

The

July 2026



Hill Country Triumph Club Newsletter



celebrating and driving Triumphs since 1990



HCTC Triumph's parked at Live Oak Brewing for the Picnic

Letter from the President

July, 2026

Jacques Welter



Happy 250th Independence Day!! Most of us in this club have been lucky enough to celebrate both the Bi-Centennial and now the Semiquincentennial ... what a time to be alive !!

As part of that milestone, I thought I'd drop some trivia to commemorate the occasion.

- The sun never set on the British empire ... but 65 countries around the globe now celebrate their independence from Great Britain — making it the most-celebrated country for independence from in the world.
- Only twelve of the thirteen colonies voted for Independence with New York abstaining from the vote because they were awaiting instructions from their provincial assembly
- Technically speaking, July 2nd is Independence day as that was the day the vote took place on the Lee Resolution to declare Independence. July 4th was the day of adoption — but delegates STILL did not sign the document.
- The formal signing of the Declaration of Independence — the document preserved at the National Archives — happened on August 2nd.
- It was not all wine and roses. Nine delegates never signed the Declaration of Independence (56 did) including four from Pennsylvania.
- Ben Franklin (70) was the oldest signatory; Thomas J. Lynch & Edward Rutledge (26) were the youngest.
- Only six of the 56 signatories signed both the Declaration and the US Constitution. Ben Franklin, George Read, Roger

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Letter from the President

Continued

Sherman, Robert Morris, George Clymer and James Wilson. George Read initially voted against the Declaration (July 1st), but joined with the majority on July 2nd and voted for adoption as a sign of unity.

- Both John Adams & Thomas Jefferson — framers of the Declaration — died hours apart on July 4th, 1826
- There really is a message hidden on the back of the Declaration — and no, it's not a treasure map (sorry *National Treasure* fans) . It reads, "*Original Declaration of Independence dated July 4th, 1776.*"
- After the Declaration was approved on July 4, 1776, John Dunlap, the official printer of the Continental Congress, was charged with making copies. He made about 200 copies, known as Dunlap Broadside. Only 26 copies of that first printing have survived, with two located at the National Archives and the last being found behind a painting bought in a flea market.

Back to HCTC, in other, Club-related, news, the Georgetown All-British Squadron held its last drive of the summer, the Ed Rogus Memorial drive (See Dick Simonson's excellent Secretary's Report). GABS will resume drives at the end of September when yours truly will lead the squadron out to Oscar Store for the best chicken fried steak in the Hill Country. Brits & Barley will have its annual meeting this month at the Oasis Brewing Company to discuss where to head to in the upcoming year. For those of you who are now "westies" HCTC member Ralph Herter has started an unofficial breakfast drive-n-eat group, the Burnet Breakfast Club, visiting establishments local to Burnet & Marble Falls. Contact Ralph for more information. And last, but far from least, registration for the Texas All British Car Days has opened, with a link found on our website, www.hillcountrytriumphclub.org.

I hope to see you out there !!



Why should I join the VTR?



VTR works to maximize the enjoyment all of us have when driving a Triumph and emphasizes camaraderie and social interaction among Triumph owners. As the only North American organization which recognizes each and every Triumph model, we hope you'll want to join us as we strive to achieve these goals.

We also hope you'll attend either the National or regional gatherings of VTR members. These conventions are always fun for attendees, and joining a VTR chapter will introduce you to others in your area who share your passion for Triumphs. Car shows, rallies, autocrosses, tours, vintage racing, and social gatherings are a regular part of the VTR scene. The HCTC is a VTR Chapter, but we urge you to also join the VTR as an individual.

