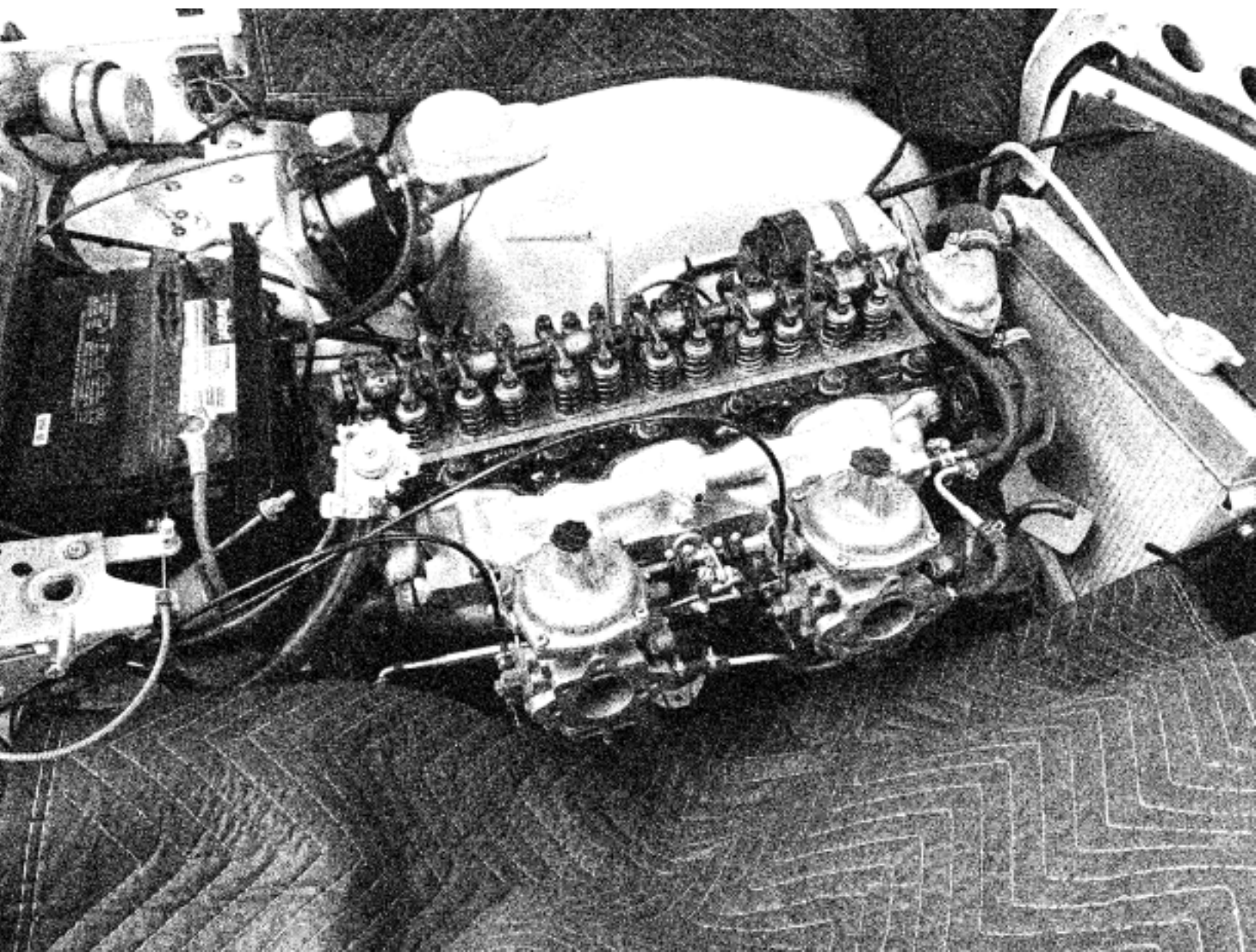


The

April 2022



RAGTOP



Highlights from Joe

Joe Payne



April is here with the promise of Spring and days of winter behind us. It also finds Rip working double time as he prepares to train future generations of pilots for Southwest Airlines and we wish him well during the intense training the trainers must undergo. Given the projected shortages of pilots we will miss him this month, but he is planning on attending the All British Car Day in Dallas in his TR-6 so he is doing a great job of not letting his new job get in the way enjoying his Triumph. Well done, Rip!

