

The

March 2026



Hill Country Triumph Club Newsletter



celebrating and driving Triumphs since 1990



HCTC with STTA on Drive Your Triumph Day down at 5 Stones Brewery

Letter from the President

March, 2026

Jacques Welter



So what is it about Hill Country Triumph Club? I've been pondering this since I wrote an article in this month's Ragtop about our growth over the last year ... just what is it that makes us special — especially now at a time when so many other clubs are shrinking?

First thing that comes to mind is it's the cars. I mean, we all share a special brand of madness to own a classic English car. Quirky little beasts with styling and personality. Nimble on the road, exciting to drive as only a car that pre-dates computers can be, with the added spice of never knowing when the thing is going to break down. (As one of my old mechanics said, "A British car is a wonderful thing; it's made of teak and cotter pins; it looks great and runs hardly at all ...")

But, God bless it, we love the little beasties. We nurture them and sink time, money, and blood into them, often way past their worth ... but while we all share this common denominator I don't think it's a love of these cars that make our club special. It's just the baseline.

Well, if it's not just the cars, then maybe it's the activities. We are a **very** active club with at least three regularly scheduled activities every month — five if you go to Pistons on the Square and Brits & Barley. The activities are social in nature; a breakfast, a Social Hour, and a destination drive. Pistons is a place to mingle with

In This Issue

Letter from the President	2
VTR Membership	4
HCTC Officers	5
Events at a glance	6
Secretary's Report	7
From the Archives	10
HCTC: By the numbers	12
Drive Your Triumph Day	13
A New Soft top for my Spitfire	15
HCTC Women's Group	17
Saying 'Goodbye' to a friend	18
News from Mike's Motors	19
Replacing a Rocker Arm	22
Newcomer's Corner	23
Events	24
Classifieds	39
HCTC Membership	43



THE PARTS FALLING OFF THIS CAR
ARE OF FINEST BRITISH QUALITY

Letter from the President

Continued

other classic car owners; Brits & Barley a great opportunity to talk to other British marque owners and maybe let your hair down some over a frosty adult beverage. All of which involve our cars, conversations about our cars, discussions about repairs to our cars ... close, but still not it. Just another foundation block of what makes HCTC special.

My opinion — for what that's worth — is the people are what make HCTC special. HCTC has a great blend of new comers and old-timers. We still have founding members active on the roster, even after 35 years, to provide grounding and guidance. We have a huge knowledge base of Triumph technology and lore, and this helps as well. We come from all walks of life and all areas of the country (and outside of the country, too). We all have varying skill sets and abilities, and that provides a viable diversity. When you boil it all down, we genuinely like each other, and this is what sets HCTC apart from other clubs — at least the ones I've been a part of. We're happy to see each other at these gatherings and we can laugh about the latest issue or goings-on with our temperamental steeds. And we look for even more opportunities to get together. Some of my best friends are in the club — and that's the way it should be (but often is not).

Keep on keeping on, HCTC ... and enjoy the ride.

Hope to see you out there.

Jacques



Relaxing at Brits & Barley with folks from HCTC and Capital City MG



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



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

HCTC Events-at-a-Glance

March, 2026

March 14th:

- Hill Country Triumph Club Monthly Breakfast Meeting**
Waterloo Icehouse,

March 12th:

- Georgetown All-British Drive & Picnic**
If interested, contact Nick Roccaforte

March 17th:

- Hill Country Triumph Club Social Hour**
Nosh & Bevv, Burnet Rd., 7:00 PM

March 21st:

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

March 22nd:

- Brits & Barley**
Schitz Creek Brewery, Liberty Hill, TX

March 26 - 29th:

- British Motoring Festival**
Covington, LA

March 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				

April, 2026

April 2nd:

- HCTC Women's Outing**
Tea Thyme Café, Marble Falls,

April 11th:

- Hill Country Triumph Club Monthly Breakfast Meeting**
Waterloo Icehouse,

April 14th (moved because of SCVTR)

- Hill Country Triumph Club Social Hour**
Nosh & Bevv, Burnet Road, 7:00 pm

April 18th:

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

April 20th - April 23rd:

- South Central VTR**
Marble Falls, TX

April 26th:

- Brits and Barley**
Old Gregg Brewery, Pflugerville, TX, starting at 2:00 pm

April 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		

KEY



= HCTC-sponsored event

= Affiliated event

= Car Show

= Holiday

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

Secretary's Report

March 2026

Dick Simonson



Well, another February has come and gone, and along with it, another Super Bowl and of course, Sir John Black's Birthday aka Drive Your Triumph Day. The warm weather is back, at least for the first week of March. Then who knows. We may well have another freeze in store before summer sets in. But let's enjoy some top down driving for now! We started the month by making up a couple of activities that got pushed because of the January cold. The Brits and Barley crew carried over their January get together to the 1st of February. Whitestone Brewery in Cedar Park was the venue and lots of folks turned out. The weather was perfect and the group enjoyed sitting outside soaking up the sunshine and a few suds. I highly recommend the pizza.

On the 3rd, we held a Board meeting that was pushed from January. The first order of business was any old business. At the 11/11/25 Board Meeting we discussed the possibility of moving the TxABCD Saturday banquet to 3 pm, thus allowing folks to attend the show, attend the banquet and return home comfortably in a single day. The banquet accounted for \$1,000 of profit in 2025. Jim Wells volunteered to generate a questionnaire to explore the viability of such a move. Jim is now in the process of drafting this questionnaire.

We then moved to regular agenda items, the first being the catering at this year's picnic. Last year the food and drink costs were about \$20 a person. With prices rising generally, its very possible costs will be higher this June. There was a brief discussion of charging a small amount for each attendee to defray

these costs or raising the club dues. The board chose not to do either.

Miss Vicky's Catering was put forward to handle the picnic catering. Miss Vicky catered last year's TxABCD and we were all generally happy with her performance. The board voted on Miss Vicky's as our first choice with Pok-e-Jos as a backup selection.

Next up was a discussion of a standing award for the club member suffering the most memorable mechanical breakdown during the previous year. The Board had discussed such an award in prior meetings and all had agreed it was a good idea. We ultimately decided the award should be presented annually at the club picnic. The Board will decide on each years awardee. The Board voted to approve this yet to be named award. Jacques will be taking name suggestions for the award. Jim Wells volunteered to build the trophy.



A part of the contingent from the belated, postponed January Brits & Barley

Secretary's Report

March 2026

Continued

Under new business, Mike McPhail raised the question as to whether the HCTC website should be open to public access. Ultimately we decided to leave the website open, but in light of recent scam attempts from people who probably gleaned personal info of board members off the website and or Ragtop, we decided to remove as much personal info as possible from the public access areas. The Ragtop will be moved behind the membership firewall. A generic sample Ragtop will be visible on the open area as an example of what members can access but will be scrubbed of personal info.

As the last order of business, Kim Welter briefed the Board on upcoming HCTC Women's Group activities. The group has had one outing thus far and going forward, plans quarterly events. The next will be on March 24. The ladies will meet at the Tea Time Cafe in Marble Falls. After lunch they will head to Sweet Berry Farms in Marble Falls where, hopefully, there will be lots of fresh strawberries.



GABS outing at Johnny's Steak & Bar-Be-Que in Salado, Texas

On the 7th, although not exactly on John Black's birthday, four cars from the club, including the Welter's, Mike McPhail, Sam and Kim Vasquez and Henry Reynolds met in Oak Hill to commemorate "Drive Your Triumph Day." Our folks headed south and met up with cars from the South Texas Triumph club. The group, now made up of 17 cars, traveled to Five Stones Brewery in New Braunfels for lunch and camaraderie. On the 10th, Sir John Black's actual birthday, Bob Skewis led three cars including Mike McPhail and Bill Waller on a commemorative drive to Luckenbach and Fredericksburg.