Won't you join us? <https://vintagetriumphregister.org/>

Your dues provide the following:

- Our award winning, bi-monthly, color-cover magazine, The Vintage Triumph
- Free classified advertising in the magazine
- Technical assistance from our vehicle consultants
- VTR membership card and windshield decal



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

July, 2026

July 4th:

- *Independence Day*

July 11th:

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

July 18th:

- *Hill Country Triumph Club Drive*
Details coming in an Evite & email

July 21st:

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

July 26th:

- *Brits and Barley*
Annual Meeting, Oasis Texas Brewing Company
6650 Comanche Trail Suite #301, Austin, TX 78732

July 2026

Sun	Mon	Tue	Wed	Thu	Fri	Sat
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5	6	7	8	9	10	11 
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19	20	21 	22	23	24	25
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August, 2026

August 8th:

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

August 18th:

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

August 2026

Sun	Mon	Tue	Wed	Thu	Fri	Sat
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30	31					

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

July 2026

Dick Simonson

Here we are in July. Our country is celebrating its 250th birthday and many celebratory events are scheduled across the nation. I hope you all enjoy yourselves over the holiday. Many of us will remember the Bicentennial in 1976. That was a big deal. I seem to remember Ford had some specially painted models for the occasion. I haven't seen anything like that this year.

But speaking of parties, our club held its annual summer picnic on the 13th. But immediately preceding the picnic a group of us met at Waterloo for breakfast. After enjoying the kibitzing around the breakfast table and the tire kicking in the parking lot, Mike McPhail led us on a picturesque drive over the hills and through the woods to Del Valle.

We were again at Live Oak Brewery. Many thanks to Chip McElroy for providing the venue. We had a pretty good turnout and many of us drove our Triumphs. I counted 14 in the parking lot. It was a warm, sunny day, but the big oaks provided much welcome shade. Plus there were plenty of icy beverages at hand. We all enjoyed some very good BBQ.

One of the highlights of the picnic was the awarding of the "Broken Gear" award. The award is to be given to the person experiencing the most spectacular breakdown for the previous year. Obviously, this is an award no one is going to start the year hoping to win. This year being the inaugural one, the eligibility period was the last eighteen months. Going forward, the eligibility period will be for occurrences from May 1 to April 30.

Nominees were:

- 1) Art Graves for Covington 2025 & SCVTR 2025: Art had a broken U-Joint requiring both towing and trailering back to Tulsa at Covington AND a steering

rack damage, a tire blowout, and electrical failure at SCVTR 2025 in Waco.

- 2) Mike McPhail, SCVTR Waco 2025: water leaked into gas tank stalling out the vehicle and leading to a trailering back to the rental house.
- 3) Jacques Welter, SCVTR Waco 2025: blown pinion gear in the differential requiring a complete replacement of the differential. Jacques had to trailer back to Georgetown.
- 4) Roger Bolick, SCVTR Waco 2025: failed rear axle.



Art Graves receives the 1st Annual Broken Gear award from Jim Wells

Secretary's Report

July 2026

Continued

Competition was tough, but one person clearly stood out. The winner, by unanimous vote of the Board, was Art Graves.

As many of you know Art is the original owner of his TR6 and has put over 460,000 miles on it. The car has won many awards on a national and local level. He continues to drive it literally around the country on a regular basis and is an example for those of us wanting to drive our cars more. In fact, to receive the award, Art drove his TR6 from Tulsa. Art will keep the award until next year, when it will be handed over to next "lucky" winner.

As to the trophy itself, you can see from the picture, it is a substantial piece of hardware. Club members donated the various Triumph parts. Jim Wells built the base and with the some welding, assembled the parts. Kudos to Jim for some fine workmanship.

On the 16th, the club held its monthly social hour and Nosh & Bevvv. It was a relatively small, but from what I hear, lively group.

The Georgetown All-British Squadron (GABS) held their monthly drive on the 20th. This was the first annual Ed Rogus Memorial Drive. Ed was an active member of GABS, a long time member of the local MG Club and well known in the local vintage car community. Tragically, Ed passed away last year following an accident in his cherished vintage Corvette while en route to a car show. One of his favorite drives was to Marble Falls. Eleven cars and fifteen people took part. The group met at Liberty Hill High School for a scenic back country drive to Marble Falls. The weather was very nice with no rain (it had been threatening) and cool temperatures. The participants enjoyed lunch at Chili's in Marble Falls.

