to make good use of it. With a little practice you can repair broken machinery or fabricate all manner of handy steel items.

Electric welders come in several versions, but perhaps

the most economical and useful is the flux-core wire welder. Mine is a Lincoln Electric from Home Depot that looks exactly like the one Harbor Freight sells for much less. This type of welder is similar to a MIG, but uses no gas. A spool of flux-core wire is fed to the tip when the trigger is pulled, making welding a one handed operation. There is a power level switch (A, B, C, D,) and a rate of feed control. Most automotive jobs can be handled at the lowest power setting and a very slow rate of feed.

Professional results can be obtained with a little (okay, a lot of) practice, and sloppy welds can be ground off with an angle grinder, so that no one need know what a lousy welder you are. There is no substitute for welding on some types of repair work, and it seems that welding equipment can pay for itself in no time. When word gets out that you have a welder, friends and neighbors will beat a path to your door with armfuls of broken metal objects. Yes, you too can be a local hero!

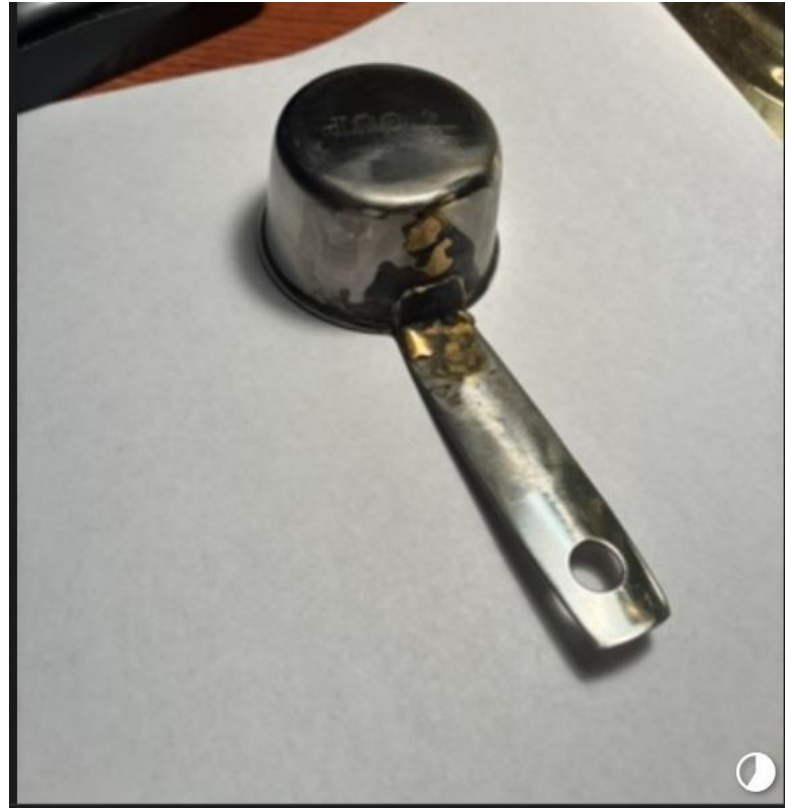
Imagine yourself clad in a leather apron, welding gloves, steel toed boots and sporting that great looking helmet with the orange flames painted on the sides. Of course, you will want the auto-darkening helmet, since good vision is required to



From the Archives

Continued

produce the best weld. Don't forget to keep a bucket of water and a big fire extinguisher handy, since sparks or spatter landing in the trash can (or on your trousers) will definitely start a fire! Of course, the object being welded gets incredibly hot and will have to be handled very carefully. There is nothing like a little danger to put some excitement back into your life, and more importantly, you will never have to go to the muffler shop again!



HCTC Roadtrip with Georgetown All British Squadron

Dick Simonson

The Georgetown Area British Squadron (GABS), recently had the good fortune to tour Gordon Logan's car collection. For those who don't know, Gordon Logan is the founder of Sports Clips. He is also a member of GABS. His impressive collection is in a large building just off Williams Drive in Georgetown, near the corporate headquarters of Sports Clips.