With the change of the seasons it is time to list many of the great opportunities that are coming up to drive our cars. These trips allow us to see old friends, make new ones and enjoy the adventure of the open road. Upcoming events are:

- VTR South Central Regionals, April 21-24 Boerne, TX
- Brits in the Ozarks date-tbd The web-page is up for Brits in the Ozarks-details to follow
- VTR Nationals August 29- Sept 1 Galena, IL
- Triumphfest Sept 8-10 San Diego, CA
- TXABCD Sept 23,24,25 Round Rock, TX details coming soon
- 6 Pack Trials Sept 22-25 Lexington, KY

Last year the Ragtop chronicled the adventures of some of our members who made a mega-drive that included the VTR National in Oklahoma, continued on to Brits in the Ozarks then rounded that out with driving to Triumphfest in Flagstaff, AZ. All told these adventurers made a round trip of over 3,000 miles! Please look at the HCTC website to find past issues and read about all the sights and fun that was able to be published!

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And if interested in greater details, call any of these intrepid adventures to learn more about the fun and adventure of taking your Triumph on a long road trip.

It is time to also look forward to the Hill Country Triumph Club Summer Picnic in June. This is the time that the HCTC holds its annual election. Please consider running for office, this is a great club and it is because of the fun in serving and camaraderie it develops. All that are interested we will include the May Newsletter prior to the June picnic. As always, this does not preclude someone from stepping up at the

picnic to run and we welcome all to find a role to contribute to the Hill Country Triumph Club.

Looking forward to seeing everyone at the April Meeting and Social! Also, if you have something to share with the club, great vendors, new fixes for old problems please send these to Dan Julien the award winning editor of the Hill Country Triumph Club.

Cheers,

Joe



Secretary's Report March 2022

Mike McPhail



Another busy month! We already reviewed the now famous Spring Painted Churches Tour and noted the record-breaking attendance by members of the Texas Triumph Clubs. More activities followed, such as the Roger Allen Triumph Rescue Intervention Team liberation of a 1975 Delft Blue TR6 from its DPO, just East of Austin. This was accomplished after the Breakfast Meeting at Waterloo and ended up being an all day affair.

A celebration was held at the HCTC official brewery on the way to Mike's Motors in Dripping Springs. (Motto: *We screw the other guy...and pass the savings on to you!*) Live Oak Brewing Company head honcho Chip McElroy visited with the crew as they enjoyed his delicious and refreshing products, and he reiterated that Triumphs are always especially welcome at his establishment.

Our last social meeting at Pok-e Joe's was lots of fun, but we will rotate to Waterloo Ice House for April...yep, same place we like for breakfast...ask about the Tuesday happy hour special!

Several of our clan joined the Capitol City MG Club for a lovely outing on the 26th.

Wiley got to try out his new engine, while Sam and Kim were seen following very closely behind a tow truck.

It would seem that the balmy Spring weather will continue well into the foreseeable future and the April VTR Regionals in Boerne will be a glorious event. It is time to send in your registration!

The following weekend is the gala All British/European Car Day at White Rock Lake in Dallas. This is another Rite of Spring that should be on your trip calendar!

Joe Payne has been working diligently on Texas All British Car Day 2022, which might have been canceled had he and other HCTC members not picked up the torch. Same date, same place...different faces!

Just in: Bob "Fireball" Kramer has begun his bicycle pilgrimage and may eventually cross the Red River on his way to parts unknown. Follow his epic journey on www.onemoretriumph.com

From the Archives

Art Graves



This article appeared in the June 2006 issue of The Ragtop. The 2006 South Central Regional Convention was held in Jenks, OK, a southern suburb of Tulsa. I avoid toll roads whenever possible and don't think I've ever used this particular entrance, although I have driven the turnpike many times. Luckily for the rest of the club, Bob was paying attention. I suspect Austinites have now adjusted to toll roads.