Quite the turnout for the GABS drive to Salado

Secretary's Report

March 2026

Continued

On the 11th, the GABS group got together for a midweek drive. This was a departure from the usual timing of having the drive on a Saturday after Pistons on the Square. It was clearly a hit as seventeen folks showed up at the Georgetown Costco for a back country drive to Johnny's BBQ in Salado. GABS welcomes all cars British and there was quite an array of cars ranging from TR6s, MGBs, a Mini, somebody's good looking Jaguar XKR, and something I'd never seen before, a South African Dart. Based on this success, I suspect GABS will be holding more midweek events.

On the 14th, we got together at for our regular breakfast meeting. Fourteen of us gathered at Waterloo on a pretty cool, wet morning. Only diehards Dan and Francis Julien drove their Triumph, shaming us all. It was a short business meeting. Mike covered recent and upcoming events including the Triumph drive events mentioned above, GABS drive, Brits and Barley and the Social Hour. I covered the minutes from the Board of Directors meeting. Kim Welter and Kim Vasquez talked about the women's activities including the planned outing on March 24 that is covered above. Since there weren't many Triumphs in the parking lot and the weather wasn't great, the usual post breakfast kibitzing in the parking lot was more abbreviated than normal.

On the 17th, which also happened to be Fat Tuesday (Mardi Gras), club members gathered at the new Social Hour venue, Nosh & Bevv, at the new time, the third Tuesday of the month. For those who haven't been, Nosh & Bevv is on Burnett Road in Austin. It bills itself as an authentic British pub. Lastly, nine of the Brits and Barley folks got together for their regular February outing. This time it was at Celis Brewery on Metric. From the photos, it looks like all enjoyed themselves. That's it for February.

As always, hope to see many of you at one of our upcoming events.



Cool, wet weather is not conducive for the HCTC Breakfast Meeting



Social Hour at Nosh & Bevv

From the Archives

Art Graves



This article originally appeared in the May 2009 "Ragtop". Phil McKenzie was inspired by Mike to augment his tool collection in order to work on the front end of his Spitfire.

- Art

May Tool of the Month

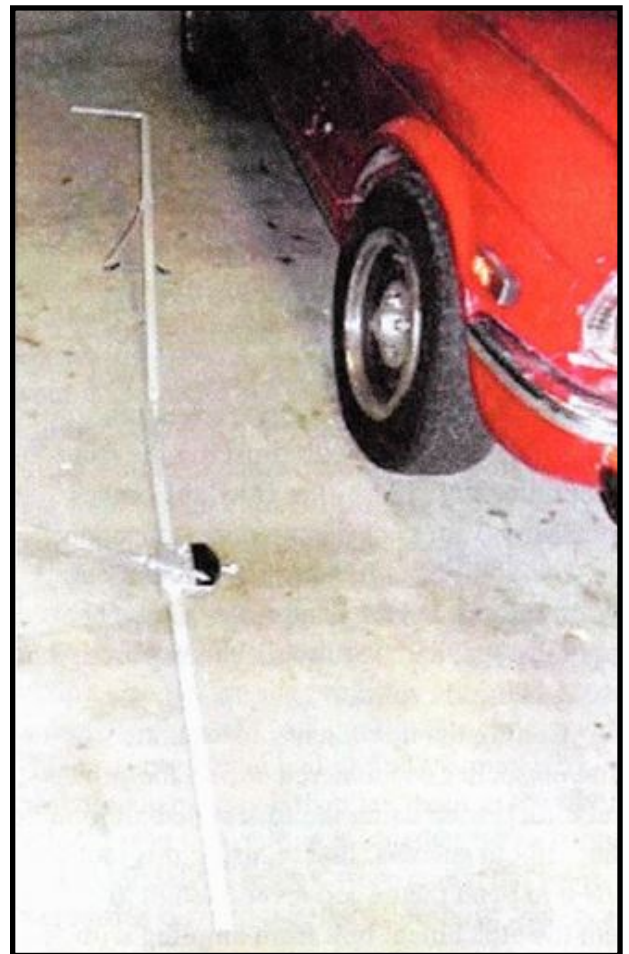
Phil McKenzie

I have enjoyed reading Mike McPhail's "My Favorite Tools". His article on the Mity-Vac convinced me to get one. I don't know how I ever got along without one. Since reading Mike's article coincided with finishing the front-end rebuild on my '78 Spitfire (bled the brakes with the Mity-Vac) I was inspired to write about 3 tools I couldn't have finished the job without: Ball joint splitter, spring compressor, and wheel alignment gauge, and one I wish I hadn't used; a fork style ball joint splitter.

Getting the tie rod ends to separate was the first obstacle I encountered during the front end rebuild. I tried using the fork style ball joint splitter without success. In fact, using this tool I managed to bend the tie rod lever enough to prevent the attachment bolt from aligning with the vertical link.

With some more banging I managed to get it to align again. At this point I had to admit that the Haynes manual, the restoration guide and the BL shop manual were probably right, and I had to use the proper tool. The model I purchased was ~\$20 from Sears on-line (only way to get it – not in their stores).

You slide the finger of this tool over the bolt/nut part of the ball joint or tie rod, and the forked part on the opposite side of the piece you are removing it from. It's important to leave the nut on the ball joint or tie rod end you are removing. If you don't, when that sucker lets loose it will rocket across the garage and leave a nice dent in whatever it impacts!



From the Archives

Continued

The next step was replacing the shocks. I got a lot of “interesting” advice when deciding how to compress those springs — including some Harbor Freight customer insisting I could somehow just leave the coil in the suspension and use an impact wrench to remove the nut. The term “nut” did come to mind, but in the end, I found the pictured spring compressors at the Georgetown Fox Auto/ Car Quest for ~\$50. They are very sturdy indeed and not likely to let loose. I assure you the torque I used just to compress the spring an inch or so to remove the shock from the spring left no doubt in my mind that removing the shock nuts without a spring compressor would be a once in a lifetime event!

I thought I was done with tools when I took the Spit for a test drive. On the drive down my street a horrible tire squealing noise was coming from the front of the car. Somehow, despite marking the tie rods with the correct tie rod location and carefully counting the number of turns to remove the tie-rod ends, I managed to get the toe-in off by several inches!. This time I looked on-line and found the exact same alignment gauge Moss has for \$50 from — where else — Harbor Freight for \$15.

Three days later UPS arrived with my alignment gauge and after a few rounds of measuring and adjusting, I was on the road to Speedy Align for a proper alignment. They said my toe-in was spot-on, but the thrust angle was off by a degree or 2; good enough to get me there anyway. So, if you decide to tackle your front suspension, get the tools and get started. Better still, give me a call and borrow the tools! As Uncle Bob says “You’re in the club!”

#

HCTC: By The Numbers

Jacques Welter

Call this a “state of the state” article — a review of Hill Country Triumph Club, our membership, and our demographics. BTW, demographics only tell the tale of statistics ... what makes HCTC special and helps us grow is the people and the atmosphere they bring. Simply stated, HCTC activities and people are fun to be around and participate in.

At a time when many British car clubs are in decline, HCTC has been on a steady growth path over the last year. How steady and how much growth? A year ago we had 91 members ... today we have 116. That’s an increase of 22%, and while we have suffered some attrition, new members have far outstripped those departing.