The GABS day started between 7:15 and 7:30 am when a number of us arrived at the Georgetown Square for the monthly Pistons on the Square event. The weather was nice but a little cool and as is always the case in good weather, the square was overflowing with all varieties of vehicles. GABS squadron leader and Hill Country Triumph Club member Nick Roccaforte staked out parking spots for those of us who arrived before 7:45, but competition for those spots was fierce and impossible to hold later than that.

After we spent a couple of hours browsing and talking cars, Nick gathered us all on the courthouse steps for a briefing on our drive route. By then additional GABS folks had arrived and we had twelve cars for the drive, including HCTC members Charlie Stewart, Dick Hunter, Sam Vasquez, Bob Kramer, Nick Roccaforte and myself. Nick got us up to speed and by 10 we were on the road. We didn't have far to go and in short order we arrived at our destination.

Mr. Logan was there to meet us and spent the next hour or so acting as the gracious host. He walked us through each of his many cars, giving us its history, including how he acquired it, what had been done to it during his ownership and how he uses it. He clearly loves all his cars and endeavors to drive all of them. He tours and shows many of them. As you can see from the photos, his collection includes a broad range of years and types of cars from a 1928 Packard 4-43 Phaeton to a modern day Corvette. Some of his others are a 1932 Packard 900, a 1951 C type Jaguar, 1953 C type Jaguar, an E type Jaguar, a 1966 Aston Martin DB6 Coupe, a 2003 Aston Martin DB7 Zagato Coupe, a 2005 Ford GT, a 2018 F type Jaguar and an AC Mkl 260 series. Each of the cars is in absolutely beautiful condition.



Gordon's 1928 Packard 4-43 Phaeton



Gordon's DB6 Coupe, one of only 1,327 produced



A 2005 Ford GT, built as a tribute to the GT40's that dominated Le Mans

HCTC Roadtrip with Georgetown All British Squadron

Continued

I'm guessing of all the cars, the star of his fleet is the 1928 Packard 4-43 Phaeton. This car was purchased new by his father and sold in 1956. Mr. Logan tracked it down many years later and acquired it in 2004. He then put the car through a four year restoration. The car has won many awards "at shows from Boca Raton to Seattle, including Best in Show at the 2008 Hilton Head Concours and a class award at the Pebble Beach Concours d' Elegance in 2010." Mr. Logan continues to tour with the car.

After our visit, a smaller group of us headed off to the Andice General Store. It was a great day for a tops down drive with temps in the 70's and partly sunny. We enjoyed the drive and then some great burgers. All in all, it was a pretty nice fall Saturday in Texas!



Gordon's Jaguar C-Type replica, flanked by his E-type and F-type



Sam Vazquez stands to the side of an original Mk 1 AC Cobra 260



And a little American Muscle thrown in ... 1957 Chevy Bel Air



Nick Roccaforte, GABS Squadron Leader, admires a Packard 900

On the road with HCTC

Mike McPhail

There were plenty of driving opportunities in November for the Triumph enthusiast starting on Saturday 11/8 with our usual breakfast meeting at Waterloo Ice House. Some of us drove up to Salado for the Scottish Gathering & Highland Games, arriving about 1 PM. It was unseasonably warm, making for perfect top-down driving. The dreaded Interstate 35 was avoided, proving that you actually can “get there from here”!

Roger and Amanda Allen were waiting patiently for our arrival... but of course... they live there. We joined the festivities, wandering among the many Highlands themed attractions. My kilt was at the cleaners, but many of the revelers were attired in traditional Scottish garb. My surname means “son of Paul” in Gaelic... or so I’m told, therefore I claim a relationship to these goings-on. Amongst us was our HCTC resident Scotsman... Brett Green, who was able to authenticate (or not) the activities.

POTS aka Pistons on the Square was held on the usual third Saturday and afterwards was a bonus tour of Gordon Logan’s exotic car collection.

