

**The**

April 2023



**RAGTOP**



# Thoughts from Rip

## Rip Torn



**M**ake plans please to join us from April 19-22 at the VTR Regional in Sugarland, south of Houston. Registration is on the club calendar with a link and more details. Our club should have a large contingent there since it is so close. We will be hosting the regional meeting in the next year and will need a lot of help for that so if you haven't been to one, make an effort to check it out and have some fun while meeting some great people. Meanwhile your club will meet as scheduled the Saturday before Easter Sunday.

Longer term plans for your club consider attending the VTR National Conference from Sept 28-Oct 1 in Dillard, GA. For those not familiar, we join in a convoy and make it a fun and multi-day drive seeing some pretty cool sites to and from the venue. We also try to get group lodging accommodations while there. It will be a memorable and fun time so join us.

Plans are firming up for the TxABCD with Joe and Mike McPhail being the head organizers. They will give more details soon on the dates and location so you can plan to attend and hopefully help with the some or all of the events. It has been a premier event in the car club circuit especially in Texas with good participation and we hope to make it better.

In the fall we are planning on several long-distance drives to events up to Arkansas and California. Stay tuned to details. We will also have some local drives into the summertime. Stay tuned and check the HCTC.US website/ Facebook/ Instagram for details as they get closer. Thank you Kim and Jimmy for keeping that up.

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There is no news on club racing events this year. I hope we will hear from some of our racing members on where and when so we can support them.

As previously written, in June is the annual elections for officers and there will be some leaders stepping down and will need YOUR help to replace them. There are four elected positions for the club and the others are appointed roles. Openings that we

know of will be the President, Secretary, and Ragtop editor. This is a great opportunity for you to help out with an orderly transition. We have worked hard to prevent surprises and make the handover seamless and easy. Please consider how you can help your club continue its growing success.

Get your cars out there and drive them around!

# Sugarland or Bust!

Thursday April 20

The Hill Country Triumph Club April driving event is the trip to the VTR South Central Regional in Sugarland. A convoy will depart the Austin-Bergstrom Airport "Cell-phone Lot" at 11:30 sharp. We will stop for lunch at Joe's Place in Fayetteville at 12:30 and arrive at the Hilton Garden Inn Sugarland at 3:30.



# Secretary's Report March 2023

**Jim Wells**



**M**arch Madness is the first thought that came to mind when I sat down to write the Secretary's Report for the month of March. Of course, most of you reading this are thinking of college basketball but I had another reason for thinking of Madness in March — my drive home from our monthly committee members meeting at the Waterloo Ice House. I'll explain...

The series of unfortunate events actually started the night before when, after hearing a repeating ticking noise seemingly coming from the front right wheel hub, I decided to recheck my recently replaced outer bearing. Worried that I may have not tightened the castle nut enough, I cranked down the nut another quarter turn or so and backed it off to the next slot, spun the wheel, put the cotter pin in and closed it all



up. "That ought to do it," I thought. What could go wrong? Well, I should have listened to my inner voice that night that said, on more than one occasion, "Loosen that nut before you go down to Austin, it's too snug." I even considered racing home after work the next day, before heading to the meeting. I didn't listen! Driving home that Thursday evening, around 9:30 PM and about a mile up Capital of Texas Hwy, at 55 plus MPH, my front right wheel spindle snapped at the outer bearing taper. What should have resulted in major body and suspension damage was, instead mitigated to just a broken spindle and caliper. It was the Girling caliper that saved me from major body damage. While one of the mounting ears broke off the caliper, the other one held firm, managing to keep the union of my wheel and rotor from flying off the spindle and up the embankment. I quickly pulled over onto the wide shoulder to as-





sess the injuries to my TR6. Because my hub/tire was still captured around the spindle, the frame was high enough off the ground to fit a jack under

the car and remove wheel and rotor/hub. With all the hard work done, it didn't take long to get the car loaded once the wrecker arrived. Thanks to Hagerty Insurance, the drive north to Belton was completely covered and my car was safely resting in my garage that same night, albeit 1:00 AM.



As unfortunate as this accident was, I was very lucky in the timing and location of the incident. Just hours before, I made my way to the meeting by way of MoPac and RM 2222. Had my wheel come off traversing the

winding RM 2222, the outcome may have been much more tragic. I learned a very important lesson that night in keeping my



bearings snug but not too tight. Now I have a good reason to rebuild/restore my front suspension with all those new parts I had purchased months before, but that will have to wait for another issue of the Rag-top.