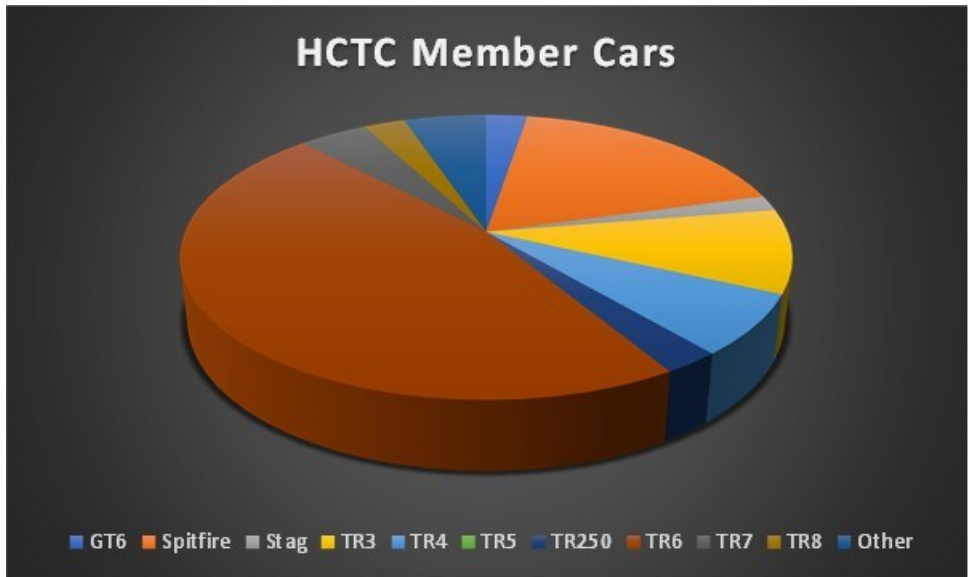
Inside the club our members own a wide variety of Triumphs, but the majority of the club are TR6 owners

(55), followed by the Spitfire owners (18). Sixteen members of our club — over 10% — own multiple British cars and six of our brethren actually don’t own a Triumph, but another marque. TR3’s; TR4’s; and TR7 / TR8’s make up a total of 15% of the club — each with 5%. Triumph GT6’s and Stag’s round out the membership. One unique membership feature for HCTC is a multi-year membership — at a discount — versus an annual membership. Thirty-three members — 29% — take advantage of multi-year memberships to HCTC.

Members with multiple cars provide an interesting study as well. Sixteen members have multiple cars. Of those, seven focus exclusively on Triumph as their second car and nine own other marques. Morgan, MG, Austin-Healey, Jaguar, and Alfa Romeo are counted in the ranks. All but one member’s second collector car is British.

Unlike prior years, we have no ex-patriots in the club and all but one member calls Texas home. Inside of Texas, we have members as far east as Kirbyville; as far south as Neiderwald; as far north as Amarillo (note I said ‘inside’ of Texas as Art Graves in Tulsa, Oklahoma and is our northernmost member). Surprisingly, our westernmost members are in Burnet & Marble Falls.

Our club does three primary events every month: Breakfast on the second Saturday of the month; Social Hour on the 3rd Tuesday; and a club driving event every month. In addition, there are two independent but affiliated organizations— the Georgetown All-British Squadron headed up by Nick Roccaforte; and Brits & Barley headed up by Jacques Welter — and they hold monthly get togethers as well. Attendance to the Breakfast has gone up and we regularly draw 22 - 28 members. It may be too early to tell, but moving Social Hour to Nosh & Bevv and changing it to the 3rd Tuesday of the month seems to have revived the event as we have averaged 14 members over the last two Social Hours.



Pie chart breaking down HCTC by the numbers

HCTC & Drive Your Triumph Day

Jacques Welter

HCTC started early on Drive Your Triumph Day on Saturday, February 10th with a joint outing with the South Texas Triumph Association (STTA) down to 5 Stones Brewery in New Braunfels. Leaving from Jim's Restaurants in south Austin, the HCTC contingent — four strong — headed down toward New Braunfels. The plan was we would rendezvous with STTA north of Canyon Lake and then take a scenic drive along the Guadalupe river, reaching 5 Stones about 11:30 am.

Joining Events Coordinator Mike McPhail for the drive down to the rendezvous point were Kim & Sam Vazquez; Henry Reynolds; and Jacques Welter. Around 11:00 am the STTA contingent — 14 (!!) cars — showed up. What followed is what always follows when you put a whole bunch of Triumph owners in a single place ... lots and lots of conversation about cars.

Eventually, we left the rendezvous and headed down to 5 Stones Brewery. The drive through Canyon Lake and along the Guadalupe was spectacular, and the food and frosty adult beverages matched the drive !! The group broke up around 2:30 and headed home. But that was just Saturday ... more drives happened on February 10th as well.

First, Art Graves and the Central Oklahoma VTR club took a spin on old Route 66 in Tulsa.



On the road to 5 Stones Brewery



The rendezvous with STTA ... nice line of Triumphs



HCTC at the rendezvous with STTA, talking cars



Central Oklahoma VTR on the streets of Tulsa

HCTC & Drive Your Triumph Day

Continued

Looked like a great time !! Further South, the Salado chapter of HCTC rallied at the Chupacabra Kitchen in downtown Salado where they enjoyed some burgers and beers; lastly, Mike McPhail, Bill & Annette Waller, and Bob & Pam Skewis headed down south to Luckenbach for some great country music and good times.



Mike, Bob, & Bill's Triumphs at Luckenbach



Jim Wells; Neil Hedden; and Roger Allen enjoy the Chupacabra Kitchen



Live entertainment at Luckenbach

Sir John Black & Triumph

Every year on February 10th Triumph owners celebrate Sir John Black's birthday — in fact you could say Sir John is the patron saint of Triumph owners as he was instrumental in saving & revitalizing Triumph after WW II and successfully helmed the company into the middle 1950's.

Triumph had gone into receivership in 1939; purchased with an intent to resume production, the war's outbreak stopped car production altogether and German bombs destroyed the Holbrook Lane works. Effectively Triumph as an automotive company was dead. However, Sir John Black, at the time the managing director of Standard Motor Company, led the acquisition of what was left of the Triumph name and designs in 1944, and in 1945 relaunched Triumph as Triumph Motor Company (1945) Limited. Manufacturing was transferred to the Standard factory at Canley, just outside of Coventry, and Triumph was back in business (Interestingly, steel was in short supply due to wartime but aluminum was plentiful, so early post-war Triumphs were primarily aluminum bodied). Sir John was also instrumental in the design and launch of the TR2 ... and the rest, as they say, is history.

Sir John was injured in an automobile accident in 1953 and subsequently retired from the Triumph board, but his leadership and influence was the prime reason there was a modern Triumph Motor Company and why we enjoy our cars today.

HAPPY BIRTHDAY, SIR JOHN ...

A new soft top for my Spitfire

Malcolm Grey

Challenged to think of a Christmas present from my wife, I suggested “Well I guess you could get me something for the car” I have owned my ‘76 Spitfire 1500 for 4 years and have “managed” with my old, beaten up top up until now. Through the total rebuild, replacing the top has been a low priority. Probably not the original, the old top had been with the car for many years, at least 15 of those in a barn in New Hampshire! It had shrunk to about 90% of its original size, was stiff and with many seams split. It would only close with the rear window out and neither side of the “roof” stretched far enough to meet the top of the door windows.



Not exactly a perfect fit ...

I used it mainly as a bimini cover to provide some shade! I really have little intention of driving the car in the rain, but with Texas weather!



Problem ...



Solution (?) ...

I had tried restitching some of the seams but then another one would split. So, not willing to make a big investment, I ordered a new cover from Temu. Yes, Temu! How bad can it be?

The first job was to strip off the old fabric and refinish the frame. That was easy enough and fun. I searched

A new soft top for my Spitfire

Continued

topics in the Triumph Experience site and was directed to a helpful video on YouTube which had several useful tips. After attaching the rear plate the next job was to stretch out the material for a few days.

I found the frame to be about ½” too tall for the sides so took a two pronged approach. 1. I marked out and drilled new holes in the frame side plates to lower the whole assembly, Then stretch the sidewalls. I chose a couple of those really hot days in February and attached weights to the side panels

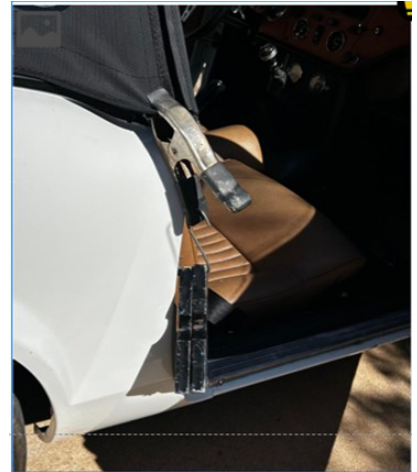
with hooks and spring clamps to stretch them down. After gluing and pop riveting the new top to the front rail I found the front seal would not



Drilling out new holes



Stretching the sidewalls



Spring clamps & hooks to aid stretch

cooperate to slide into its slot, so I resorted to more adhesive to attach that. Now it was just a fairly simple process to align and fit the many snap connectors that came with the kit

Well, my low cost Temu top turned out very well. On top of all the other work I have done the old “barn find” is now looking pretty much brand new.