Austinites Can't Adjust to Toll Roads

by Bob Skewis

Our trip to the VTR Regional in Tulsa was over and we prepared to caravan home on Sunday morning at 8:00 am. A look at the map and a route was picked that we thought would get us around the toll roads in the Greater Tulsa Metro area.

All went well until we turned onto the entrance ramp to the Interstate heading west to Oklahoma City. I was bringing up the rear with my 250 on the trailer while the other four vehicles started to climb the ramp to the highway. Way off to the side was a rusted yellow box with a sign that said "Please take ticket." Well, everyone passed it by and I radioed ahead that we probably should have taken a ticket and everyone pulled over to the side of the entrance ramp.

Now, this was a big uphill ramp and the lead car was 300 yards from the box. I had stopped well short of that and volunteered to run back down and pick up a ticket for everyone. While I was trotting downhill, Bob Kramer suggested to Bill Waller that he back down the ramp and help out. This was a good thing as I was unable to figure out how the tickets came out of the box (no button to push like in a parking garage).

Bill noticed the electric eye hanging over the roadway and backed up enough to trip the switch and out popped a ticket. Well, four more times doing that maneuver and I had a handful of tickets to make us legal. I hopped over the door to Bill's Spitfire and rode up the hill sitting on top of the seat like Miss America in a parade. We distributed tickets and were on the road again - thankful that the entrance ramp had not been busy at that time.

Obviously, it is going to take us Austinites a little time to get used to this toll road thing.

TR6 Report

March 2022

Mike McPhail

Okay, the TR4 was loaded on a trailer headed to Napa, California on March 8, but two more projects are in the shop. Jerry has been working a couple of days a week on the Welter TR6, which has an uncanny resemblance to Wiley's 1970 Triumph. It now has a new driver's side floor and bed liner undercoating.

Speaking of resemblance, Roger Allen's newly acquired 1975 "Deaf Blue" TR looks just like Art Graves' ride, although perhaps a bit "worse-for-wear". Not for long though, since work is in progress to bring this barn find to prime condition. The incredibly solid and very stock roadster was hauled to Mike's Motors after the Waterloo Ice House meeting and has since been tuned-up and



Wiley's new motor.

de-smogged, after losing about one hundred pounds of dead dealer-installed air conditioning. More work is planned, in hope of debuting at the VTR Regionals in Boerne. See you there!



Wiley going home at last.

Benson was in town for the Painted Churches and was pleased to have the busted dash-pot in his overdrive replaced at Mike's Motors (Motto: *We're not happy 'til you're not happy*).



Wiley going home at last.



Live Oak beers.



Deaf blue.



Dealer AC.



Pretty in primer.



New floor.



Undercoat.



Welter TR6.

Engine Compartment Refresh

Wiley Christal

Several years ago, I thought I would be smart and clean the engine compartment of my white 1971 TR6 with Castro Super Clean Cleaner-Degreaser – the spray-on that comes in a purple bottle. It worked – too good. Maybe I left it on too long, but it removed the top layer of paint in most places leaving a brighter white under the paint that it removed. My engine compartment was left with large spots of bright white and areas of creamy white where the paint did not come off. It just looked bad. I was hesitant to raise car's bonnet at car shows. It was time for a repaint under the bonnet and Jerry (who has been called Zippy behind his back by a few club members) was engaged to do the job. Jerry has completed work projects for other club members. He does auto paint and body work at your location.

For the past few years, my car had become worse about blowing black smoke out the exhaust on startups and accelerations. I didn't like having to continually clean the black deposit from the rear bumper and taillight assembly above the tailpipe, so I thought it was time for a motor overhaul. I must have caught Mike McPhail at a weak moment – he agreed to take on my project in January and it included Jerry repainting the engine compartment. I drove the TR6 to Mike's Motors (the garage behind Mike's house) on January 12 and I drove it back home on March 11. I made many day trips from my home in Round Rock to Mike's Motors in Dripping Springs during that two-month period to watch Jerry and Mike work. My project would not have taken two months to complete except for the delay in getting my engine's head back from

the machine shop – not to mention the two ski trips I made and two half marathons I ran during that period. But I'm sure Mike made faster progress during my absence.