Rip's engine is currently getting a rebuild and a new dash top at Mike's Motors and should be on the



road in the near future. Wiley is currently fine-tuning his Stromberg carburetors to increase fuel efficiency as well as the appearance, no doubt, for the upcoming VTR Regionals in April. I also learned just re-





cently that Benson Tuttle has been secretly working on his Tahiti Blue TR6, installing new interior carpet, aluminum flywheel, clutch, and front wheel bearing spacers.

Our first club meeting of the month was Saturday at Waterloo Ice House. Since my Triumph was in much need of repair, Roger Allen graciously offered to drive his 1975 TR6 to Saturday's meeting. VP Joe Payne opened business as usual, with 15 members in attendance, one of which was none other than our very own Art Graves, who drove all the way down from Tulsa. A minor amendment to the bylaws, allowing designated members to manage specific club events was discussed.

Mike discussed various driving events club members have participated in as well as upcoming events, including the rescheduled Luckenbach Rallye (of which the HCTC has a history of winning), VTR Regionals in Sugarland, TX, Wings and Wheels at Kingsbury, and the All British and European Car Day in the Dallas area. Nick Roccaforte reported on Georgetown's Pistons on the Square held the third Saturday of the month where the HCTC has had a decent showing of Triumphs in the past.

Our next and last first quarter social hour meeting will be held at the Tavern. Also, this coming June, the club will holding the annual HCTC picnic/elections. Location is still be decided between a park in Georgetown, referred by Nick and Julie Roccaforte, or at Live Oak Brewery. The club is looking

to move back the Texas ABCD to the first or second week of October in hope of cooler weather. In the absence of our treasurer, Gary Payne, Joe reported that the Club is in good financial shape. Be sure to pay your dues. Joe recognized Dan Julien for his continued excellence in publishing the HCTC's newsletter, The Ragtop.

Dan Julien announced that he will be stepping down, this coming June after ten years as editor of The Ragtop. Dan's editorial talents will be sorely missed by all. Joe noted that many HCTC members, who are unable to attend our regular monthly meetings, rely on The Ragtop for local car club information.

Jacques Welter briefed us on our club marketing strategies and, as club members, we are our best marketing tool when we drive our cars often. He introduced various hot/cold drink tumblers with the HCTC logo that could help advertise our club. He also presented medium-sized metal signs (by Jag Concepts) displaying your car's information that could be hung from a Triumph's bonnet. Look for more information in upcoming editions of the Ragtop and social media posts. Kim Welter brought up a collaboration she has been working on with Art to create a pamphlet of the history, up to present, of the HCTC that members could hand out at car events to help advertise our car club. Also, Jacques mentioned ordering personalized club business cards for members who wished to order their own cards.





After the meeting Joe Payne, Roger Bolick, Roger Allen, and I headed north to check out a possible venue for future Tuesday quarterly meetings, while Mike and Art headed back towards Dripping Springs to honor a prior commitment. Having met Christine, the owner of Celis Brewery at Thursday's Committee meeting, we decided to patronize her establishment that Saturday afternoon. The weather was agreeable and the libations were tasty. There was an air-conditioned tap room and a nice beer garden recently added. There



were plenty of outdoor games and a local vendor hosting, I quote, "Chicken Shit Bingo." Not wanting to look like nonconformists, all four of us bought tickets. Guess who won with the lucky number 13? Yep, you guessed it — I did! I even have

proof; a picture with the chicken! Only in Texas!! What a memorable afternoon! After quenching our thirst and good conversation, Roger A and I headed back north while Joe and Roger B continued to enjoy the sights and do more "research."

Tuesday night's social meeting was held, for the last time this quarter, at the beloved Tavern. We had a good turnout with ap-



proximately a dozen or so members in attendance. Once again, Roger Allen drove both of us in his TR6. We met in Salado and traffic wasn't too bad, considering that we were heading into town and most commuters appeared to be heading home in the suburbs. Leaving early always helps too. New and familiar faces were present and the conversations centered around all things Triumph. Art was able to hang around in Texas long enough to make Tuesday's social gathering before heading back up to Tulsa. Not too many members are that dedicated to the club. Way to go Art! Anyway, after all the "stories" had been told, members started to head for home. Roger Allen and I said our farewells and headed back north. With the weather being somewhat agreeable, we make the ride back home with the top down.

April club meetings will start with our Saturday club meeting at the Waterloo Ice House followed by Second Quarter's Tuesday social gathering at Pok-E-Jo's in the Brodie Oaks Shopping Center. We will meet Tuesday evening starting at 6:00 PM due to an early closing time. Look for times and locations in this edition of the Ragtop. See you all soon.