We wrapped the month with Brits & Barley on the 28th. This month's venue was The Austin Beer Garden Brewing Company on West Oltorf, just south of downtown. Twenty or so folks, traveling from San Antonio to Burnett, gathered and had a good time.

That's it for June. Hope to see you all at one of the gatherings this month as we settle into a nice warm Texas summer.



A couple of the cars — an Austin-Healey 100M and an MGB — on the Ed Rogus Memorial Drive with the Georgetown All-British Squadron



Having a good time at Brits & Barley in the Austin Beer Garden Brewing Company in south Austin.

From the Archives

Art Graves



This tech article originally appeared in the April 2005 issue of 'The Ragtop'. A "clunking" noise from the rear suspension is a common problem for TR6 owners. My differential mounts were reinforced years ago before I even knew it was a problem.

TR6 Differential Mount Bracket Diagnosis and Repair

by Kenneth Streeter, with input from Roger Bolick & Scotty Paisley

It is a quite common problem for the TR6 to develop a "clunk" from the rear of the car when you suddenly apply power to the drivetrain (like when you accidentally "drop" the clutch). If replacing the driveshaft and half-axle u-joints doesn't cure this problem (the most common cause), then it is quite likely that you may have the dreaded broken diff mount bracket.

Basically, the diff mounts frequently crack after years of stress, primarily because they weren't strong enough in the first place. The noise caused by this starts off as an occasional "clunk" when letting the clutch up too quickly, but eventually progresses to a "clunk" on every sudden application (or removal) of power to the drivetrain. If you hear this, don't put off the repair -- if you catch it right away, you may only have to replace the rubber diff mounts. If you wait too long, you're in for frame repairs.

The mount bracket that breaks first is the front right (passenger side on US-spec cars) mount. Due to the diff geometry, this one mount bracket, made of only relatively thin metal, takes the brunt of the torque applied to the diff by the driveshaft.

To check the mount bracket, and the condition of the rubber mounts, get the car well up on jackstands, and make sure it is rock solid there. (This is very important -- you do not want to have the car fall off the jackstands while you are under it.) Have the car turned off, in 1st gear, with the parking brake off. Get under the car, and shine a light up at the diff mounts. If there is visible wear to the rubber differential mounts, replace them. Worn out rubber mounts is a major contributing factor to cracked diff mount brackets. You may be lucky, and caught the problem before you developed a crack. As added protection, the stock rubber mounts can be upgraded to polyurethane mounts. (These are available from British Parts North West, and possibly other suppliers as well.) The poly mounts will not shrink over time like the rubber mounts -- the typical shrinkage of the rubber mounts allows the differential to twist, banging the right front mount upon each start of the car from a stop, causing the mount to break.

Even if your rubber mounts seem to be in good shape, examine the mount brackets on the frame thoroughly for visible cracks. Feel the top side of the mount brackets carefully. If there is a crack there, you may be able to feel it, even if you can't see it -- your fingertips are quite sensitive, even with the years of grunge that will be up there. (I hope you don't mind getting your hands dirty!) For an alternate perspective to give you a better view of the front right mount, take off the right rear wheel, and inspect the mount through the wheel well. From this angle, you'll easily be able to see the diff mount brackets and run your finger over them to feel for a crack.