I guess the top will spend most of its life rolled up behind the seats. Right now though, I am enjoying the look and the clear windows before they start getting creased.



Finished product



HCTC Women's Group March Outing

Kim Welter

Save the Date

The HCTC Women's Group will have their next event on Thursday, April 2nd, 2026. There's still time to sign-up for our spring Women of HCTC outing in Marble Falls. There will be sign-up sheets at the Waterloo Breakfast Saturday meeting, March 14th and the Social Hour at Nosh and Bevv March 17th .

We will be meeting for our quarterly event in Marble Falls at the Tea Thyme Cafe at 10:30 AM. The Tea Thyme Cafe serves brunch from the breakfast menu or lunch menu, with an assortment of teas, coffees, and smoothies. The address is 2108 N U.S. Hwy 281 C, Marble Falls, TX 78654.

Check out the menu's at the website:

<https://teathymecafe.com/>

We're planning to be seated together and will be making a reservation once we have an idea of the numbers interested in coming.

After brunch, we plan to take a short drive over to visit the Sweet Berry Farm located at 1801 FM1980, Marble Falls, TX 78654, to indulge in their fresh strawberries. They have blanketed their fields in preparation for the winter weather and by the time we go there should be plenty of strawberries to enjoy. We suggest wearing comfortable shoes and outerwear as appropriate with seasonal weather. For more information, their website is here:

<https://sweetberryfarm.com/spring.html>

How can we get signed up for this event? There will be a sign up sheet at the monthly February and March breakfast at Waterloo Icehouse, you can call or text Kim Welter or Kim Vazquez, and an online Evite will be sent closer to the date.

Hoping to see you there!



Great menu



Sweet Berry Farm, Marble Falls

Saying 'Goodbye' to a friend

Jacques Welter

For the last two years, Bear King Brewing has been HCTC's partner in the Texas All British Car Days show, held in October, and they were committed to offer similar support to us for SC VTR, so imagine my surprise and consternation when I found out this week that Bear King Brewing was going out of business and closing its doors for good.

Now, let me offer a disclaimer. Businesses — especially craft brewing companies — go under all the time. There's a witches brew of bad news out there right now ... rising materials costs, rising labor costs, rising food costs, taxes, rents, reduced sales ... it's been a perfect storm lately and it finally caught up with Bear King and dragged them under ... but damn. This one hurts.



Since the first day we engaged Bear King, they've been nothing but accommodating and gracious. Need a place to host Social Hour? Sure, no problem. Open an hour earlier than standard business hours on Sunday to accommodate TX ABCD? Absolutely. Help our Awards Banquet folks out with some frosty adult beverages? When and where do you need us. No request was too much; the food was good; the people friendly; and the beer excellent.

Saturday, March 7th, will be the final day for Bear King, and then the building and the brewery will go dark. I plan on heading there for a last burger and a beer (or three) and will send them off in style. No doubt a new business will soon occupy their location, but, for me, there will only be one Bear King Brewing Company. So long, guys ... see you on the flip side.



News from Mike's Motors

Mike McPhail

An engine rebuild might include rings, bearings, pistons, timing gears, cam shaft, oil pump, seals, valve job, etc ... and lots of machining. How about the rocker arm assembly? Kind of like the distributor, the rockers tend to be overlooked.

The junk-yard engine in my Spit-Six benefited from only rings and bearings, which did an admirable job of renewing the motor's performance. Yet despite the good compression and low oil consumption, something wasn't quite right. It seems the valves needed constant adjustment, and the oil pressure was a bit low.

The rockers were somewhat loose on the scored shaft and copious amounts of oil dripped from the numerous joints on the assembly. A spare assembly was then shipped off to "Rocker Arm Specialists" located in the "People's Republic of California." Many weeks later a lovely item returned, looking "just like new". The individual rockers had been drilled and bushed. The grooves in the faces had been ground away and the shaft restored and chrome plated.

An original assembly featured cast iron rockers riding on a hardened steel shaft. The assembly gets pressurized oil fed through the pedestal at the end. From there oil is fed through the hollow shaft to each of the twelve rockers. The rockers have a hole that drips oil onto the pushrod. Another hole on top drips oil just about everywhere else.

On a worn assembly, oil copiously escapes from the enlarged rocker-to-shaft clearance, yet very little makes it to the far end. Removing the valve cover with the engine running demonstrated this messy phenomenon clearly. The new assembly, however, provides even lubrication across the components, with far less pressure robbing leakage.

A worn assembly makes accurate valve adjustment difficult, owing to the wear. Valves tend to recede into the cylinder head, which reduces the valve clearance, yet on my Spitfire the clearances were getting larger. Either way, the engine benefits from proper valve adjustment.

Many engines are rebuilt with performance camshafts which



Wear on the rocker shaft



Rocker wear

News from Mike's Motors

Continued

typically require greater rocker to valve-stem gaps, unknown to the new owner. A quiet motor often means the valve clearance is so little that the valves may not close completely. When too loose, that “bucket of bolts” cacophony should make one wonder as to the accuracy of the valve timing.

Valve adjusting is not difficult and requires few tools. A half inch combination wrench, a flat screwdriver and a set of feeler gauges will get the job done. A new valve cover gasket may be needed also.

First remove the valve cover, spark plugs and distributor cap. Put the car in forth gear and roll forward until the distributor rotor points to where the number one spark plug wire would be. The timing mark will now be in sight, and the car can be repositioned for exact alignment. The piston for cylinder #1 will be at top dead center, all the way to the top of the stroke. The valves will be closed, and the corresponding rockers can be felt to have a slight gap between them and the valve stems.

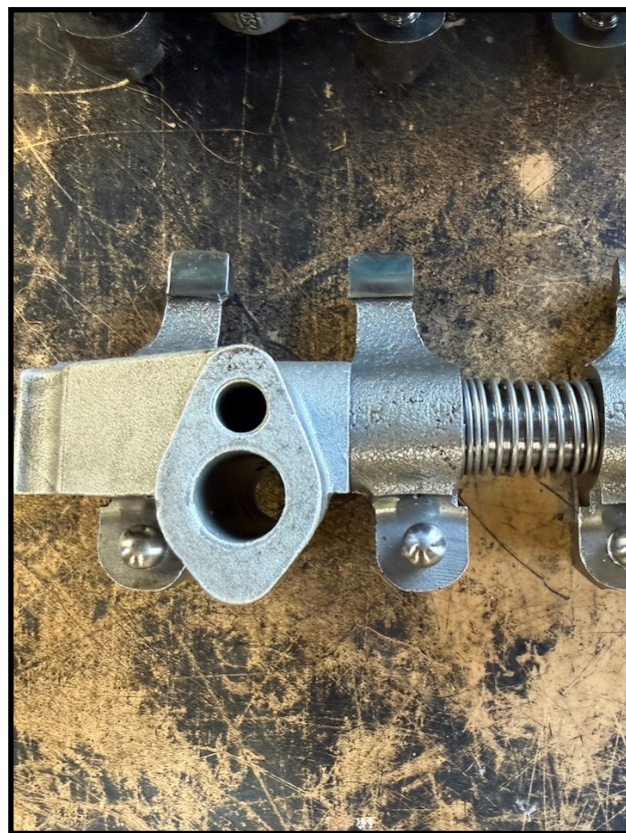
Upon achieving these results, loosen the locking nuts on the adjusters of the #1 intake and exhaust valves and unscrew the adjuster about one turn. Adjust the valve clearance in accordance with your repair manual or camshaft specification sheet by Inserting the feeler gauge into the gap and gently tighten the screw until it takes up the clearance. Carefully tighten the nut, while preserving the adjustment.