The following weekend was topped by the ever popular “Brits & Barley” at Infamous Brewing Company. It’s a pleasant drive out to Hudson Bend on Lake Travis on a Sunday afternoon, which lured a generous turnout of MGs and Triumphs... and Mercedes and BMWs! Richard Ceraldi lives just down the street and was able to join in the fun without having to travel far at all. Gary Payne was first to arrive and was proudly showing off his vintage Mercedes SL560. Mike was displaying the newest addition to his ever-growing TR6 collection and Willis Thorstad, Brett & Karen Green, and Joe Payne arrived in TR6s, also. I’m not sure how Roger Bolick got there... probably in Tina’s hand-me-down Tesla. Rick and Carrie South, Paul Carew, and Dave Braun had all responded “yes” to the Evite that had gone out to the MG club, making for a well-rounded group.



HCTC @ the Highland Games. L to R: Neil Hedden; Wiley Christal; Roger Allen; Jim Wells; Dick Simonson; Mike McPhail; Brett Green



Roger and Mike goof around with swords



Brits and Barley crew: Rick South; Dave Braun; Gary Payne; Willis Thorstad; Bret Green; Mike McPhail; Joe Payne

Making small fortunes from big ones trading little British Cars

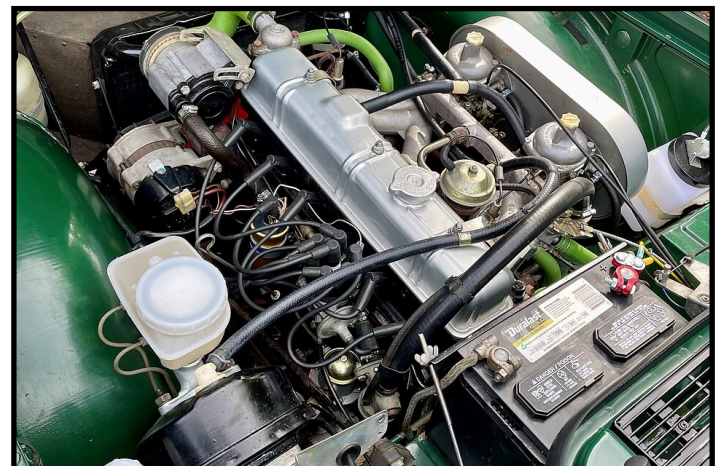
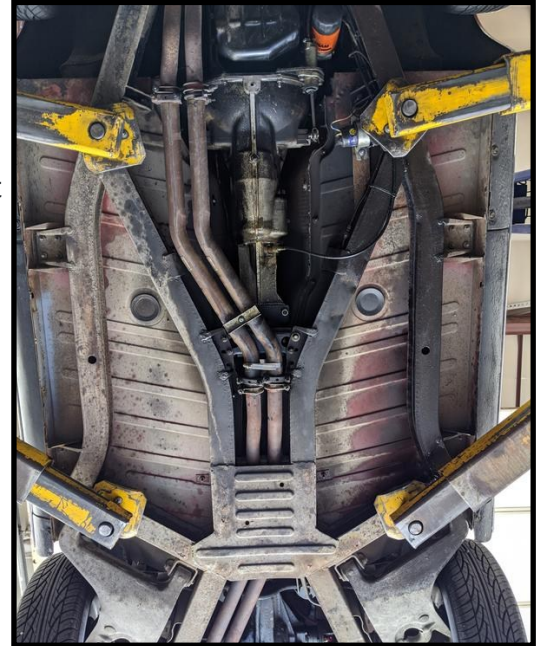
Mike McPhail

You may have heard that Triumphs, and a lot of other used cars are selling for record low prices lately. Yes, it's a buyer's market these days, so now is the time to make that purchase! But wait... how do you know if you are really getting a good deal?

Let's consider our favorite model, the Triumph TR6. There has never been a shortage of these iconic hairy-chested British sports cars, and yet they are an all-time favorite. They are easy to work on... good thing, because you won't find anyone but yourself willing to do it. Parts are cheap and plentiful, and the Web has numerous sites with page after page of useful info on every aspect of DIY repairs. Therefore, don't be afraid of a car that "ran when parked", but be very wary of something in need of paint and body work!

