

The



January 2022

RAGTOP

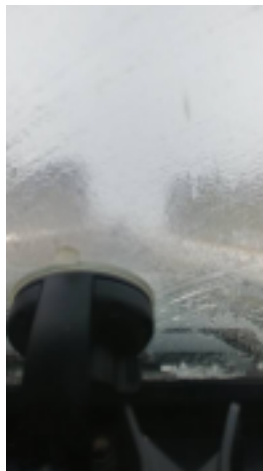


Thoughts from Rip

Rip Torn



Wow, the end of the year is upon us already and we hope everyone had great holiday season! As a club I think we are on a good course line for going into 2022. Sometimes to get an appreciation for where one is going, you have



to look briefly at where you have been. The year started out slowly while still in lockdown with some scattered drives going on and restarting meetings at Live Oak and venturing to other locales. In June we had the elections followed by July's annual BBQ and (cancelled) workday. Some races started up again in the region with members participating! Mike led some local drives in conjunction with the Saturday meetings with good participation. In September the club had good attendance at the VTR Nationals in Ed-

mond, OK with several award winners there and the Ragtop again getting national recognition. Locally we attended the TxABCD in Round Rock. October saw an intrepid group of drivers head north again to Brits in the



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Ozark in Fayetteville AR where some received awards and then most headed west to Triumphfest in Flagstaff AZ completing 3200 miles. November saw a road trip to



the Kingsbury Car & Air Show after our meeting. All the while we met for social hour monthly around different parts of local area to "spread the wealth/ traffic pain". This month we held our Christmas/ Holiday Party at the Austin Yacht Club and ending with the well-attended Tour De Lites out to Johnson City. We devel-

oped and implemented By-Laws, an annual budget, and a great leadership team of highly motivated volunteers responsible for the successful program we have done as a club.

To improve communications, we re-invigorated the website and are working on improving the social media out-



reach for our members and to find new potential members in the Central Texas area. I am very privileged to serve with Joe, Jim, Mike S., Nel, Mike M., Kyle, Jimmy, Dan and Scott to bring the program they are responsible for. Please take a minute at the next meeting you attend and thank them for their service.

Looking forward to 2022 it is shaping to be a busy year as well. The first meeting will be January 8 with a drive, TBD. Jan 11 will be the HCTC Social Hour but are still looking for a location for the quarter. February 10 is Drive A Triumph Day so mark your calendars and watch for details on where we do that. The Centex SCCA is planning a Tulip drive in March with the MG Club drive in the Hill Country in April. Houston's Texas Triumph Register (TTR) has proposed a meet-up drive this spring. April 22-24, in Boerne TX promises the VTR Regionals hosted by San Antonio club and registration is open now. During April there will also be the next Pioneer Flight Museum Wings & Wheel Fly-In 2022 in Kingsbury, dates TBD. In June we will have the annual BBQ meeting and elections and

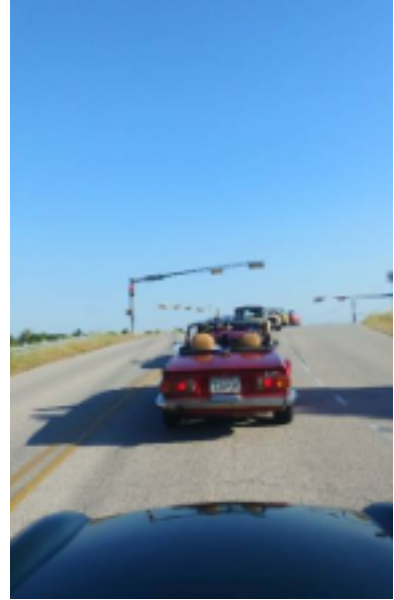




then August 29 - September 1, VTR National convention in Galena, Illinois. In there will be several races and we will let you know when we hear of those. We are also discussing some workdays and need your suggestions and inputs for those.

We need a couple of club members interested in helping put on the Tx All British Car Days if we are going to have one in 2022. Some of the other local British car clubs are also interested in keeping this event going with changes. Please contact me with questions and interest.

Finally for those who are not members of the Vintage Triumph Register (VTR) please consider joining that group. They host some really fun meetings regionally and nationally, have a great network for help en route for members, and publish a great newsletter. Be part of the fun!



So stay warm, stay involved, and have fun! Get in your Triumphs and drive! If you don't have one let us know and we will help you find one. Cheers.