Differential in place on a TR6 frame

From the Archives

Continued

As a further check, particularly if you aren't sure about the condition of the rubber mounts, have an assistant abruptly turn one of the rear wheels while you are laying on your back, under the car, looking up at the diff. Keep your hands clear from the axles and driveshaft while this is done. The intent of the helper is to suddenly start (jolt) the wheel to turn, and then stop it equally abruptly. The helper shouldn't let go of the wheel, but should grab it firmly with both hands, suddenly turn it about a quarter turn as abruptly as they can, and stop it equally abruptly. The intent here is to apply a jolt to the drivetrain. (Don't worry about hurting it -- a person "jolting" the wheel as hard as they possibly can won't apply a jolt even half as severe as even a smooth start in first gear.)

When this is done, the other rear wheel will spin in the opposite direction (since the tranny is in gear). There will also be a sudden rotational jolt to the diff when the wheel is started and stopped. There should be only very little movement of the diff on its mounts. If there is significant movement, you definitely should replace the diff mounts ASAP, and may find a cracked mount bracket (probably the front right mount).

A cracked mount can be fixed by a competent welder by welding a reinforcing plate at the top section of the mount bracket, another at the bottom section of the mount bracket, and by boxing the mount bracket in on both sides. The Roadster Factory sells pre-cut pieces for boxing in the mounts, but they can also be fabricated by most welders. If you have pieces fabricated, make sure that large holes are drilled in the fabricated pieces, so that air flow gets to the boxed-in section to allow moisture to escape.

I recently had the above frame repairs performed and polyurethane mounts installed on my '74 TR6, and am happy with the results.



Broken differential mount



Replacing the mount prior to 'boxing' it in



Mounts boxed in and differential remounted to the chassis

The HCTC Picnic

Jacques Welter

Hill Country Triumph Club held it's annual picnic on June 13th at Live Oak Brewing.

Between family obligations, travel, and vacation, we had a smaller turnout than usual, but everyone had a great time.

As always, we started the day at the monthly HCTC Breakfast meeting at Waterloo Icehouse, where we had our regularly schedule club meeting and talked about the past month and upcoming club business.

After everyone was sated and breakfast was over, we adjourned to the parking lot to talk about — what else? — cars and life. Mike McPhail then led a drive over to Live Oak Brewing, across Mount Bonnell, down the shore of Lake Austin and through Austin proper before arriving in Del Valle and the Brewery.

Lunch was provided by Miss Vicky's catering and consisted of pulled pork, sausage, and brisket with potato salad; macaroni salad; cole slaw; green beans; and banana pudding ... with fixin's (of course !!).

After everyone grabbed a plate (or two) and settled down with a beverage of their choice, we got down to business. Since this was not an election year, club business was held to a minimum.

First order was giving membership pins to newcomers and pin upgrades to folks achieving membership at the next level (5-year to 10-year, for example). Kim & Sam Vazquez received their 5-year pins and Brett Green & Ann & Bill Ardis all received the HCTC Membership pins.

Second order of business was a read-out on the recently completed 2026 SCVTR and presenting a small token of appreciation for all the



The monthly HCTC Breakfast — 18 strong



HCTC Pins: L to R Kim & Sam Vazquez; Brett Green; Ann & William Ardis; Kim Welter & Rip Torn presented the pins



SCVTR Volunteers, L to R: Dick Simonson, Neil Heddon, Jim Wells, Art Graves, Mike McPhail, Kim Welter, Jim Herter, Kim & Sam Vazquez, Joe Payne, Jacques Welter, Rip Torn, Dan Julien

The HCTC Picnic

Continued



HCTC cars at Live Oak Brewing

volunteers that made the show happen.

Third, and final, order of business was presenting a new annual award — the Broken Gear Award — to HCTC. What the award is — and who the nominees were — are described elsewhere in this issue. The main point is the winner was HCTC's co-founder, Art Graves. In his own words:

“My broken gears – or car breakdowns – occurred enroute to the 2025 South Central VTR convention in Waco, Texas. (Bad) Luck caught up with me and I experienced a flat tire, bent steering rack and a rain soaked interior causing a headlight switch failure. The rain also damaged my radio. I put the spare tire on and bought a new tire after arriving in Waco. There was binding in the steering rack when making a left turn but a close inspection showed that nothing was broken, loose or missing. The headlight dip switch on the steering column cased the headlight failure and it resolved itself once exercised. Let it be known, though, that I was able to drive the car back to Tulsa.”