No matter how wonderful a TR6 looks, there will always be something in need of attention. A few things come to mind:

- Worn suspension, steering, shocks, tires, interior, top, hoses, belts, engine, transmission, brakes, u-joints, wiring harness, radiator, exhaust, carburetors... just to name a few! The condition of the afore mentioned components will have a huge impact on the sale price and the buyer's ability to rectify any shortcoming must be considered.
- A comprehensive inspection will certainly bring areas of concern to light. The condition of the spark plugs is a good indicator of engine health. Compression readings between 120 and 160 psi are acceptable, as is 50 psi of oil pressure at speed.
- Water temperature between $\frac{1}{4}$ and $\frac{1}{2}$ on the gauge of a fully warmed engine while underway is normal. Be somewhat suspicious of an aftermarket electric cooling fan, since that modification is unnecessary on a stock cooling system.
- Lift the gas cap and shine a flashlight into the tank and verify the absence of rust.
- Make sure the windows roll up and down easily and see that the doors open and close properly. The glovebox and trunk locks are a necessity, and door locks a plus.
- With the car on the lift, look for serious leaks from the engine, transmission and differential. The cooling and fuel systems, and brake and clutch hydraulics should not leak at all.
- The condition of the exhaust system and the six universal joints should be noted along with any play in the wheel bearings. Suspension bushings, ball-joints,



How to make a small fortune trading little British Cars

Continued

trunnions, and tie-rod ends should be inspected, too.

- Check for proper tightness of the drive shaft and rear damper mounting bolts. Spin the wheels and look for bent wheels and flat spots on the tires. See if the differential is firmly mounted to the frame, as cracked mounts are a common failure.
- Take the time to check the function of all electrical components, such as horn, taillights, head lights, flashers, etc.
- Look for leaking clutch master and slave cylinders, while being aware of the level and color of the fluids.
- There should be no play in the steering, and the brake pedal should be firm. The hand brake was never very effective but should keep the car from rolling on all but the steepest grade.



A test drive should begin with the engine starting easily with the use of the choke. Oil pressure should be quite high until a few minutes after the engine is up to operating temperature. The gearbox should be quiet under all conditions... noise in neutral that disappears when the clutch is engaged is an indication of worn layshaft. Check for third gear slipping out when coasting downhill. The clutch action and down shifting should be smooth and easy.



A clunk in the rear on take-off can be an indication of worn u-joints, half-shafts, differential, or hub bearings. Vibration in the steering would indicate tire unbalance or worse. A vibration felt in the seat of your pants might feel pretty good but require some new u-joints or driveshaft balancing. The brakes should be nearly as effective as any modern car and the TR6 should not wander on a level road. The two speed wipers are barely adequate but should be seen to operate... make sure they park when switched off! There are two horns, and they are quite loud when working properly. The turn signals will actually cancel every time on most cars, but don't expect to be impressed with the brightness of the dash light. The headlights should flash when the stalk is pulled toward the driver.



The tachometer and speedometer should appear to work and when calibrated the sweep will be identical in forth

How to make a small fortune trading little British Cars

Continued

gear. The trip meter knob is mounted under the dashboard and should reset easily when turned counterclockwise. The dash lights are usually a bit dim unless they have been replaced with LEDs...in either case the dimmer knob is worthless. The alternator puts out at least 13 ½ volts as indicated on the meter. The ignition switch should work smoothly otherwise the steering lock may ruin your day!

Look under the carpets for tin-worm and check the driver's footwell for brake fluid. Crumbled foam under the seats might indicate an impending cushion rebuild. Cracked crash pads and worn-out dashboard and carpet could cost you a bundle. The convertible top would be another grand, and the panel kit... ouch! Windshields, bumpers, trim, rubber and shiny bits... check them all!