Secretary's Report December 2021

Jim Wells



Pondering this past year of two thousand and twenty-one has given me good reason to be thankful for much. In addition to the obvious blessings of good health of myself, family, and close friends, I am grateful for the many Triumph Club friends I have made throughout this past year. Thanks to the efforts and participation by so many in the Hill Country Triumph Club, and some non-club members, this year has been eventful, to say the least. From our regular club meetings and social gatherings to the many regional and national events that dotted this year's calendar, I have had quite the year.

It has been said many times that life's adventures aren't really so much about the destination but the journey along the way. How true that is from my perspective. Twenty twenty-one was the first year my lovely wife and I became "empty nesters". I know, I know, many of you are thinking "Been there-done that!", but this season in our lives have allowed me to participate in a number of Triumph drives and

events. From a memorable, and icy Drive Your Triumph Day last February 10th, a

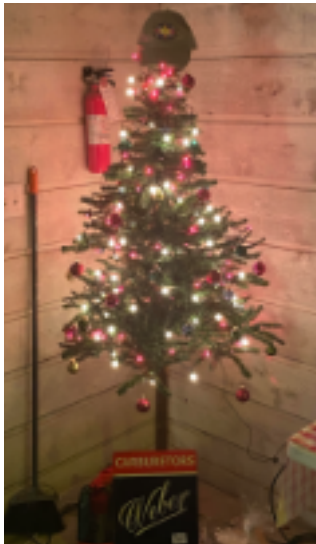
four-day trip out to Carlsbad Caverns, the Luckenbach Rally, VTR nationals in Edmond, OK, our own Texas All British Car Days, Brits in the Ozarks, to this year's club Christmas party and Tour de Lights drive, this year has been quite the journey! And

these are but a few of the events available to British car enthusiasts. There were many more events throughout the year that have already been mentioned in previous articles so there is much to enjoy if you're willing to get involved.





The Hill Country Triumph Club ended this year with a memorable and well-attended Christmas Party at the



Austin Yacht Club and the Annual Tour de Lights drive to Johnson City. The cabin was decorated in Christmas fashion by my wife and many of the club members who came early. The banquet area was cozy yet festive and included a roaring fire in the stone fireplace, a Charlie Brown Christmas tree, dinner catered by Rudy's, and plenty of libations for all. It was nice to see many

new faces as well as many of, what I consider to be, our club's founding members. All in attendance found themselves engaged in good conversation, many of whom were, no doubt



remiscing of HCTC days of old. I have to say that the highlight of the evening, for me at least, was the door prize presentations. Drawing names from the TXABCD hat was quite eventful. With much laughter and surprises, many walked away with various gifts ranging from an eggnog/liquor basket, Triumph manuals, British tea basket, to various other Triumph regalia. A great way to end another Triumphant year, though there would be one more event to be journeyed—the Tour de Lights.

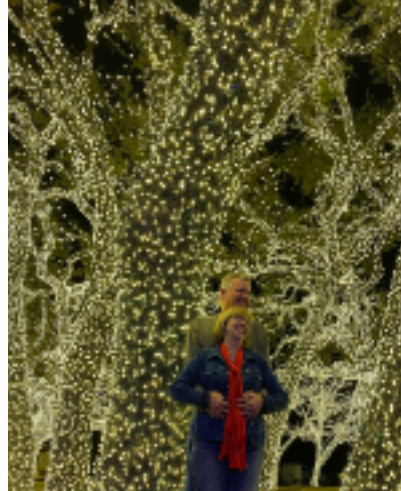
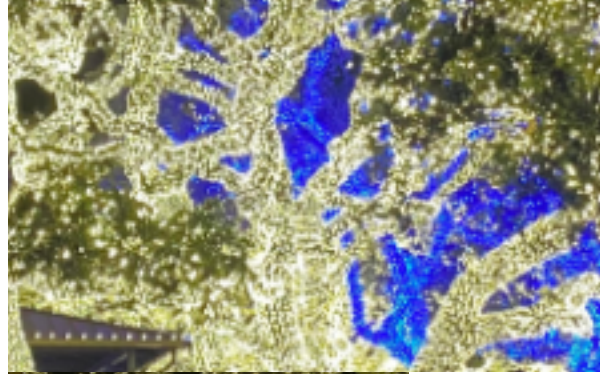
Mike McPhail, our Events Coordinator, mapped out a scenic route sure to be savored by any



driving enthusiast. True to his form, Mike had us traversing over backroads and low-water crossings, as he is inclined often to do if you've ever been on one of his toured drives. I can't think of another person, this side of the Rio Grande, that knows the back roads quite like Mike, just don't get too far behind or you may find yourself out of cellular range!