Art accepting the first annual Broken Gear award from Jim Wells

The picnic wrapped up shortly after the Broken Gear Award presentation. Here's to next year and hopefully we'll see you out there !!

The Broken Gear Award

There is no doubt our Triumphs are fun to drive ... and even less doubt there will be breakdowns along the way. The **Broken Gear Award** started as an idea to honor the most ... well ... spectacular (!?!) breakdown happening to an HCTC member driving their car during the HCTC year (June to May). Jacques Welter originated the idea; Jim Wells and Mike McPhail brought it to life.

Each year, the winner will have a brass plaque with their name and the year of the award inscribed mounted on the trophy. Winners will be announced at HCTC's annual picnic

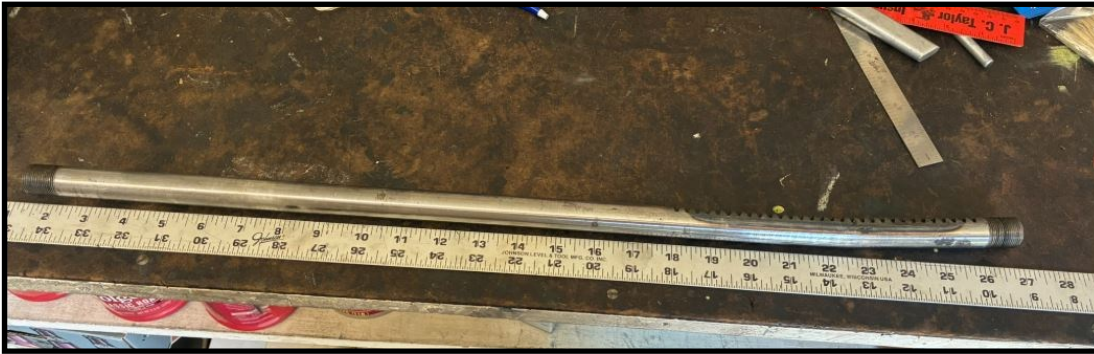
As a Club award, it was only fitting that our first winner was Art Graves — a man that epitomizes the true road warrior spirit and drives his TR6 all across the country — and fixes it as needed.

Congratulations Art !!



The HCTC Picnic

Continued



Art's bent steering rack and tire blowout. Note how far out of true the rack is



Handing out HCTC Member pins to Ann & Bill Ardis



A nice line-up of Triumphs at the Picnic



Clearly, shade was valued !!



Jacques Welter updates the club on SCVTR

More pictures can be found on HCTC's website @ www.hillcountrytriumphclub.org

News from Mike's Motors

Mike McPhail

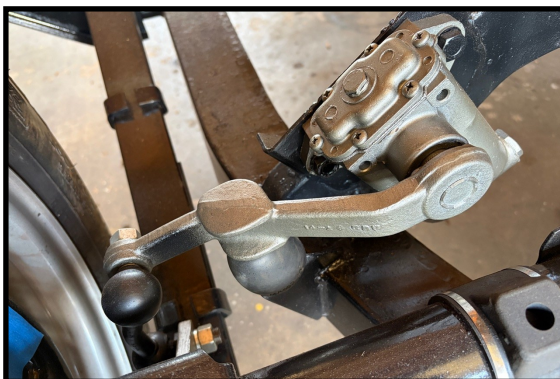
It is not surprising that the TR2 through TR6 retained the Armstrong hydraulic damper on the rear suspension throughout production. They obviously worked well at the time and lasted for the projected life of the car. Little did the designers know, that so many would still be on the road over seventy years later!

Check your rear dampers for proper operation by bouncing the back of the car by hand. If it bounces more than once, it is time to start wrenching!