Until then...

Tara

Jim Wells



# From the Archives

Art Graves



*This technical article appeared in the March 1998 issue of 'The Ragtop'. It was likely written by Dan Masters, since there is a note in the "Ragtop" that 'this article is provided courtesy of Dan Masters'. Plain as the nose on your face, right? Shameless plug time. Dan Masters wrote an excellent Electrical Maintenance Handbook for the TR250 and TR6 models. The handbook is still available from various sources. I know for sure that The Roadster Factory stocks the manual.*

## Ballast vs. Non-Ballast Ignition Coils

Many Triumph owners opt to replace their standard coil with the Lucas Sport coil, to get a hotter spark. Often, though, they neglect to bypass the ballast resistor, used on some of the later models. Failure to do this will negate the benefit of using the hotter coil, as the Sport coil is designed to be used without a ballast resistor. What is the difference between the two types of coils?

Basically, a non-ballast coil is designed to produce full spark output with 12 volts on the input (+ terminal). A ballast coil is designed to produce the same spark output, but with only 6 to 9 volts on the input.

With a non-ballast coil, the input to the coil is the same, 12 volts, whether the engine is running, or being cranked by the starter motor. With a ballast coil, the starter relay

bypasses the ballast resistor when the starter motor is spinning the engine, and applies the full 12 volts to the coil. Since the coil is designed to provide full spark with reduced voltage, the application of the full 12 volts produces a much hotter spark, which is an aid in starting. After the engine starts, and the starter motor is off, the coil voltage is dropped to the lower voltage, and the coil output is the same as for a non-ballast coil. The reason the ballast type coil is not run at the full 12 volts, for a hotter spark, is to prevent damage to both the coil and the points.

With a non-ballast coil, power is applied to the coil directly from the ignition switch, via a white wire. Power to the ballast coil comes from the ignition switch to the resistance wire, and then to the coil. When the starter relay engages, 12 volts is placed on both ends of the wire. With the same voltage on both ends, no current flows, so no heat is generated. The current flow is shunted around the resistor wire. This bypassing of the resistor wire places the full 12 volts on the coil.



The ballast resistor will need to be bypassed for any coil that is designed to be used without one, whether it is a high-performance coil, or just a replacement, for example, using a coil from an earlier model Triumph. In the TR6, the ballast resistor was used only from '74 and later. As I understand it, the modifications made to these cars to meet the environmental concerns made them hard to start, so the ballast type coil was used to get the extra hot spark during starting, since starting places the most stringent demands on the ignition system. Other models made the changeover in roughly the same time frame.

Bypassing the resistor is only one of the changes necessary to utilize the full advantage of the Sport coil, or any high output coil for that matter. Unless you also increase the spark plug gap, the plugs will continue to fire at the same coil secondary voltage as before, give or take a little, and

will not give the hotter spark that you paid for. The voltage rise at the output of the coil secondary, although rapid, is not instantaneous. As the voltage rises from zero, as soon as it reaches the value high enough to jump the plug gap, it will. Since the plugs were firing at 20,000 volts with the old coil, that will fire at that voltage level regardless of the maximum voltage potential of the new coil. As soon as they fire, and the arc begins, the voltage drops to zero. By widening the gap, the voltage must rise to a higher value to jump the gap.

Ideally, the plugs should be gapped to the widest setting that will still allow them to fire under all engine operating conditions. Usually, the coil manufacturer will give recommended gap setting, but these should be used as the starting point and adjusted from there as experience dictates.

# Your Mileage May Vary

Wiley Christal

## Summary

- Historically my 1971 TR6 has averaged about 18 – 19 mpg – much less than other TR6's on the same long road trips.
- I tried many things to improve the mileage, but nothing helped until I installed new needles and jets in the carburetors.
- Just new needles alone brought the mileage up to 23 – 24 mpg.
- New needles and jets brought the mileage up to greater than 30 mpg.



Jet removal tools and the jet (left) and carb (right).