Speaking from experience, I never leave out on one of these drives-anymore without my trusted and faithful paper map. Rand McNally can be a dear friend in difficult times, but I digress. We finally made our way to Johnson City where we enjoyed a few drinks and a nice meal at Proof and Cooper's restaurant. After which, we walked over to see the amazing Christmas Lights display at the Square in Johnson City. I would definitely encourage all to see their Christmas display if you haven't already done so. A few of us lingered to take a few pictures before heading back home. Not a bad way to



end a year in our Triumphs. I am sure 2022 will be even more eventful with many more memories to make. I hope to see you all out there this next year in your Triumph-of course with top down.

If you've read any of our club president Rip Torn's articles, no doubt, you've heard him say numerous times to "Get out and drive your Triumph!" How true that is, for there is the charge for each of us to begin our "journey" and it doesn't really matter where you begin, so long as you begin. Your journey may find you at a Holiday Inn Express in another zip code or a local brew pub off Fitzhugh Road, either way, you're likely enjoying the time with good friends that will form lifelong friendships throughout the rest of life's journey. So...Cheers to all of you this New Year and may your journey be Triumphant and filled with many friends, new and old. Until then...

Tara!

Jim Wells

HCTC Secretary



From the Archives

Art Graves



This Month's archive article is Nel McPhail's secretary report from the March 2002 issue of 'The Ragtop'. Nel served as club secretary from July 1997 to July 2005. This particular report mentions Phil Taylor's dramatic entrance to the Waterloo Ice House on Burnet Road.

Club President Matt Baker was already at Waterloo Ice House on Burnet Road when Art and Mike walked in the front door about 6:30. It was still Happy Hour and appetizers were half price. Just a couple of bucks for Super Nachos! By 7 PM the Hill Country Triumph Club had taken over the patio. Everyone seemed to be in an especially jolly mood that Tuesday night. Attendees that showed early enough were handed dandy HCTC lapel buttons by the ever-generous Bob Skewis. Phil Taylor was so anxious to join the group that he literally tore the patio door down getting to us!



The meeting was eventually called to order. Sporting a handsome new beard, HCTC impresario Bob Kramer brought us up to date on the Friends of Triumph racing schedule. He said those wishing to volunteer as corner workers at CVAR races in College Station will get free lodging. The next race is February 26-27. True vintage racing fans should plan on joining Bob on June 13-16 for the Mid Ohio 50th Anniversary Race International. Bob has

also made arrangements for HCTC members to receive Triumph World magazine at half price!

Art also has a long list of upcoming activities of interest to Triumph fans. The Great Race (it's coming to Texas), New Orleans ABCD, VTR Nationals, Texas Triumph Register Bluebonnet Tour, and Austin Jaguar Club Garage Tour are all in the offing.

Herb is sponsoring a drive to the Wimberley Glass Works this Spring. Now is a great time for the rest of us to consider leading a driving event!

Carol is still working on her TR3 with the help of guest Kimberly, who obviously enjoyed hanging out with us at Waterloo. Nona could use a little help herself. It seems that her TR6 has all the symptoms of a blown head gasket. Mike had to drive the XJS to the meeting since his TR is up on jacks awaiting a front timing cover seal and a rack and pinion steering conversion. Charlie Stewart drove up fashionably late in his beautiful and newly acquired 1953 Austin-Healey. Dan Couch was welcomed as our newest member. He says that he is on his fourth Spitfire!

Be sure and join us for next month's exciting meeting!

Zenith-Stromberg Carburetor Needle and Jet Replacement

Mike McPhail

Those junkyard carbs on my Spit-six were only supposed to be something temporary, but worked so well that I decided to keep them! 10,000 miles later it was time to re-examine the pair due to poor idle, reduced fuel economy and the occasional carburetor back-fire. Upon close examination it was found that one of the diaphragms had begun to disintegrate, and the needles did not match, and oh yes, one of the jets was worn out. Rimmer Brothers is the place to go for GT6 carburetor parts and they arrived in the astonishing time of four days!

The needles are easily removed using a simple tool made of a four-inch length of flared 3/16" brake line. First, remove the spring-loaded locating screw from the piston. The needle assembly is held in place by a star washer that can be lost, so place a paper towel in the vice to catch the two as they are driven out with a small hammer. The new needles came in their holders, but



Needle removal.

the adjusting screws had to be reused.

The O-ring on the adjusting screw of any ZS carb will need to be replaced occasionally, so one should be familiar with the needle removal procedure. Having to top up the dashpots more than once a month would



Needle locating screw.



Needle removed.

indicate the need for this procedure. Re-assembly is a snap also, just load the needle assembly and washer and gently drive them back into the piston. Use your carb adjusting tool (a glorified Allen key) to rotate the needle until the notch in the holder lines up with the hole for the locating screw.