The dampers are attached to the frame with two 7/16" bolts that must be checked for tightness periodically. A little Lock-Tite wouldn't hurt! If the bolts have been loose for a long time, the holes in the damper can be enlarged making it even more difficult to obtain a solid mounting. The links get worn also but are cheap and easy to replace.

With the link removed, check the operation of the lever. It should move smoothly and resist movement in both directions. If this is not the case, the damper may just need a little drink of fluid. Hydraulic jack oil from the auto parts store will get the job done. A dose of Lucas oil stabilizer will really stiffen things up and may even stop small leaks.

Rebuilt dampers are available from specialists but be sure to specify "Heavy Duty". There are other options... I elected to go for the aftermarket tube shock conversion on my TR6 and have driven 60,000 miles with no problems!



Armstrong damper on a TR4



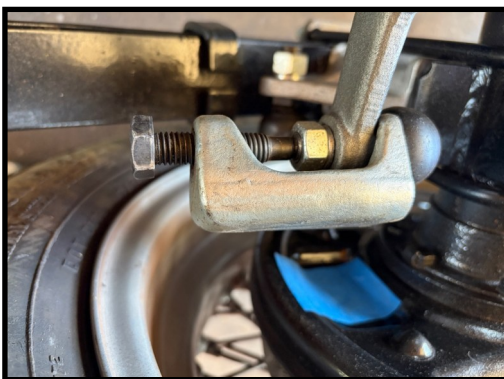
The good stuff ...



TR4 Shock Link



Whitworth-Sized filler



Well, easy with the proper tool



Tube Shock

Tx ABCD Update

Jacques Welter & Joe Payne

It's been an honor to co-chair Texas All British Car Days for the last three years. I've enjoyed it and learned a lot, but I will be stepping down after this year's show. To chart our way forward, I asked a group of HCTC'ers to form a committee to oversee the future of TX ABCD. This committee is tasked with making recommendations to improve Texas All British Car Days and find a successor co-chair. Committee members are Joe Payne, Dick Simonson, and Mike McPhail and they met June 25th to discuss various options. Several topics were under consideration and your feedback is both welcome and encouraged:

- **Change the date back to sometime in the Spring.** Despite a very crowded show calendar in October the committee feels there's no compelling reason to do so at present. **Rejected**
- **Move the show to the front parking lot of the Cadillac Dancehall.** SCVTR showed this was feasible and better for the show. **Adopted!**
- **Adding European classic cars to the show.** Not 'No' — just not yet. **Deferred**
- **Make a silent auction a permanent part of the show.** **Adopted**
- **Open the show to the Public.** Proposal is the public should be encouraged to make a \$5 donation to the Shell charity, with parking behind the Dancehall. **Adopted.**
- **Implement a judging committee and eliminate Participant's Choice voting to determine class winners and best of show.** **Adopted.**
- **Move away from trophies and use ribbons to denote winners.** **Rejected**
- **Formalize the Awards Banquet as part of the show.** **Adopted.** The banquet would still be an optional post-event gathering, with formal announcement of the winners along with the usual food and entertainment.
- **Organize an extension of TX ABCD for VTR members coming to VTR Nationals in Kerrville.** **Adopted.** The Committee will work on activities to lure VTR members to come to our show and stay a few days.



The Committee hard at work at the Tavern

BTW, registration for the 35th Annual Texas All British Car Days is open now !! You can find the registration link on the HCTC website or copy this link into your browser: <https://hillcountrytriumphclub.regfox.com/2026-texas-all-british-car-days>

The Italian Connection

Nick Roccaforte

I'm of Italian descent and since every true-blooded Italian wants to own an Italian car, I decided to jump right in. After researching everything from Ferrari to Fiat, I chose to pursue an Alfa Romeo Spider Quadrifoglio. After a bit of a pursuit, I was fortunate enough to find a 1988 in great shape and purchased it last fall. Not only did I get the car, it came with many extra items including a number of manuals and books and the history and development of the Alfa Romeo. Little did I know that there is a British connection — or maybe I should say, the Brits have an Italian connection.