The real problem can be the condition of the body and paint. It is not unusual to spend \$10,000 on a paint job. Body damage might extend to the frame... and then there is rust, rust, and more rust! Frames tend to rust from the inside, as do trunk lids and sills. It is not very practical to do major restoration work on a TR6, owing to the availability of so many presentable examples. Visit Bringatrailer.com for a good idea of what things are selling for... there are usually several TR6s on offer.

So how do you make a small fortune trading “little British cars”?

Easy... start with a large one!

News from Mike's Motors

Mike McPhail

Last month was the first in a proposed series about what typically is wrong with that newly acquired TR6. In the meantime, that is exactly what we are doing at Mike's Motors. After outlining for Ray what would be required to sell his 1976 TR6 he suggested that perhaps I should buy it myself and save him the trouble!

Sensing that he was on to something, I acquiesced, and a deal was struck. A minor problem had been mentioned that would need immediate attention. The fuel and temperature gauges were inoperative which turned out to be nothing but a loose fuse. Of course, that loose fuse also powered the turn signals, wipers, heater fan, and brake lights... this definitely needed attention!

The car had a nasty habit of dying just as the starter stopped spinning, a problem often seen on cars with a ballast resistor ignition. The later TR6 has a built-in resistor wire from the ignition switch to the coil which is easily by-passed. A non-resistor coil was already in place, so this was needed anyway. After looking around under the dash to see what I could see, I managed to short-out the courtesy light, which blew another fuse. Well, that one also powers the horns, so when they quit working the next day, I expected the light would be out, but no... this time the horn push needed rehabilitation. About this time the alternator stopped working, which turned out to be a broken wire near the battery.

After seeing the car from behind at Brits and Barley, Brett informed me that a brake light was out. This turned out to be the familiar "bad socket syndrome". I broke the cheap plastic



Ray's TR6 arrives at Mike's Motors



One tidy engine compartment



Got valves?

HCTC @ The 6-Pack Trials

Mike McPhail

brake light switch while checking things out, so replaced it with a Volvo item. While poking around in the trunk, it came to my attention that the trunk light was inoperative. The assembly had been gutted at some time, so it was replaced in its entirety.

With all the electrical stuff working, I focused my attention on the engine. This car boasts twin SU HS6 carburetors, which are not compatible with the vacuum retard setup on the stock TR6 distributor. There happened to be a brand-new Delco knock-off unit on the shelf (stock on the Triumph GT6), so it was installed. Naturally not long afterwards the mechanical tachometer quit working! This is not unusual, as many of the reproduction parts we see are defective right out of the box. Come to find out, the drive pinion in the new distributor is a copy of the original Lucas item and swapping in an old one made everything right.

According to the copious documentation supplied with the car, the engine on this gem had been rebuilt in the not-too-distant past. A GP2 performance cam had been employed at that time, and the valve train sound made me think that it might be time to adjust the valves. Hot cams require different valve clearances from stock, so I research the proper values and adjusted accordingly.

Now the engine is really singing!

The wheels seem a bit unbalanced, so the nine-year-old tires will be replaced shortly. Now with a few appearance items taken care of I have a very presentable 1976 Triumph TR6 with numerous upgrades.

Circa 2009, this beauty was treated to a complete makeover and has covered only 10,000 miles since. The engine was rebuilt to a high standard, and a quality carmine-red paint job (as original) was applied. Pin-striping, Panasport wheels, Robbins top, solid teak

A view of the Smokey Mountains from the mountain tour



On the mountain tour



On the mountain tour



Art Graves, 1st in Class, 6-Pack Trials 2025

News from Mike's Motors

Mike McPhail

dashboard, SU carbs, Toyota 5-speed gearbox, luggage rack, center console, Pace-Setter exhaust, polished stainless steel radiator shroud, alloy valve cover, and much more were added, making this Triumph a real knockout!

Alas, as stunning as this latest acquisition is, it won't be replacing my trusty 1974 TR6 or the award-winning Spit-Six! It most likely will be seen on Bring-a-Trailer in the near future...