Slowly roll the car forward until the distributor rotor points to wire number 5. Not far...on the Spitfire this was only 1/8 of the tire rotation. Shine a light into the cylinder 5 spark plug hole and rock the car back and forth until the piston is at TCD. Paint a mark on the crankshaft pulley at the timing pointer. Adjust the two valves as before. Roll the car until the rotor points to wire number 3 and repeat the procedure.

You will now have three of the valves adjusted and two additional timing marks on the crankshaft pulley. The firing order on the engine is 1-5-3-6-2-4, so continuing to roll the car forward will bring the factory timing mark back into view. 1 and 6 share



Oil holes



Oil goes here

News from Mike's Motors

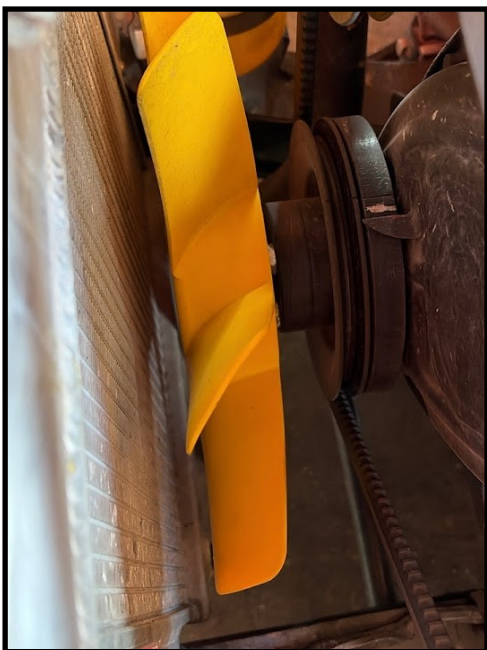
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this mark, just as 5 and 2, 3 and 4. share the new marks.

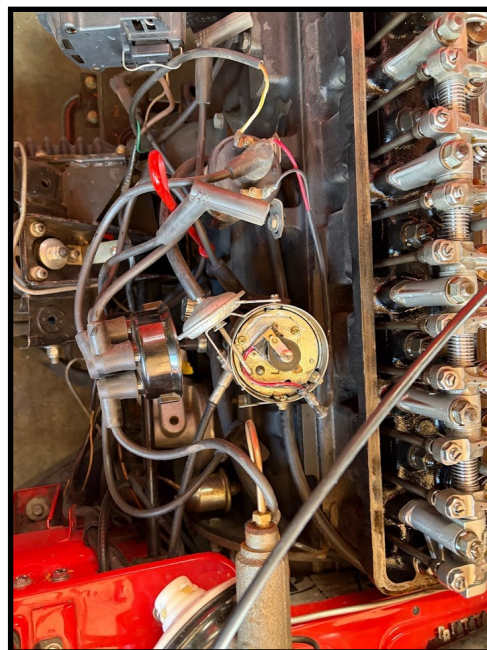
Note that this demonstrates that the crankshaft turns twice to fire all six, while the distributor rotates once. With the new marks the valves can be adjusted with no need to watch the pistons or the rotor once the #1cylinder TDC on the firing stroke has been identified. This method works on four-cylinder cars too... firing order 1-3-4-2!



Adjusting the #1 exhaust valve



Timing Mark for #1 & #6



Rotor at 1



New timing mark



Before & After

Replacing a TR6 Rocker Arm Assembly

Rip Torn

It was the best of times, it was the worst of times ... After deciding that parts do wear to limits — and past limits — at times, we decided to send some core rocker arm assemblies out to California for a rework. It took about 6 weeks for the round trip. In return we received some much tighter tolerance part assemblies.

Mike led the way with his Spit6 in replacing them and seems to have noticed an improvement. Likewise, I came over to Mike's and with his help and supervision replaced my valve assemblies as well. Overall good quality assembly with one notable exception, which we caught before final installation and Mike ended up having to reverse a couple of the lifters.

Since installation, the engine is running very quietly now and mileage seems to be on the uptake. We'll know for sure after the Covington trip.

So if your engine is making clattering noises, then think about if it is loose rocker arm assembly components. One other thing that a friend recommended is liquidMolly's ceratec. It is a ceramic fluid to put in the oil system and is supposed to last 30,000 Miles. It does seem to quiet the engine even more. Very impressed so far.



Valve cover off and ready to replace the rocker assembly



Mike handling the new rocker assembly prior to installation

Newcomer's Corner

Jacques Welter

Hill Country Triumph Club is like a living organism - it grows and contracts as new members join and other members leave. It is my pleasure to announce we picked up three new members in January, 2026

New HCTC members:

- Greg Hirsch
- Mathew Hylbom

Welcome aboard folks !! We hope to see you at the next HCTC event.

And to the HCTC faithful, if you see any of these folks at an HCTC event be sure to say hello and make them feel welcome.



2026



GABS 3rd Sat- Georgetown

S	N	T	V	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

JAN

1 New Years Day

10HCTC Morning mtg

20HCTC Social Hr

19M L King Day

S	N	T	V	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28

FEB

10Sir J. Black/DYTD

14HCTC Morning mtg

17HCTC Social Hr

16 Presidents' Day

GTN Air & Car Show

S	N	T	V	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

MAR

14HCTC Morning mtg

17HCTC Social Hr

27-28 New Orleans British Motoring Festival

S	N	T	V	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

APR

5 Easter Sunday

11HCTC Morning mtg

No Social Hour - SC VTR

20-23 VTR S. Central Reg M-T

Canyon of Eagles

S	N	T	V	T	F	S
				1	2	
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

MAY

Pioneer Flit Museum Drive

9HCTC Morning mtg

19HCTC Social Hr

25Memorial Day observed

All Brit & Euro Car DAL

S	N	T	V	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

JUN

13HCTC Annual mtg/ Picnic

16HCTC Social Hr

TRA National Meet

Greater Ozarks

Euro-Expo Cr Sh OK

Brits & Barley 4th Sunday but varies

S	N	T	V	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

JUL

4 Independence Day

11HCTC Morning mtg

21HCTC Social Hr

S	N	T	V	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

AUG

8HCTC Morning mtg

18HCTC Social Hr

S	N	T	V	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

SEP

7Labour Day observed

12HCTC Morning mtg

15HCTC Social Hr

19 Britts on the Bluff

S	N	T	V	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

OCT

04 Houston ABCD Dallas ABCD

9-11 Texas All British Car

14-18 VTR Nationals

20 HCTC Social Hr

24 South Texas ABCD

22-24 Brits in the Ozarks

S	N	T	V	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

NOV

14HCTC Morning mtg

11 Veterans Day

17 HCTC Social Hr

26 Thanksgiving Day

S	N	T	V	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

DEC

12 HCTC Morning mtg/Xmas Party TBC

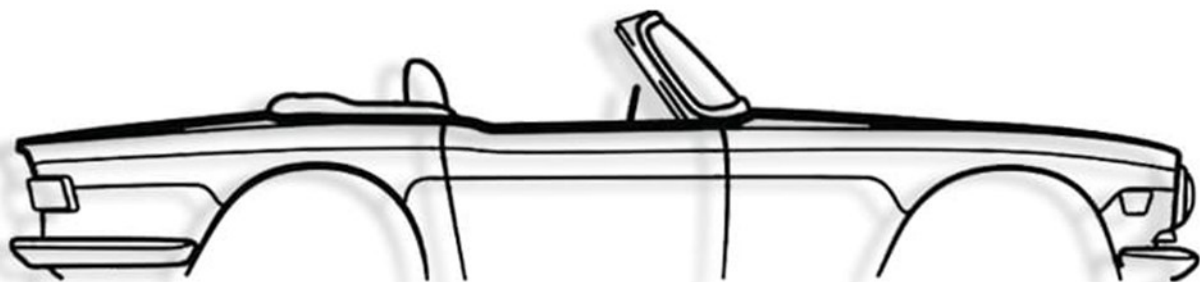
15 HCTC Social Hr/Tour D'Lites

25 Christmas

Events Special Edition:

2026

South Central VTR



Welcome to the 2026 SC VTR

Welcome to the 2026 edition of the South Central Vintage Triumph Register event. Running from Monday, April 20th, to Thursday, April 23rd, Hill Country Triumph Club (HCTC) is pleased to be your host. This year SC VTR will be in Marble Falls, Texas, nestled in the heart of the Hill Country with easy access to some of the prettiest back-road driving in Texas.