A bit of history, and try to follow the bouncing ball. When the automobile was being developed in Europe, the companies that became involved in its early manufacture were already making horse-drawn

carriages or bicycles. A French firm, the Gladiator Cycle Company, had been founded in 1891 by Alexandre Darracq. In 1896, Darracq sold his bicycle factory to a British firm and began producing an electric- powered car that was exhibited at the Paris Salon. Then in 1900, Darracq produced a lightweight one cylinder car and in the following year produced a two cylinder race car. A passenger car soon followed, and production was enlarged to include 2- and 4-cylinder vehicles. At this point, the company had prospered enough to attract British financing and Darracq's firm was reorganized under British registry in 1905.

Not satisfied with involving two European countries, Darracq decided to open a plant in Italy to produce a line of 9 horsepower taxis targeted to the Italian market. The company also broadened its range to include large passenger and sport cars. Darracq selected a suburban site in the Portello section of Milan where he produced cars under British registry until January, 1910. Apparently things did not going well, as his firm was taken over by an Italian group called the Lombardy Automobile Manufacturing Company (or A.L.F.A.).

Just to keep the story straight — a Frenchman developed a number of great cars which caught the eye of British investors who funded the further development of passenger and race cars with production — under British registry — in Italy until his company was taken over by an Italian conglomerate known as ALFA.

So, the next time you see me driving my ALFA rest assured that it has British ties in its history - another British car with fine Italian design like our Triumphs by Michelotti. Maybe next time I will try to explain how Romeo got added to the name and what the ALFA-ROMEO emblem means.



Okay ... two sockets

#

HCTC Women's Group Summer Outing

Kim Welter

On Thursday, June 25th, the HCTC Women's Group met north of town in Cedar Park at the charming little shop called SereniTea Cup, owned by Lisa Perry. The event was attended by: Francis Julien, Barbara Wolfe, Norma Brand, Ann Ardis, Louise Brito, Laurie Hamilton, Kim Vazquez, and Kim Welter.

First on the agenda was a watercolor painting course for beginners, instructed by Stacie Cary. The watercolor portion of the outing was a step-by-step procedure that Stacie led with precision ensuring all of us were successful in creating beautiful cards featuring a relaxing beach setting. My observation was that we have some very naturally talented watercolor painters!

Stacie handed out a Watercolor 101 flyer with information regarding supplies, alternative watercolor techniques, and YouTube recommendations for our budding watercolor hobbyists.

Following the watercolor painting activity, we each ordered a pot of tea of our choosing and our choice of teacup. Mine was the delicious Wellness Herbal Tea that had Turmeric and other spices served in the magnolia teacup.

Several of us ordered food items from the menu which included sandwiches, croissants, gluten free items, and different chocolate varieties. The group wrapped up at SereniTea around noon and headed our separate ways.

As a quick note, the HCTC Women's Group outings happen once a quarter and will be in different locations throughout the year. We also try to balance out locations in the greater Austin area. Since this outing was in Leander, for example, the September, 2026, outing will be in the southern part of town.

Stay Tuned!

#



Completed watercolor cards



The whole gang is here



Cards and tea !!

