

The

December 2021



RAGTOP



Christmas Party Info: p. 13

Thoughts from Rip

Rip Torn



Well, that went by fast! It is hard to believe we are almost 6 months into our terms of office and we have done so much. It is not over for the calendar year yet however, so it is not time to rest on our laurels. December is always a busy month for all of us and a couple of our club's highlights are coming up so mark your calendars, RSVP please (redundant) and be there or be square.

So, a quick look back at November club-wise shows that we ratified club by-laws. If you missed it, they are available on our website www.hctc.us/membership/ or use the old address. This was the product of many hours of work and discussions and thank you to all who contributed. If you don't like something in there, the procedures to change it are also listed in it. The second big decision we have to make as a club is our participation in the future of the Central Texas ABCD. We discussed the issues and pros/cons at the last meeting and will make a final decision at the December meeting. If you have ANY interest in helping organize and put this on, we need to know so a plan can be put together. Otherwise, there will not be any more



ABCDs in our area. Let's chat some more on this question and see where we as a club want to go.

Mike led a fun drive described elsewhere in this edition after the November meeting to Kingsbury, TX for the 2021 Fall Wings & Wheels Fly-In & Car Show. It was an awesome day for a drive in Central Texas and a lot of fun. We are continuing to incorporate a drive before or after our club meetings, weather permitting. Thank you, Mike.

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Speaking of the website, please check it out if you haven't already as it has been updated and added to. Thank you, Kyle, for your work over the past several years in keeping this going. He is stepping down from our webmaster role and Jimmy White has volunteered to take over and is in the process of the transition. Thank you Jim and we are looking forward to working together going into the future.

Our membership has lost a couple of people and we gained a couple new members — Mac McConnell and his daughter Kerry McConnell. Welcome aboard! Encourage others that chat with you if they are interested in Triumph cars to stop by at our meetings, they may be interested in getting one of their own.

So, on the 11th at the Austin Yacht Club on Lake Travis we are having our Christmas/Holiday party. The club is providing BBQ dinner from Rudy's with the sides, and drinks including beer and wine. Please bring some desserts to share. Joe is leading this



party and has sent out an invite in your emails to RSVP so we can insure we will have enough food. The venue is nice and we have plans for an outdoor covered party or an indoor one if needed. A lot of people are putting in a lot of work to make this happen so please come by and support the club! On the 14th we will be having our Tour-De-Lites departing at 6 PM from the The Barbershop, 207 Mercer Street Dripping Springs, Texas 78620 and heading to Johnson City LCRA office for refreshment and a return. It is a great club tradition and will be a lot of fun.

So, I am taking this opportunity to wish all of you and your families all the best this holiday season and hope you will have some time to relax and enjoy this time of year. Don't let the busyness overwhelm you. Next month is the new year and the start of the winter maintenance period for many. We will have events going into the spring so be ready.

Safe travels and get out and drive those cars!



Secretary's Report November 2021

Jim Wells



If November proved to be somewhat uneventful, it was most-likely due to the breakneck pace club members found themselves rounding out the three months prior. From the VTR Nationals in Edmond, OK, followed by our own Texas All British Car Days, then back up north to Brits in the Ozarks, and finally, for the undaunted Triumph enthusiasts, concluding with this summer/fall's parade of events-Triumphfest in Flagstaff, AZ. In case you haven't been keeping up, you can read about those adventures in the previous Ragtop articles.

We began November's events with a small but quaint social get-together at Rudy's BBQ off 620. It was good to see, in usual fashion, Mike McPhail sporting his current Triumph project—a dashing red 1963 TR4. A work still in progress (surrey top waiting to be installed) but looking great, Mike had his Santa Claus red TR4 regaled with white

wall tires and spoked rims parked outside. Other members that arrived shortly thereafter were Joe Payne, Rip Torn, Dan and Francis Julien, Roger Bolick, and Phil Taylor. I apologize if I left anyone out, we didn't have a sign-in sheet. The conversation that night was light and enjoyable with a little discussion about the future of TX-ABCD and the role the HCTC would play in keeping the TXABCD alive. There was some shop talk, especially with a fine pair of competition lifters Joe brought for his TR6 and a Goodparts front and rear sway bar setup I was looking to re-purpose on my TR6. Last point of discussion was the Saturday's upcoming meeting and drive to the Kingsbury Air and Car show. The gathering ended with a few of us admiring the cars that were driven and, of course the progress made on Mike's TR4.