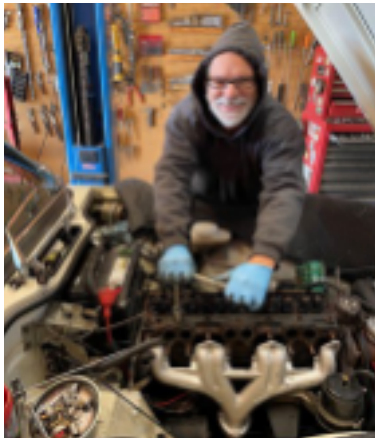
At the start of the project, we anticipated not pulling the whole engine out of the car, just the head, to repaint the engine compartment; however, one of the studs, on the exhaust side, that holds the head to the block would not release from the head. It had become seized to the bolt hole in the head. The engine (and transmission) were removed from the car so the head could be spun around to unscrew the stuck stud from the block. The machine shop had to drill the stud out of the head. Glenn, the machine shop owner, also told me that one of the water ports in the head was completely blocked with corrosion. Maybe it was caused from that Bar's Leaks Stop Leak that I put in my car a couple of years ago when my radiator started leaking! With the engine out of the car, we removed everything else so Jerry would have good access for repainting. Jerry had to replace two rusted areas with new sheet metal: the upper part of the firewall on the passenger side and the battery compartment tray. Everything was sanded, primed, and painted. Jerry's paint job turned out very good – I'll be the first to open my bonnet at car shows now.

While the engine's head was at the machine shop, Mike worked on the engine block plus the other mechanical attachments associated with the engine. My car had 42,565 miles on the odometer, and we believe that must have been the actual mileage because it appeared that the motor

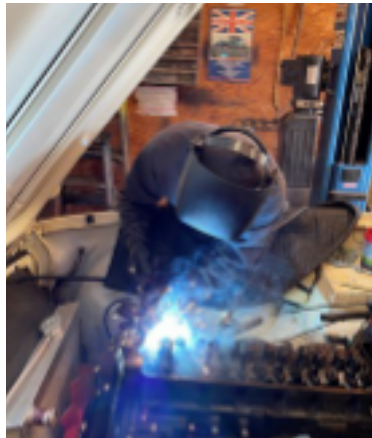
had never been rebuilt. The pistons cleaned up very well and the cylinders were not scarred so only new rings, bearings, and seals were required. When I bought the car in 2004, some new parts came with it including a new timing chain, tensioner, and gears, so those were installed. Many new parts were installed as the car was put back together. For example, a gear-reduction starter, alloy flywheel, and stainless-steel muffler and pipes. The distributor was sent to Advanced Distributors to rebuild. For the head rebuild, the machine shop replaced the valves, valve guides, and springs and added hardened seats on the exhaust valves and oil seals on

all valve stems.

There was a very noticeable, and satisfying, difference in the way the engine starts and shuts off after the overhaul. It starts immediately and the engine shuts down the instant the key is switched off. I attribute those desired behaviors to the new gear-reduction starter and the much lighter alloy flywheel. And there is no black soot coming out of the tail pipe!



Jan. 12 - started removing engine parts.



Some parts were hard to remove.



Engine removed.



Body work underway



Painting underway



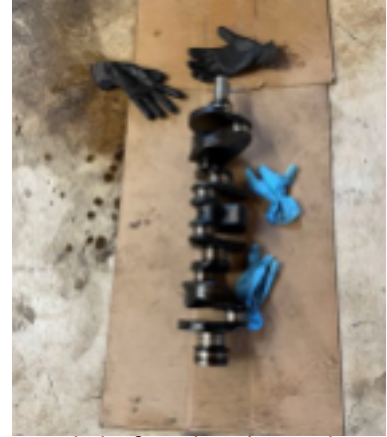
Good looking engine compartment!