After verifying that the tip of the locating screw is indeed spring loaded, re-install it and tighten securely. At this point the needle will be retracted to its full rich position. You should be able to turn the adjuster 3 ½ turns CCW before the adjuster screw no longer engages the needle holder. This position will be the maximum lean setting. I found that one of my screws was only good for 2 ½ and had to replace it with another!

If you were happy with the prior adjustment and were just replacing the O-ring, set the adjustment as you had it before starting the job. The best way would be to have turned the adjuster CW and count the turns until it came to a stop. If you find that the tool doesn't stop, the adjuster has been entirely unscrewed and will not re-engage without pushing up on the needle.

Often the needle holder will have seized in the piston and the adjuster tool will not



Old and new jets.

move. No problem, just remove the locating screw and drive the needle and holder out as usual.

Replacing the jet is a bit more trouble, and something that may never be necessary. The jet is just a tube with a cap on the end that has been drilled to match the needle (TR6 CD175=.100", GT6&Spitfire CD150=.090"). The hole must be perfectly round, or it will be impossible to properly adjust the carburetor mixture. I was able to replace my worn jet with the carb still on the Spitfire, which may not be so easy on a TR6. A ten-inch C-clamp and a selection of sockets were used to press the jet out (down) and back in (up).

It is vital that the original depth of the jet in the carb body be measured before diving into this operation. A Vernier caliper works well, and a bit of trial and error is involved. I pressed the jet in place from below, a bit past where it should be. A suitably sized punch was used to carefully coax it to the correct depth.

Now the Spit is, once again, running superbly!



Pressing out the old jet.

On the Importance of “Being Prepared”

Rip Torn

“Be Prepared” is the motto of the Boy Scouts and great life advice for all ages and sexes. Prepared for what, you might ask Sir Baden Powell? Why for anything he answered in 1907. Despite some asking, I was not there. I did learn this early in life however and have tried to focus this on the worse case scenarios I might come across, especially if they involve High Risk and Low Frequency (HRLF) threats. In my previous career in aviation that was some sage advice and our training was focused on HRLF events, In our daily life we do high risk activities all the time — such as drive down Highway 71, 183 or a myriad of local thoroughfares with cross traffic, bad drivers, learners, etc but complete that task routinely with a small chance of adverse outcomes- else we wouldn’t do it routinely. Compare that to driving down 1431 in December from Marble Falls to Cedar Park. Fewer cars but blind crossings, deer who can’t read where their crossings are, no lighting, etc. We don’t drive it that often so we drive it differently than screaming down 71 at the same time of the night. The difference is Frequency of doing this action.

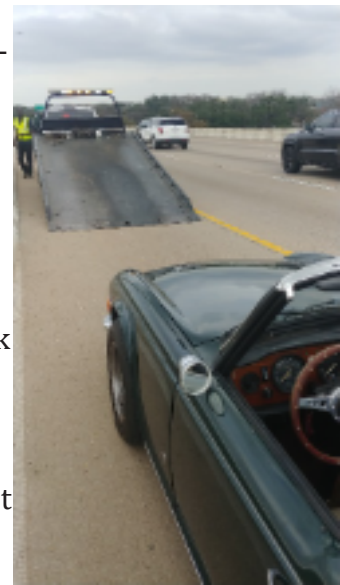


So, consider some of the risks we take driving 50-year-old cars in your driving area. In addition to external factors such as road and weather conditions, what shape is your car in and how is your physical ability to drive it safely? Of those four factors the one you have direct control over is the condition of your

car. To master the obvious, is your care safe? Tires, shocks, brake lights, headlights, seat belts, and many other parts help you stay safe. They need periodic inspection and maintenance that may cost you in replacements. Check those things before each major drive, especially the electric gadgets and baubles. Since we can’t go to the store for 99% of replacement parts, go ahead and order some wear out parts and stock them at home or better yet in a parts bag for your “boot.” That is “being prepared.”

Once you are en route in your drive and you have a part failure then you then have a choice- move to safety, repair the car in situ or move it elsewhere. When we travel

as a group, I am amazed at the variety of spare parts that someone has and the expertise that leads to roadside or overnight repairs. We even had a member follow the Triumphs in his pick-up truck pulling a trailer “just in case.” (It was used BTW). When you are on your own and don’t have a pick-up following you then especially in the case of our classic cars have a usable tow service as part of a roadside assistance plan. Sometimes it may be to get you to a place when you can affect repairs/ receive overnight shipped parts, secure your car until you can retrieve it on your own, and others might be to get your car back home

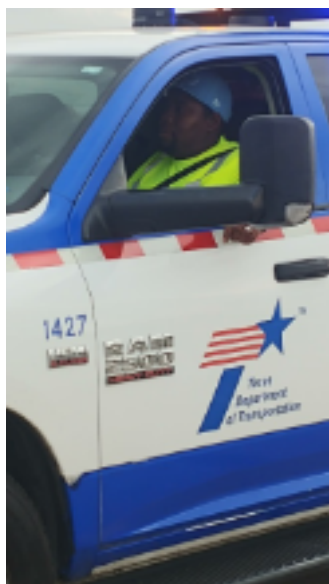


and fix it there at your leisure.