Saturday rolled around and we found our-





selves meeting at the Waterloo Ice House for Saturday's monthly meeting. Business as usual proceeded then on to the Kingsbury Air and Car Show. With what should have taken an hour and 25-minute drive to Kingsbury from the Waterloo Ice House, took about an additional hour to navigate! With Mike in the lead, myself, Rip, Joe and Susan headed out towards Kingsbury in short order until we neared Kyle Texas. Unaware of the multiple roadblocks in Kyle, TX, there was a Veteran's Day Parade-taking place. Once we finally traversed through the myriad of detours, we were confronted with a railroad crossing. Since the rail cars weren't moving, we had no choice but to find an alternate route through this quiet little town of Kyle. On our way to and through San Marcos, or so we thought. Once we arrived there, we discovered it was "Game Day"! Not to be dismayed, we pushed through the stop-and-go traffic until we finally found open road. After the previous driving fiasco, the drive to Kingsbury seemed like a blink of the eye.

Finally arriving at the air show, we quickly parked our Triumphs and began admiring all the pre-WWII displays and the numerous working aircraft in flight or in line to take flight. Considering the day's events, it was still a beautiful day to drive our Triumphs and to see other nostalgic aircraft and cars. If you've never been to a Kingsbury Air and Car Show, this being my third, you should seriously consider doing so next year. You never know how much longer these air planes and other historical machines of engineering will be available to the public.

As we headed back, we stopped at the fa-



mous Blacks BBQ in San Marcos to get a bite to eat. Guaranteed great BBQ at any of their locations. Leaving there after our meal, Joe and Susan left to cheer on the Longhorns at home. Mike, Rip, and I went on to Dripping Springs to get a hair cut at the "Barber Shop". After some lively conversation and a few pints, we parted ways. Not a bad way to end a day in your Triumph.

Looking forward to the Hill Country Triumph Club's Christmas Party and Tour de Lights this upcoming Saturday and following Tuesday. Until then...

Tara!

Jim Wells

HCTC Secretary



From the Archives

Art Graves



As we approach two HCTC traditions, here is Bob Kramer to wax reminiscent and prophetic on the past and future of the Hill Country Triumph Club. This is from the December 1994 edition of 'The Ragtop'.

HCTC Tradition

As I read the paragraph that I wrote about the upcoming Christmas party, I was struck by the fact that I had chosen to use the word "traditionally" when talking about the annual event. It's hard to believe that we have HCTC traditions already, but we do. It's also hard to believe that this club is 5 years old, but it is.

We have evolved into a club that has annual events like the All British Car Days in Austin and San Antonio, the VTR regionals, and of course the Christmas Party. We have lesser traditions in the areas of annual MG and Healey events, but to those so afflicted (as many of us are to Triumphs) these events are important to note. It is fitting that British Car clubs like our own are steeped in tradition. The whole British car industry was so endowed.

Most of our beloved sportscars were cobbled together from rather mundane beginnings. The TR2 was built out of leftover frames from pre-war sedans, the motor came out of a tractor. Many other drivetrains and suspensions in other marques came out of standard sedans. This was not

unique to the British car industry. The Ford Falcon of 1962 is much the same underneath as the fabled Mustang of 1964. So where will the HCTC be in 5 years? With 1995 quickly approaching, and knowing how fast the last 5 years have gone by, it won't be long until the year 2000 is upon us. Who among us is ready to cross that barrier?

Think about it this way. When December 1899 came, there were just a few people out there building what we now call automobiles. They could not conceive of what the next 100 years would bring, and I doubt that we can either. I know that I can't plan that far into the future. I'll stick with 5 years at a time, that's a good goal setting time period. In 5 years, I'll have my 4-car garage with air-conditioned workshop. My TR250 and Stag projects will be completed and join my 2 TR6's. Right about the year 2000, I'll be looking to get a TR3, a long door version to restore with Andrew, although I'm certain he will want a tricked-out Camaro like I did when I was 14. My oldest daughter will be driving by then, so we'll probably have insurance worries, and I'll not be able to keep all the Triumphs registered. I'll be thinking of adding another garage building to keep the cars out

of the weather.