## The Long Story

In July this year, I will have had my 1971 TR6 for 19 years. I drove it 840 miles from Huntsville, AL to Round Rock, TX (without a single tool or spare part!) and got 18 – 20 mpg. I thought that was okay. Years passed without taking my car much farther than to club meetings. I never bothered to ask other TR6 owners what gas mileage their cars got until I took some trips with the group known as the “Out-laws”. By then my mileage was in the 18 – 19 mpg range for highway driving and 15 – 16 mpg for in-town trips. I discovered that everyone was getting much better mileage than my car got. There was a plus side to that, however, because I could dictate the stops for gas – and restroom breaks. My bladder would be full about the same time



C-clamp removing a jet from a carb





Turn switch bullet connection

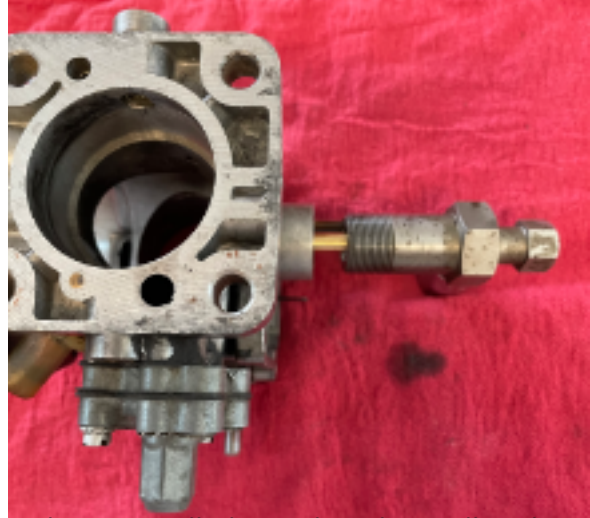
the TR6 gas tank was empty!

My engine was rebuilt at Mike's Motors in Jan 2022 because it was time for a complete overhaul – new piston, bearings, seals, timing chains, the works. The head was sent to a machine shop for a complete refurbishment. The distributor was rebuilt by Advanced Distributors. All of that fixed the black smoke from the tail pipe during accelerations; however, my gas mileage was still in the 17 – 19 mpg range – on rare occasions I would get 20 mpg.

It was time to address the carburetors with more attention than just the standard repair kit. My car is mostly stock so it has two Zenith-Stromberg 175 CD-2 carburetors, the stock camshaft, and the stock distributor. I decided to replace the needles



Shows a jet installed in the middle of the flat bridge in the throat of a carb



Jet being installed in carb with install tool

and main jets. I found B1AF needles at The Roadster Factory but the jets were not available from them nor from Moss Motors. I proceeded to replace just the needles without new jets, or any other carburetor



Calipers to measuring depth of installed jet

repair. That was not difficult – but like most replacement parts, the new needles were a little different from the originals. The new B1AF needles did not have the same amount of up and down adjustment travel as the original needles. For example, when the fuel mixture adjustment screws holding the needles were turned three CCW turns from a full up (CW) position, they would fall out. I was careful to not let the needles fall out when I made the final mixture adjustment with the engine running. Two test drives resulted in gas mileage of 23.6 mpg! I was pleased. By then I had discovered Joe Curto (I could tell he was from NY by his accent) who had new main jets for Zenith-Stromberg carburetors. He told me the old jets had to be pressed out at a machine shop, but he had a tool for pressing the new jets back in, so I bought it with the jets. Joe knew which jets my car needed but I didn't get a model number for them. He told me to press them in to a distance of 0.125" – measured from the hole in the jet to the flat bridge in the throat of the carburetor.

A call to Mike's Motors convinced me that I could get the original jets pressed out via a big C-clamp. I was willing to try – I have two 8" C-clamps that are heavy duty. Jets need to be pushed out from the top and

pushed in from the bottom. I positioned the clamp in a vice and after a couple of false starts decided to use a 7/32 deep socket with two adapters for length on top to push the jet down. The bottom of the carb was supported with a 1-1/16 socket around the opening for the plug on the float chamber – that allowed room for the jet to be pressed down. It took more force than I anticipated to break the jets free to start moving, but once they started moving they came out fine. If you try this technique, be careful to keep everything aligned such that the force is applied straight down on the jet. Using the Joe Curto jet install tool made the installation of the new jets very easy. As a jet approached the 0.125" recommended depth, I turned the adjustment tool slowly and measured often.

What is my gas mileage now? A whopping 30.3 mpg! That was a 100-mile drive with mostly highway miles but with some in-town stop-and-go. I am hoping for even better on longer highway driving; however, long drives without stops will really give my bladder a test.



# Rip Gets Engine Rebuild

Mike McPhail



1. We have lift-off!



2. Rip losing his head.



3. Rip needs to quit smoking.



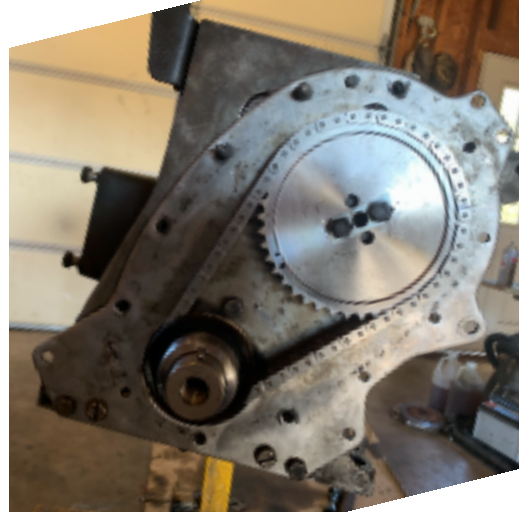
4. Rip's lousy lifters.