2026



GABS 3rd Sat- Georgetown

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JAN

1 New Years Day

10HCTC Morning mtg

20HCTC Social Hr

19M L King Day

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FEB

10Sir J. Black/DYTD

14HCTC Morning mtg

17HCTC Social Hr

16 Presidents' Day

GTN Air & Car Show

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MAR

14HCTC Morning mtg

17HCTC Social Hr

27-28 New Orleans British Motoring Festival

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APR

5 Easter Sunday

11HCTC Morning mtg

No Social Hour - SC VTR

20-23 VTR S. Central Reg M-T

Canyon of Eagles

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MAY

Pioneer Flit Museum Drive

9HCTC Morning mtg

19HCTC Social Hr

25Memorial Day observed

All Brit & Euro Car DAL

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JUN

13HCTC Annual mtg/ Picnic

16HCTC Social Hr

TRA National Meet

Greater Ozarks

Euro-Expo Cr Sh OK

Brits & Barley 4th Sunday but varies

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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

HCTC JULY DRIVING EVENT

VANISHING TEXAS RIVER CRUISE

Join us for breakfast at Snooze Eatery in Cedar Park 8 AM Saturday July 18.

1915 E WHITESTONE BLVD, STE 101

CEDAR PARK, TX 78613

<https://www.snoozeeatery.com/restaurant/texas/cedar-park/>

At 9:15 we will take the scenic route to 443 Waterway Lane in Burnet for a 11:30 departure.

Reservations must be made in advance!

ONLY \$35 FOR THE TWO HOUR CRUISE!

www.vtrc.com

About Vanishing Texas River Cruises

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.

WHEN:

September 17th through September 20th

WHERE:

Flagstaff, AZ

ABOUT

Little America Flagstaff will again be hosting our gathering. For those of you that joined us in 2017 and/or 2021, you know that the amazing scenery and high mountain air adds to the fun of a Trumpest gathering.

An added bonus this year is that we are celebrating the 100th anniversary of Route 66, the most famous stretch of highway in the U.S. While registering, make sure to click on our regalia link where you can purchase Trumpest merchandise that includes Route 66 logos.

You'll also see the link to reserve your room at Little America. We have a room block however please make your reservation right away as from experience we know we'll have a sell out.

Please join your fellow Triumph enthusiasts for what will be a most enjoyable time.





PRESENTS

35th Annual Texas All British Car Days

October 9-11

Self-Guided Fun Drives

Fri.- Happy Hour

Sat.- Car Show & Awards Dinner

Food Trucks! Vendors Prizes

**9-11 October
2026**

Supporting the Eddie Shell &
Cloyce McLean
Community Foundation



At the beautiful Dos Conchas Ranch, Marble Falls, TX



Sponsored By:



Texas All British Car Days



Catered
by Miss
Vickie's



Hotel, Registration and Schedule INFO online at:

www.txabcd.org/registration

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.

July

WHERE: *The Oasis Brewing Company*

6650 Comanche Trail Suite #301, Austin, TX 78732

WHEN: Sunday, July 26th, starting at **2:00 pm**



HCTC Events

HCTC Breakfast Waterloo Icehouse Saturday, July 11th

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, July 21st

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

For Sale: two Bugeye Sprite seats, new foam filling, new faux leather dark blue covers with aqua piping, track hardware on both, adjustment slider on drivers side. \$500.00 See attached photos.

Contact: Steve Brand - sbrand1@austin.rr.com 512-585-9483



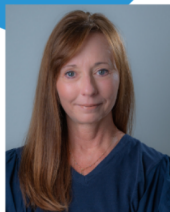
STEPHANIE NICHOLS

Independent Insurance Agent

 512.248.1998

 snichols@chambersbayins.com

 600 S Hangar Dr, Ste 202
Georgetown, TX 78628



Since you own a classic car, hot rod, muscle car, antique, or collectible vehicle, I can help protect your investment with agreed value coverage designed specifically for specialty vehicles.

As an independent insurance agent, I have access to 8 different classic and specialty vehicle insurance carriers, giving clients more options to find the right coverage for their unique vehicles and insurance needs.

In addition to classic car coverage, I also offer access to multiple carriers for home insurance, daily drivers, umbrella policies, and helping clients find the right protection at competitive rates with personalized service you can trust.

Call today and see what I can do for you!

 Classic Cars •  Auto •  Home •  Umbrella Insurance

Classifieds

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

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.



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

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).**