By 2000 I'll probably have gotten my property into shape, and I should have a boat by then as well, maybe I should be looking for a Triumph powered Amphicar. What will the HCTC be like in the year 2000? By all estimations, Austin will have grown to well over a million people in the metro area (have you noticed we're now the "metro area"?). Many more people will be saving

and restoring their quaint British Sports cars and want to be involved in club activities. The ABCD will have well over 100 participants and we will likely have to reserve space for 50 plus at our monthly meetings. We will have a complete wardrobe of HCTC clothing available to members. Bring on the next century, we are ready.

Bob Kramer

TR4 Progress Report for November 2021

Mike McPhail

The holidays are upon us, and yet the Hill Country Triumph Club found time to work in a few November get-togethers. The weatherman was especially kind, in that the tops on my three Triumphs have not been up all month. I did get the Surrey Top bolted onto the TR4, which is just about all that really needed doing!

Oh yes, the new solid-state voltage stabilizer packed it in the other day, just like it did on all my other cars...they seem to have about a six-week life expectancy. I heard that the single three-legged IC on the board can be had for under a dollar, so I ordered 15! Unlike the unbranded Chinese chip on the offending part, these are made by Texas Instruments. I will let you know if they are more reliable...



Surrey top.



Un-stabilizer.

The drive to Rudy's BBQ on the ninth was pleasant and we enjoyed the barbecue and beer. The TR4 ran well and to my relief, all the lights worked on the way home. I was now comfortable with the car's reliability and drove it to Waterloo Ice House the following Saturday morning. After the meeting, several of us motored down to Kingsbury for the car show and fly-in. The scenic back-way turned out to be quite the obstacle course, with road traffic, road closings, train traffic and the like. It was nevertheless a beautiful day for a road trip and we had just enough time to make the rounds at the Pioneer Air Museum grounds. On the way home, we stopped at Black's BBQ in San Marcos for a late lunch, then a quickie at the Barber Shop in Drippin'.



British cars too.



Kingsbury Car Show.



Vintage air.

The following Wednesday some of us met at the Austin Yacht Club to reconnoiter the accommodations. The two adjoining suites upstairs over the screened in patio with fireplace, will be a dandy location for our upcoming Christmas party December 11. This jewel is situated in a park-like setting with picnic tables and towering live oaks. As a bonus, the "Infamous Brewing Company" is nearby...perhaps a location for a future outing!



BBQ feast.

Nel and I crashed the Red River Triumph Club's Turkey Trot Road Rally on November 20.



Drivers met in Duncanville for the cleverly crafted gimmick rally that terminated at the Pilchers' farm near Grandview. A delicious Thanksgiving dinner was served and the turnout was tremendous!

My Spit-six has been feeling neglected, so I steered it down to Rockport on the 29th...400+ miles there and back and the top is still down. Now all I have to do is decide what to drive this month on the Tour-de-Lites!



Infamous.



Pilcher farm lineup.



Kathy Hulka RRTC.



Tommy and Susan RRTC.



2021 TOUR-DE-LITES

This year' festive Christmas lighting tour will depart our favorite watering hole..." the Barbershop" ... in swinging downtown Drippin' Springs at 6 PM on December 14th.

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

RSVP by 12/3/21 nmcphail@austin.rr.com

Drive your Triumph!