My TR6 and the refurbished TR6, side-by-side in my garage

HCTC Driving Event

2025 Tour-De-Lites

This year's festive Christmas lighting tour will meet at Acopon Brewing Company at 4:00 pm on December 16th ... in swinging downtown Drippin' Springs ... with a departure scheduled for 6:00 pm

Our destination is Proof and Cooper's trendy restaurant in Johnson City (7 PM arrival). After a sumptuous dinner we will walk across the street to view the fabulous holiday lighting display at the Pedernales Electric Company.

Drive your Triumph!

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

<https://pclubmeryard.com/>



2026



Annual Planning Calendar

GABS 3rd Sat- Georgetown

as of: 11/30/25

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
10	HCTC Morning mtg
13	HCTC Social Hr
19	M 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

10	Sir J. Black/DYTD
10	HCTC Social Hr
14	HCTC Morning mtg
16	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

10	HCTC Social Hr
14	HCTC Morning mtg
27-28	British Motoring Festival NOLA

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	

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					

JUL

4	Independence Day
7	HCTC Social Hr
11	HCTC Morning mtg

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
8	HCTC Social Hr
12	HCTC Morning mtg
	Britts on the Bluff
	South Texas ABCD
	Houston ABCD Dallas ABCD
	6-Pack TRials 2026

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

5	Easter Sunday
7	HCTC Social Hr
11	HCTC Morning mtg
20-23	VTR S.Central Reg MF
	Canyon of Eagles Drive?

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

9-11	Texas All British Car Days MF
10	HCTC Morning mtg
12	Columbus Day
13	HCTC Social Hr
14-18	VTR National Kerrville
22-24	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						

MAY

9	HCTC Morning mtg
	All Brit & Euro Car DAL
12	HCTC Social Hr
25	Memorial Day
	Pioneer Flit Museum Drive

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

7	HCTC Morning mtg
9	Veterans Day
10	HCTC Social Hr
26	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				

JUN

	Euro-Expo Cr Sh OK
9	HCTC Social Hr
13	HCTC Annual mtg/ Picnic
	TRA National Meet
	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		

DEC

8	HCTC Social Hr/Tour D'Lites
12	HCTC Morning mtg/Xmas Party
25	Christmas

HCTC & SC VTR 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**



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 !!

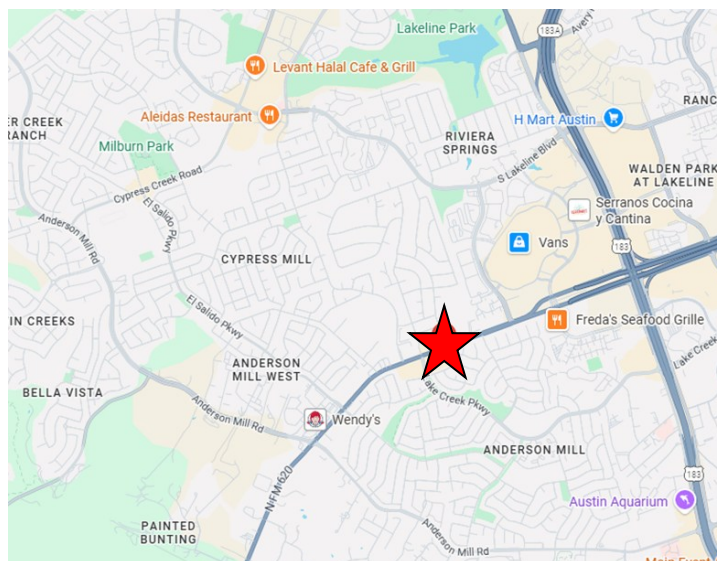
December

WHERE: Slackers Brewing Company

12233 Ranch Rd 620 N #204

Austin, TX 78750

WHEN: Sunday, December 21st, starting at 2:00 pm



HCTC Events

HCTC Social Hour Waterloo Icehouse Tuesday, December 8th

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 Waterloo Icehouse Saturday, December 13th

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.

We hope to see you there !!





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).**