Naturally a roadside assistance plan is not free but may be included in your current insurance. To compare plans, look at <https://www.motor1.com/reviews/409428/best-roadside-assistance-plans/> to get started. Omitted here is Hagerty's plan, which I have and can recommend. Check the towing range and frequency of any plan you consider as well as the price. Going back to the risk and frequency analysis I think we have a higher risk of breakdown (compared to newer cars) and a relatively medium frequency of occurring. So, we carry spare parts, do preventative maintenance, and I recommend having a good roadside plan especially if traveling on your own.



Of note look on your Texas Drivers License for the number to call HERO Roadside Assistance Program. You are already paying for it.



HERO patrol service program

TxDOT, in partnership with the Capital Area Metropolitan Planning Organization, operates a free Highway Emergency Response Operator (HERO) patrol service program to

clear minor crashes from area roadways and assist motorists in need. The goal of the HERO program is to improve safety and keep traffic flowing along 138 miles of I-35, US 183, US 290, SH 71, and Loop 1 (MoPac) in the greater Austin area.

HERO services include:

- Relocating disabled vehicles to safety
- Removing minor crashes from the roadway
- Providing traffic and lane control at crash scenes
- Removing debris from travel lanes
- Changing flat tires
- Giving air to low tires
- Adding gasoline and water
- Performing minor vehicle repairs
- Jump-starting batteries
- Assisting first responders at crash scenes
- Providing drinking water and cell phone services to stranded motorists

The HERO trucks operate from 5 a.m. to 9 p.m. Monday through Friday. Service is available on I-35 seven days a week, including Saturday and Sunday from 7 a.m. to 7 p.m. If you need assistance, you can reach the HERO program at (512) 974-HERO.

Use the [HCTC.US](https://www.hctc.us) website comment to share what you do and we will share them with the club membership. Start your message with "Driving tips" and we will publish these with the group.

Drive safe, be prepared, and drive your Triumphs often!

-Cheers!
25 December 2021

2022 VTR SOUTH CENTRAL REGIONALS



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.

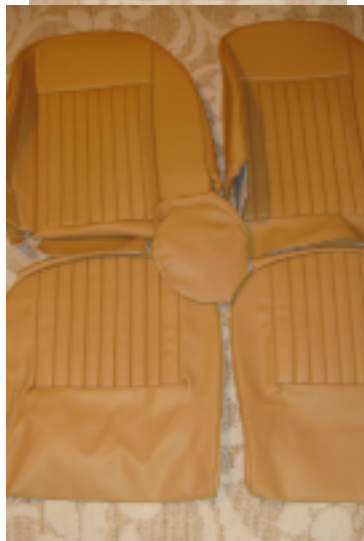


TR6 Stanpart Coventry Radiator. Price: \$150 obo. Came out of a 1969 TR6. Replaced when the parts were upgraded. No leaking and holds pressure. Price plus

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

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 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
nmcpmail@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

Vice-President — Joe Payne
robjoepayne@yahoo.com

Webmaster — Jimmy White
webmaster@hillcountrytriumphclub.org

Treasurer — Mike Schubert
trebucs43@gmail.com

Secretary — Jim Wells

Membership — Nel Mcphail
512-656-1456
membership@hillcountrytriumphclub.org

Event Coordinator — Mike McPhail

Ragtop Editor — Dan Julien
editor@hillcountrytriumphclub.org

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 10, 2022 — **Drive Your Triumph Day**.

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

Mar 26, 2022 — **MG Club Drive**.

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:

Saturday, Jan 8, 2022, 10:00 AM

Waterloo Ice House
6203 N Capital of Texas Hwy
Austin, TX 78731
NE corner of Lp 360 & RM 2222
waterlooicehouse.com
Phone: 512-478-9700

Next Evening Social Meeting:

Tuesday, Jan 11, 2022, 7:00 PM

Pinthouse Brewing
2201 E Ben White Blvd
Austin, TX 78741
(512) 717-0873
pinthouse.com/ben-white/