<https://barbershopbar.com/>
[https://www.restaurantji.com/tx/johnson-city/proof-and-cooper-/](https://www.restaurantji.com/tx/johnson-city/proof-and-cooper/)



My Triumphs ...and Vernon

Wiley Christal

I got my first motorcycle in the summer of 1967 while working in Huntsville, AL. Sold it before returning to college in Arkansas and bought another one. I always had a motorcycle of some kind for over 40 years until I ran off the road and wrecked the one I had in 2009 in Colorado. After college while still in early marriage we decided we needed a second car because, hum, you know, Carol liked riding the motorcycle with me before marriage but not so much after marriage. It was 1971 and I was working at Texas Instruments in Dallas. My supervisor had bought a new yellow 1971 Capri and he wanted to sell his white 1959 TR3A. I took it for a drive, and we settled on a price of \$250. He thought I was paying too much. I thought he wasn't asking enough. I liked the hand crank feature of that car and had to use it often to start it. I worked on the engine of the TR3A and had it running well and put new carpet

in it. I was just ready to have some body work done on it when I was T-boned at a traffic light. Not my fault, the other person ran a red light – the TR3A was totaled by the insurance company.

I took the insurance settlement and bought a white 1968 TR250. That was a great car with a radio, roll-up windows, 6-cylinder engine, and a top that was marginally easier to put up and take down. By 1979 I was driving 45 minutes to work and then back home and I wanted a car with air conditioning, so I sold the TR250 and bought a 1980 Toyota Celica. I wish I had kept that Triumph!

Years passed without a Triumph in the family. I had noticed a TR3 in a garage in my hometown in Arkansas a couple of times when visiting my Dad. In 2004 I knocked on



1960 TR3A ready to load on transport truck going to Georgia.

the door to inquire about the TR3. Of course, it was for sale he said. He also said it was a 1962 so I thought: a TR3B would be nice. The car did not run but I paid \$5000 and rented a trailer from U-Haul and brought it home to Round Rock, TX. That TR3B was really a white 1960 TR3A that had been licensed as 1962 in Arkansas. It also was in much worse condition than I realized when I first looked at it. I got it running and driving but I did not want to put the time and money into restoring it to be a reliable car. Out of the blue, I received a post card from someone in Georgia that wanted to buy Triumphs. I told him the condition of the 1960 TR3A that I had and sent him photos - he still was interested so he sent a check for \$6000 and had a transport truck come by to pick it up.

With some money in my pocket and now looking for a TR6 the search began. I have always liked the looks of a TR6. In 2004 the internet expanded my search capabilities, but it was an ad in a Hemmings Motor magazine that caught my attention. A white 1971 TR6 in Blountsville, AL. I called to inquire and liked what I heard from Vernon Grigsby, the person selling the car. I was spending a

lot of time in Huntsville, AL for work associated with my job and Blountsville was only 60 miles to the south. I drove down on a Thursday after work to look at the TR6 and back on Friday to buy it for \$9900. I drove it back to Round Rock that weekend without a single tool or part in the trunk. Vernon assured me that the car would make it! Vernon knew Triumphs. He had been a Triumph mechanic earlier in his career. He had some disability issue that prevented him from working on the car very much, but he had 10 boxes of new and used parts that he shipped to me in the following weeks. I assured him I would take good care of the TR6 - that seemed important to him. Vernon knew the owners' history of the TR6 - it was purchased new in Mobile, AL and in 1995 the original owner's brother-in-law bought it. Vernon got it in 1997. I have lost contact with Vernon over the years, but he was a very knowledgeable person about the TR6 - called him often in the early years of my owning the car.

In case you didn't notice: all of my Triumphs have been white!



Vernon and Wiley before driving the 1971 TR6 to Texas.



Hill Country Triumph Club 2021 Christmas Party

Date: December 11th

Time: 5:00-9:00 PM

Venue: Austin Yacht
Club on Hudson Bend
Cabins 7 and 8, 5906
Beacon Drive, Austin, TX

Dinner: will
feature Rudy's
Barbecue.

Members are
welcome to
bring dessert
or favorite side,
if desired.

Beer and
wine will be
provided;
all other
libations
will be
BYOB

We request that you RSVP by December 6th by contacting
Joe Payne via... Email: robjoepayne@yahoo.com

Mobile: 210.326.6673

2022 VTR SOUTH CENTRAL REGIONALS



HOSTED BY THE
SOUTH TEXAS TRIUMPH ASSOCIATION



BOERNE, TX
APRIL 21 - 24, 2022



Classifieds

We have finished the restoration of the TR3A we have owned for about 44 years. After all those years of gathering parts and parts cars, we now have many parts and pieces left. I am wanting to give these to either an individual or a business that will be able to use them to keep some of these cars going. I don't mind if they are sold by a business or used by an individual - I just want them to be used and not stored in my garage.