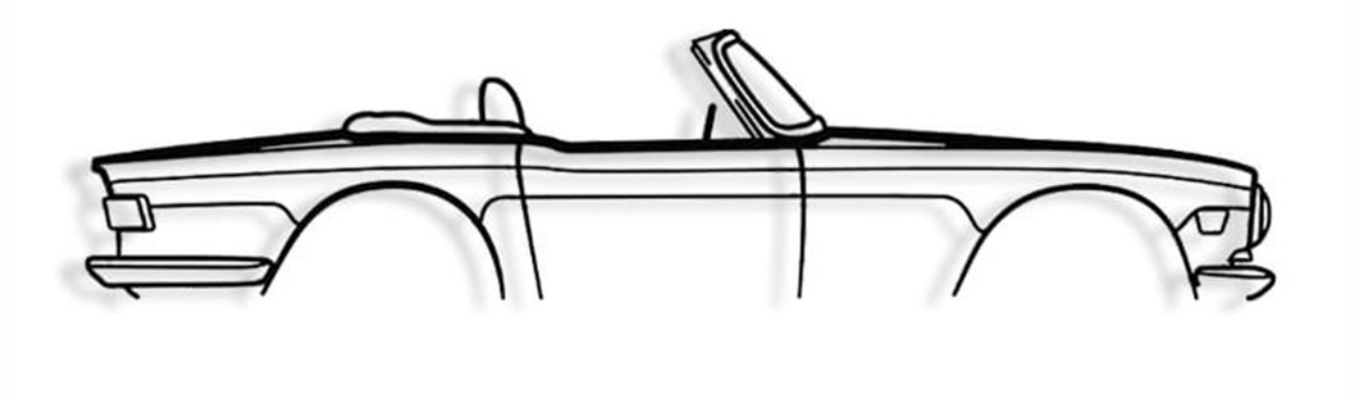
While our host hotel is the Hidden Falls Inn, our **SC VTR headquarters** will be in the historic **Cadillac Dancehall**, located 3.5 miles to the north of the host hotel on the beautiful **Dos Conchas Ranch**. **Registration**, **Welcome Reception & Country Western dance**, **SC VTR Concours**, **Vendors**, and **Awards Banquet** will all be held in and around the **Cadillac Dancehall**.

For events, we have **Breakfast** and **Dinner** runs; **guided** and **self-guided** drives through the Hill Country; a **Poker Run**; a **River Cruise**; a **Time Speed Distance Rallye**; an **Autocross**; **Texas Dance Lessons**; and a **Funkhana** scheduled as group activities – as well as Social Hours each night.

For things not Triumph related, The Hidden Falls Inn is strategically located right next to downtown Marble Falls – perfect for taking a stroll down Main Street for your shopping and dining pleasure.

Register for the show at:

<https://hillcountrytriumphclub.regfox.com/-2026-south-central-vtr-regionals>



2026 SC VTR Schedule

(All driving events leave from Cadillac Dancehall unless otherwise noted)

Monday, April 20th

Registration: 2:00 pm to 4:00 pm, Cadillac Dancehall

Craft, Model, Photo: 12:00 to 4:00, Cadillac Dancehall

Vendor Set-up: 12:00 pm to 4 pm, Cadillac Dancehall

Hotel check-in: 3:00 pm Hidden Falls Inn

Social Hour: 4:00 - 7:00 (for those not going cruising), Doublehorn Brewing Company

Vanishing Texas River Cruise: Leave for the boat at 4:15 from Cadillac Dancehall (45-55 minute drive, traffic dependent).
Cruise departure 5:30

Tuesday, April 21st

Breakfast Run: 7:30 am - 10:00 am, leaving from Hidden Falls Inn parking lot

Registration: 10:00 am to 3:00 pm, Cadillac Dancehall

Autocross Inspection: 10:00 am - 3:00 pm, in front of the Cadillac Dancehall

President's Meeting 10:30 - 11:30: Hidden Falls Inn conference room

Craft, Model, Photo: all day, Cadillac Dancehall

Guided & Self-guided drives: 11:00 am to 4:00 pm

Tech Session 1: Autocross Driving 101, 1:00 – 2:00 pm, Hidden Falls Inn

Funkhana: 2:00 - 4:00 pm, location TBD

Poker Run: All day.

Texas Dance Lesson: 4:00 - 5:00 pm, Cadillac Dance Hall

Welcome Reception featuring Eddie Shell & the Not Guilties: 5:00 - 9:00 pm, Cadillac Dancehall