Engine block being re-freshed.



Pistons to be cleaned and reused.



Crankshaft to be cleaned and reused.



Head back from machine shop.



Block and other parts reinstalled.



Head and block going together.



It starts and runs again!



Stainless steel muffler and pipes.



Mar. 11 - Home in Round Rock again!

Capital City MG Club Drive

Wiley Christal

No, that title is correct. A club drive was announced in the last month's Ragtop for March 26 by Nick and Julie Roccaforte. The Ragtop article clearly says that it is a CCMGC drive but I missed that part. Not that it matters, but I was surprised when I arrived at the QT gas station in Cedar Park to discover that my TR6 was the only Triumph among approximately 10 MGs of various types. Before we left on the 70-mile drive to Burnet, Sam and Kim Vazquez arrived in their white 1976 TR6. Yay, my Triumph now had some company. At some point into the drive, I recognized a black 1957 TR3 closing in from the rear. Yes, it was Ralph and Jeffie Herter. Ralph and Jeffie have been putting a lot of miles on their TR3 during the COVID-19 period and reportedly, the TR3 is holding up very nicely.

Nick and Julie do very good job of designing driving routes, printing good directions, and even providing snacks in case of hunger pains before arriving at the dining destination. Even though I did not see any Bluebonnets on this drive, the scenery and roads were excellent. I especially liked the loop south and west of Burnet on Park Road 4 that went by Longhorn State Park and Inks Lake. There were many elevation changes with lots of turns! A very fun road to drive in a sports car. Lunch at the Trailblazer Grille was also excellent. After lunch, the cars went different directions

going back home. I heard that Sam and Kim had some car trouble and could not finish the route – I hope they got back home. That is a shame since they were in the newest car of all.

I managed to get a photo on only six of the MGs lined up at a gas station rest stop along the way. There were more. I can remember seeing MGBs (of course), an MG-B/GT, a rare MGC/GT, an MG-TD, and an MG-TF – but no MGAs. MG certainly made distinct and nice-looking sports cars. I have never owned one, but I enjoy seeing them on the roads. Thanks to Nick and Julie for inviting the Triumphs – the whole event was excellent!



Six MGs at first rest stop.

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.

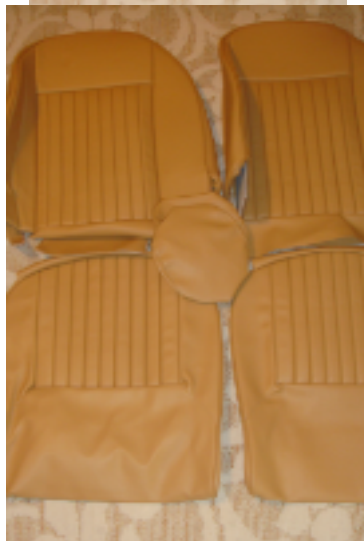


TR6 Stanpart Coventry Radiator. Price: \$150 obo. Came out of a 1969 TR6. Replaced when the parts were upgraded. No leaking and holds pressure. Price plus

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 rtorn09@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.

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	Factory build records
Annual National Meet	Technical support
Website (password protected areas for members)	Contact information
Concours judging standards	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 overdue 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

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

Apr 9, 2022 — **HCTC Morning Meeting**,
10 am, Waterloo Ice House on 360.

Apr 12, 2022 — **HCTC Tuesday Social Meeting**, 7 pm, Waterloo Ice House on 360.

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

May 10, 2022 — **HCTC Tuesday Social Meeting**, 7 pm, Waterloo Ice House on 360.

May 14, 2022 — **HCTC Morning Meeting**,
10 am, Waterloo Ice House on 360.

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

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

Sep 22-25, 2022 — **6-Pack TRials**. Lexington,
KY. Info [here](#).

Sep 23-25, 2022 — **TxABCD**.

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, April 9, 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, April 12, 2022, 7:00 PM

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