I have 2 nose caps, a pair of doors, a boot lid, maybe a convertible top frame and some engine parts.

I live in Lockhart and can deliver the parts.

Bill Duran, 512-227-6067 (cell)

Wanted: TR 6 jack and handle.

Joe Payne 210-326-6673
robjoepayne@yahoo.com

Used and new TR6 parts for sale. For full listing, contact info, and pictures, click [here](#).

I undertake **repairs** to all British and European classic cars. If your car does not start or needs tuning I can perform on any carburetor including Keihin or Mikunis. Call or text Olivio 316 200 3068. Member HCTC and Vintage Triumph Register. Thanks.

Visor assembly with mounts (both sides), ignition switch cover, trunk light, misc. items.

Text Jim @ 254-563-9141

Used seats from a '75 TR6. Headrests are functional and stay up as desired. Asking \$240.00

Text Jim @ 254-563-9141



Assorted 1962 TR4 parts needing a caring home. All parts are for the asking. Located in zip code 78737. If interested please email Bob Blake at rblake36@yahoo.com or call 817 239-0331 and leave a message. Thanks.



Triumph TR6 '69-72 Intake Manifold Stanpart V3108, used, as is. Great condition. Price plus shipping or pick up in central Texas \$110



4 Speed Transmission from 1969 TR6. Approx 80000 miles. Price: \$500 obo. Looks clean and the gears appear in good condition. I can get it inspected by a noted local mechanic at your expense. Sold as-is. Pm me with questions, please. Shipping extra.

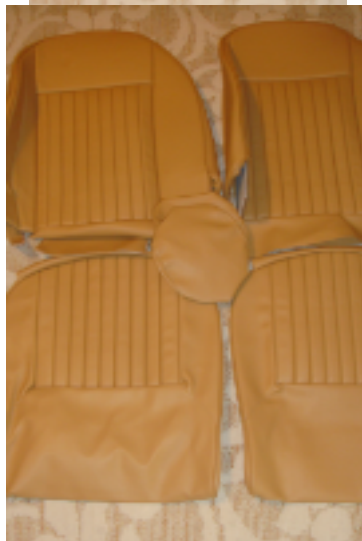


TR6 Stanpart Coventry Radiator. Price: \$150 obo. Came out of a 1969 TR6. Replaced when the parts were upgraded. No leaking and holds pressure. Price plus

shipping approx \$60

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 rrtorn09@gmail.com



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.

Free TR3/TR4 parts. Due to an impending move out of state I must empty my garage. Come and get these parts so they don't end up being recycled in January.

One engine rebuild gasket set (minus a head gasket)

Two used early TR3 cylinder heads, cut about 0.100" to 0.130"

One TR4 head, cut 0.110", repairable crack in the usual place in the water jacket.

Three used crankshafts:

#1 is stock

#2 is stock but one rod journal is scored, requiring regrinding

#3 has 0.010" undersize rod and 0.020" undersize main journals.

Two bare TR3 engine blocks

Two assembled TR4 engines in unknown condition. One is from a Morgan (front mounting plate is different, ME serial number suffix).

Used connecting rods, pistons, cylinder liners, oil pans and various loose parts.

I can load the assembled engines in your trailer. Call Duncan Charlton at 512-965-7583 or email: duncan.charlton54@gmail.com.

WANTED: Experienced Mechanic to work on my 1972 TR6 I just purchased. Needs mechanical review and some basic work, including electrical. I no longer have the equipment to do this level of service. Like to have a good review of engine, transmission and rear end. Happy to pay standard rates. 512.461.8065

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.

Artwork should be submitted to Dan Julien at dan.julien@gmail.com

Fees should be sent to:

HILL COUNTRY TRIUMPH CLUB

Attn: Mike Schubert

18340 Masi Loop

Pflugerville, TX 78660



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

Pay Your Dues!!!!!!!