Wednesday, April 22nd

Autocross: 9:00 am to 1:00 pm, Mustang High School Stadium parking lot

TSD Rallye: 2:00 pm to 4:00 pm, Leave from Hidden Falls Inn

Poker Run: All Day

Self-guided drives: 11:00 am to 4:00 pm. From Cadillac Dancehall

Tech Session 2: Cruise Control for Triumphs, 3:00 - 4:00 pm, Hidden Falls Inn

Social Hour: 4:00 pm to 6:00 pm. Hidden Falls Inn pool deck

Dinner Runs: 6:00 pm to 9:00 pm. Departs from Hidden Falls Inn parking lot

Thursday, April 23rd

Judges Breakfast: 6:30 am - 7:30 am, Hidden Falls Inn Conference Center

Car Show Positioning: 8:00 am - 9:30 am, Dos Conchas Ranch

SC VTR Concours: 9:30 am - 12:30 pm, Dos Conchas Ranch

Self-driving tours / Free time: 12:30 pm - 4:30 pm, leave from Hidden Falls Inn

Social Hour: 5:00 pm - 6:00 pm, Cadillac Dancehall

Awards Banquet: 6:00 pm - 7:00 pm, Cadillac Dancehall

Awards Ceremony: 7:00 pm - 9:00 pm, Cadillac Dancehall

Friday

Check-out

Departure

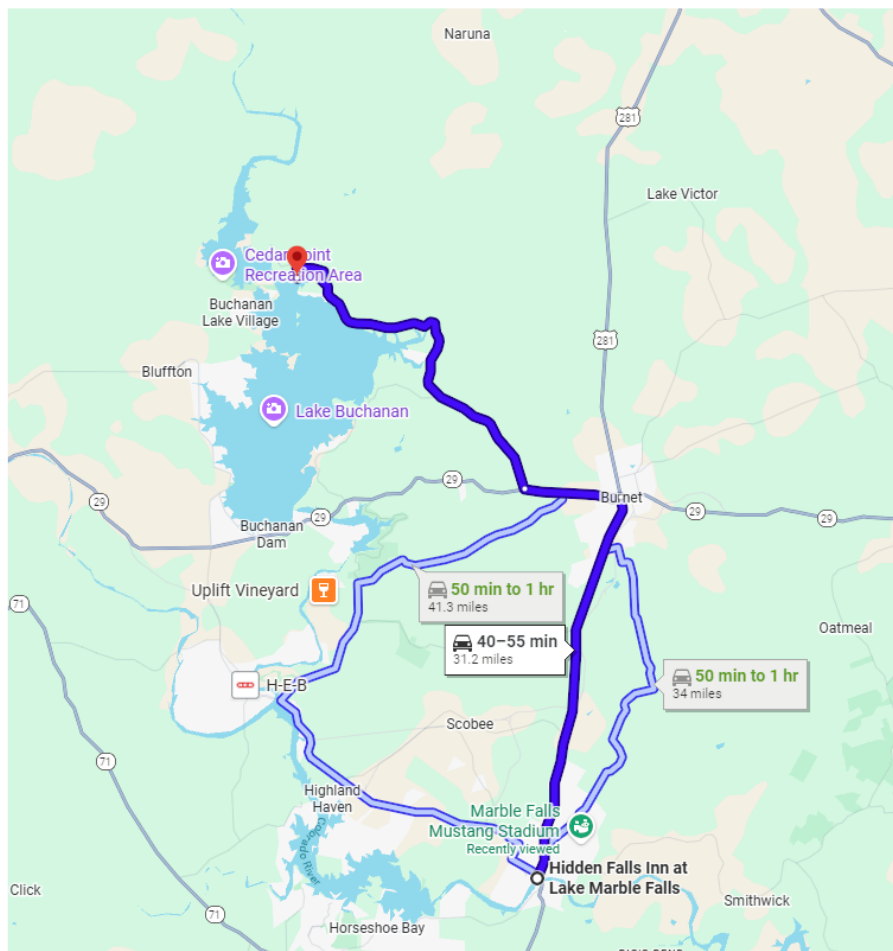
Vanishing Texas River Cruise

Come join us on a custom charter with Vanishing Texas River Cruise on beautiful Lake Buchanan. We will be leaving from the dock at 443 Waterway Lane, Burnet, Texas at 5:30 pm on Monday, April 20th. ***Tickets must be purchased in advance from the registration website or at registration and are \$35 per person.*** The drive from Hidden Falls Inn takes 45 – 55 minutes (traffic dependent) so plan on leaving around 4:15 pm to make it to the cruise in time.

Vanishing Texas River Cruises is a nature-based tourist attraction located in Central Texas on Lake Buchanan and the Colorado River. Explore the scenic wilderness of the Texas Hill Country's Highland Lakes Region. Cruises offer excellent opportunities for viewing regional and migrating birds including the wintering Bald Eagles, native Texas Wildlife, cascading waterfalls and towering cliffs.

The cruise ship, the **Texas Eagle II**, is a custom-built tour boat with a passenger capacity of 149. The boat has a covered, open-air upper deck for ideal scenery watching and an enclosed lower weather deck with large picture windows, air conditioning, heating and restrooms.

The tour will be BYOB & food – coolers welcome – and will take approximately 2 hours.



Welcome Reception

The Welcome Reception will be on Tuesday, April 21st, at the Cadillac Dancehall, starting at 5:00 pm. Come on out and meet & greet old and new friends and catch up on the goings-on. A cash bar will be provided by our caterer, Miss Vicky's, serving beer and wine. Food (hors d'oeuvres and light fare) will be provided from 5:00 to 7:00, but then the dance floor gets cleared off so we can welcome **Eddie Shell and The Not Guilties** for your listening and dancing pleasure. Eddie and his band are the house band for the Cadillac Dancehall and will cover some of the best that Country music has to offer. It's a hoot! Bring your dancing shoes and enjoy the evening !!



Texas Dance Lessons

What's the point of having the headquarters of SC VTR at the Cadillac Dancehall and a genuine country band playing and NOT be able to step out and do some two-stepping, Texas style? We will be offering Texas two-step lessons at the Cadillac Dancehall on Tuesday, April 21st, from 4:00 pm to 5:00 pm. Take advantage of an opportunity to barnstorm with Eddie and the Not Guilties later that night and show off your stuff !!

SC VTR Autocross

We have secured the Mustang High School Football Stadium parking lot for the **2026 SC VTR Autocross**. Located off of Manzano Mile, the lot offers an expansive forum for the event. Porta-potties and parking will be located on the grounds. Water and light snacks will be provided.

There will be a driver's meeting and course walk-through at 8:30 am. Autocross will start promptly at 9:30. SC VTR will have to vacate the premises by 2:00 pm, meaning the last run of the day will be @ 1:00 pm to allow for clean-up. **Federal law requires public school campuses to be alcohol, tobacco, drug, and weapon free.** Please follow these regulations.

Directions from Hidden Falls Inn

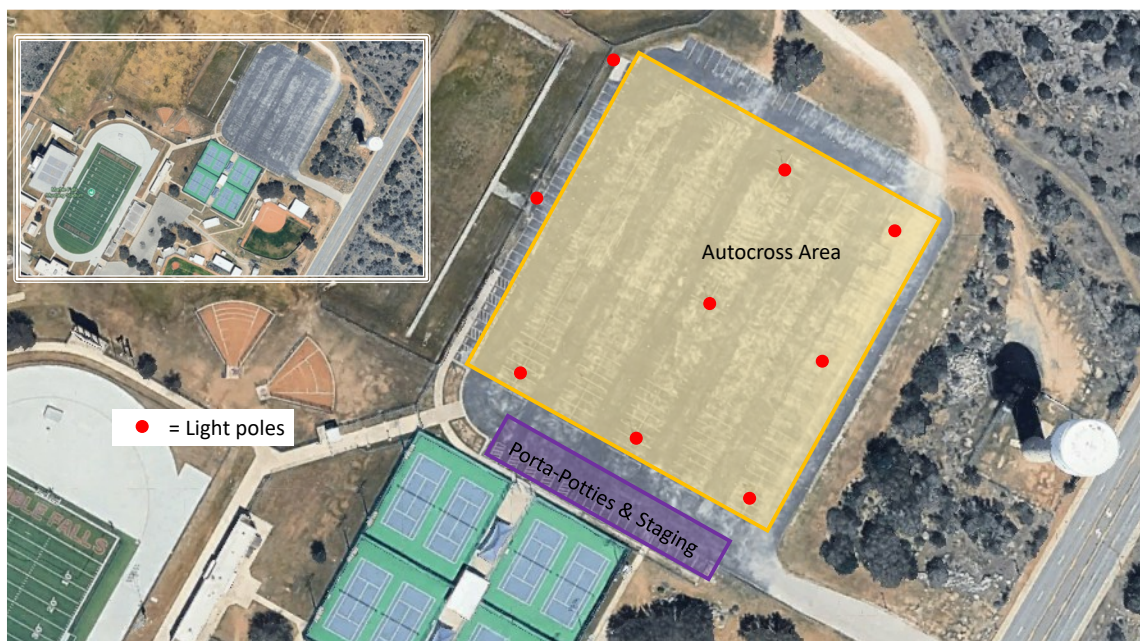
Going **NORTH** on State HWY 281:

Turn **EAST** (RIGHT) on FM 1431

Go past the traffic light @ Mustang Drive

Take a **LEFT** (**NORTH**) at the next traffic light onto Manzano Mile

Turn **LEFT** (**WEST**) into the parking lot right before the Mustang water tower



Host Hotel: The Hidden Falls

The host hotel is The Hidden Falls Inn in beautiful Marble Falls, Texas, located at 704 First St. Marble Falls, TX 78654. Hill Country Triumph Club has reserved fifty-five rooms for SC VTR attendees. Located in the heart of downtown Marble Falls it is the only hotel on the waterfront of Lake Marble Falls. It provides upscale boutique guestrooms curated with custom draperies, linens and historical photography. Choose from a city view or lake view balcony rooms.

To get the group rate, ***you must call the front desk at 830-798-1895 and mention “SC VTR”*** to book your room at the preferred rate.

Rooms are strictly first come, first serve. Reservations are available now.

Additional Lodging can be found at:

La Quinta, Marble Falls:

<https://www.wyndhamhotels.com/laquinta/marble-falls-texas/la-quinta-marble-falls/overview?>

Holiday Inn Express, Marble Falls:

<https://www.ihg.com/holidayinnexpress/hotels/us/en/marble-falls/ausco/hoteldetail?>

Comfort Inn & Suites, Burnet, Texas:

<https://www.choicehotels.com/texas/burnet/comfort-inn-hotels/txe75?>

Other activities

Funkhana

Welcome to the Wild Wild West !! Come out and enjoy a series of low-speed (very low speed) driving skills mixed with a bit of fun and farce as we take on the Wild Wild West with a British twist. Event starts Tuesday at 2:00 pm (stay tuned for location). Hope to see you there.