Please check the latest spreadsheet sent out by Nel. If it says Jan-22 in the dues column your dues are due now. Any delinquent member who hasn't paid will be dropped from the roster.

Cost is \$15 per year per family. If you don't wish to renew, please notify Nel.

Mail your check (payable to **Hill Country Triumph Club** or **HCTC**) to:

Nel McPhail
1105 N Canyonwood Dr
Dripping Springs, TX 78620
(512) 656-1456
nmcphail@austin.rr.com

Membership Application

Name: _____

Address: _____

City/State: _____ Zip: _____

Home Phone: _____

Work Phone: _____

Email address: _____

Car Make: _____ Model: _____ Year: _____ Color: _____

Car Make: _____ Model: _____ Year: _____ Color: _____

How on earth did you hear about the Hill Country Triumph Club?



Please mail your application and \$15 check payable to HCTC to:
Nel McPhail, 1105 North Canyonwood Dr, Dripping Springs, TX 78620

HCTC Officers

President — Rip Torn
rtorn09@gmail.com

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robjoepayne@yahoo.com

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Social Media — Scott Sorci

Back issues of The Ragtop are available on our website:

<http://www.hillcountrytriumphclub.org>

Become a VTR Member

The Vintage Triumph Register has its benefits. A national club of Triumph enthusiasts spanning the globe needs you as a member. Affiliate club membership is not an automatic membership to VTR. Some of the benefits:

- The Vintage Triumph Magazine – Our award-winning bi-monthly color publication
- 2020 VTR National Convention in Galena, Illinois
- Access to a large number of local clubs
- Website with reference material and members-only sections
- Record Trace Certificates TR2/TR3/TR3A/TR3B. Factory trace documents on other Triumph models no longer available
- Clothing, regalia, exclusive items
- Specific vehicle consultants and experts

Sign up at <https://vintagetriumphregister.org>



The Hill Country Triumph Club, 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.

Annual dues are just \$15.00 per family group or address per year. We have dinner meetings on the 2nd Tuesday of each month, breakfast meetings on the 2nd Saturday, 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 also offer technical assistance if needed. One goal of the club is to help its members keep their cars on the road. Please call one of the club officers listed in the newsletter for more information about club benefits and spread the word about our club to others.

The Hill Country Club is a local chapter of the Vintage Triumph Register (VTR)/Triumph Sports Owners Association, which is open to all drivers of Triumph motorcars; a chapter of the Triumph Register of America, exclusively for TR2 through TR4A sports cars; and a chapter of the 6-PACK, dedicated to the enjoyment, preservation, and restoration of the Triumph TR250 and TR6 sports cars. Membership in these national organizations is encouraged. Visit their websites at www.vtr.org, triumphregister.com, and 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.

Upcoming Events

Dec 11, 2021 — Annual **HCTC Holiday Party**. For info see p. 13

Dec 14, 2021 — Annual **HCTC Tour De Lites**.

Jan 8, 2022 — **HCTC Morning Meeting**, 10 am, Waterloo Ice House on 360.

Jan 11, 2022 — **HCTC Tuesday Social Meeting**, 7 pm, location TBD.

Feb 8, 2022 — **HCTC Tuesday Social Meeting**, 7 pm, location TBD.

Feb 12, 2022 — **HCTC Morning Meeting**, 10 am, Waterloo Ice House on 360.

Apr 22-24, 2022 — **VTR Regionals**, Boerne, TX. Info [here](#).

Aug 29-Sep 1, 2022 — **VTR Nationals**, Galena, IL. Info [here](#).

Sep 8-10, 2022 — **Triumphest**, San Diego, CA. Info [here](#).

Last Sunday of every month — **Cars & Coffee**. Dreamland Dripping Springs 2770 W Hwy 290 Dripping Springs, TX 78620

Third Saturday of every month — **Pistons on the Square**. 8-10 AM on the Courthouse Square, Georgetown, TX.

Club Meetings

Next Breakfast Meeting:

No Meeting in December!

Holiday Party on
Saturday, Dec 11, 2021

Info on p. 13

Next Evening Social Meeting:

Tuesday, Dec 14, 2021

Tour De-Lites

Info on p. 10