Poker Run

Let's all take a Poker Run through the Hill Country !! Drive scenic pathways to multiple stops where you can receive playing cards and when you're done you will be able to build the best *legitimate* poker hand. The Poker Run can be done independently anytime Tuesday or Wednesday. Bring your winning hand to the Awards Banquet on Thursday night !!

Time Speed Distance Rallye

Take a ride through the Hill Country in a precision driving competition where your team (driver & navigator) will follow specific route instructions, aiming to arrive at checkpoints at exact, predetermined times by maintaining specific average speeds – not the fastest speed – using public roads with penalties for deviations. The emphasis here is on teamwork, navigation, and consistent pace over raw speed. The TSD will require a Smart phone and the Richta Competitor app. Contestants are urged to download this app prior to arrival.

Awards Banquet

The Awards Banquet is at the Cadillac Dance Hall on the grounds of Dos Conchas Ranch, and will be a Texas BBQ buffet with smoked brisket; sausage; chicken; and all the fixin's served up by the renowned Landolt BBQ company. Gates open at 4:35 pm. Cash Bar starts at 5:00 pm. Dinner will start at 6:00 pm. The awards ceremony will start at 7:00 pm. Tickets will be required for the banquet. There are no same-day ticket purchases. The Awards Banquet is \$50 per person.

Social Hours

Every day has its trials, and every evening has an opportunity to sit back and engage with old and new friends at a Social Hour. Monday's Social Hour will be at Doublehorn Brewing Company starting at 3:00 pm; Tuesday's Social Hour will be held at the Welcome Reception at the Cadillac Dancehall, starting at 5:00 pm; Wednesday's Social Hour will be an informal affair held on the pool patio of The Hidden Falls Inn starting at 4:00 pm. And, of course, social activities for the Awards banquet start at 4:30 at the Cadillac Dancehall. Hope to see you there !!

Tech Sessions

We will have two Tech Sessions. The first, on Tuesday, April 21st, from 1:00 – 2:00 pm will be on Autocross Driving 101, hosted by Bob Kramer. The second will be tutorial on how to install cruise control on our Triumphs, host by Jim Herter, from 3:00 to 4:00 pm on Wednesday, April 22nd. Both Tech Sessions will be hosted at the Hidden Falls Inn Conference Room.

Regalia

Bits of Triumph

All SC VTR regalia is provided by Bits of Triumph exclusively for SC VTR. This year's regalia includes:

A two-toned SCVTR 2026 ballcap - \$18

An embroidered, personalized T-Shirt (front and back) - \$22

An embroidered, personalized polo shirt - \$26

Both the T-Shirt and the Polo Shirt can be personalized with up to three lines (Name; Car Types; etc.) and can be purchased directly from Bits of Triumph (<https://bitsoftriumph.com/2026-scvtr-regionals/>).



HCTC March Driving Event

Jacques Welter

Battle Reenactment

National Museum of the Pacific War Annex

Our monthly drive will take us to Fredericksburg on Saturday, March 14th, to witness a battle reenactment at the National Museum of the Pacific War Annex. We will be leaving from the HCTC Saturday Breakfast Meeting early to ensure we have plenty of time to get to Fredericksburg. You do NOT have to drive your Triumph for this event (but it would be nice if you did). You will need to purchase tickets in advance — we are going to the 2:00 pm show — and can be found at this url:

<https://www.pacificwarmuseum.org/event/battle-reenactment-pacific-valor-2>

Hope to see you there !!



The poster is a central graphic with a grey background. At the top, the title "BATTLE REENACTMENT" is in large, white, bold, sans-serif capital letters, with "PACIFIC VALOR" below it in smaller, red, bold, sans-serif capital letters. Below the title is a horizontal line with diamond-shaped ends, and underneath that, the text "Honoring PFC George Benjamin Jr." in white. In the center, there is a circular black and white portrait of a man and a gold-colored military medal. Below these is a red rounded rectangle containing the event details: "Date: Saturday, March 14th", "Time: 11:00AM & 2:00PM", and "Location: PCZ, 508 E. Austin St." in white text. At the bottom center is the logo for the "NATIONAL MUSEUM OF THE PACIFIC WAR". The poster is framed by four images: top-left shows a large fire with a tree in the foreground; top-right shows a tank and a soldier; bottom-left shows soldiers in a trench; bottom-right shows a soldier aiming a rifle.

**BATTLE
REENACTMENT
PACIFIC VALOR**

Honoring PFC George Benjamin Jr.

Date: Saturday, March 14th
Time: 11:00AM & 2:00PM
Location: PCZ, 508 E. Austin St.

**NATIONAL MUSEUM
OF THE
PACIFIC WAR**

British Motoring Festival

British Motoring Festival

Save the
Date!



Save the
Date!

**March 28, 2026 Covington Trailhead
Downtown Covington, Louisiana**

See the Covington Trailhead and surrounding streets filled with British sports cars, trucks, bikes and other cool British vehicles!

***Free and open to the public
Best public viewing 11 'til 4
Valve cover races 1 p.m.
Awards ceremony 3 p.m.***



British Motoring Club New Orleans

VEHICLE REGISTRATION AND MORE INFORMATION AT BMCNO.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; Lotus of Texas, and Georgetown All-British Squadron and we will be adding more over time.

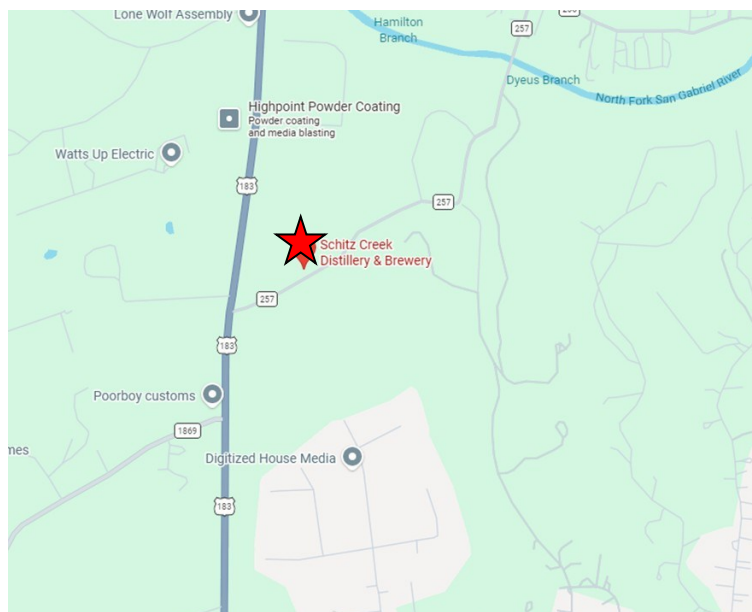
We will (generally) meet the last Sunday of the month, but this can vary given holiday schedules. At the end of every meeting we will decide where the next meeting will be using a master list of brewing companies that we've compiled and we'll try to spread it out. For example, if we head south one month,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

March

WHERE: Schitz Creek Distillery & Brewery

101 Co Rd 257 Suite B, Liberty Hill, TX 78642

WHEN: Sunday, March 22nd, starting at **2:00 pm**



HCTC Events

HCTC Breakfast Waterloo Icehouse Saturday, March 14th

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 !!



HCTC Social Hour Nosh & Bevv Tuesday, March 17th

The Social Hour has changed its day & location !!
We will be at Nosh & Bevv on Burnet Road !!

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 **third** 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.





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



Triumph TR6 soft top. \$250

Came off my TR6 where it resided for four years. In good shape (I had some adhesive failure but had that stitched into place by Jim's Top Shop). No holes or tears, good fit, no shrinkage, plastic in good shape.



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).**