5. What's missing here?



6. Will never run again.



7. New cam and gears.



8. Resurfaced flywheel.



9. New clutch disk.



10. New Sachs pressure plate.



10. Rip getting new dash top.





12. On the road again!

## South Texas Triumph Association crashes Austin-Healey Round-up in Blanco, April 25



Mike and Nel at AH Round-up.

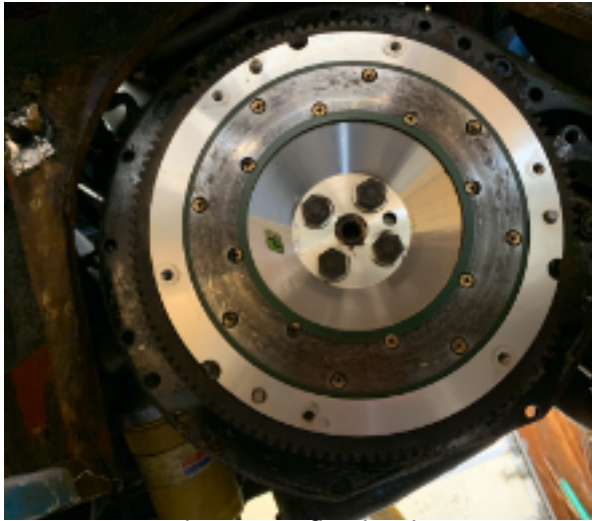


SA Triumphs crash AH Round-up.



# Benson Gets New Flywheel, Clutch, and Carpet

**Mike McPhail**



Benson gets aluminum flywheel.



Benson's old clutch.



Benson get new carpet.



Finished!



## 2023 South Central VTR Regionals Information

### Texas Triumph Register invites you to 2023 Regionals

The Texas Triumph Register is pleased to extend this advance invitation to all of you to the 2023 VTR South Central Regionals to be held April 19-22 in Sugar Land, Texas. The theme will be a 70<sup>th</sup> Anniversary Celebration of the introduction of the TR2. Our host hotel, the Sugar Land Hilton Garden Inn, is centrally located very near to all the driving event venues and provides spacious meeting and dining room capacity for all of the onsite activities. The Farm Roads of west Harris and Ft Bend Counties offer plenty of non-freeway driving opportunities on which to enjoy unique sights and attractions while taking your Triumph on one or more of the planned driving tours.

For Registration and Event information please visit our website at [VTR South Central Regionals 2023 | Texas Triumph \(texastriumphregister.org\)](https://www.texastriumphregister.org) for direct links to register and make hotel reservations. The Hilton Garden Inn has a limited number of rooms reserved for us for \$89 per room per night, including a free breakfast.

(If booking by phone the discount code is SCVTR)

As your club begins planning for next year, we hope you will put the South Central VTR Regionals on your schedule and make preparations to attend.

For general information contact Hal Sharp, TTR President and Regionals Chairperson - 832-423-7138

For registration specific information contact Mike Rouse, Regionals Registration Chairperson - 281-554-4878

We are looking forward to seeing you in Sugar Land in April 2023.

Best regards,



Hal Sharp

TTR President and 2023 VTR South Central Regionals Chairperson





# VTR 2023 Dillard, GA

*Triumph*  
by design



Celebrating the Vision of *Giovanni Michelotti*

## VTR NATIONAL CONVENTION 2023

HOSTED BY: THE GEORGIA TRIUMPH ASSOCIATION

THE BRITISH AUTO OWNERS GROUP

SEPTEMBER 28 - OCTOBER 1ST 2023



VISIT [VTR2023.ORG](http://VTR2023.ORG) FOR DETAILS AND REGISTRATION



### Vintage Triumph Register National Convention

SEP  
WED  
27

SEP  
THU  
28

SEP  
FRI  
29

SEP  
SAT  
30

OCT  
SUN  
1

## Celebrating the Vision of Giovanni Michelotti

This year's event will be held at The Dillard House in Dillard, GA. The Dillard House boasts breathtaking views of the surrounding Blue Ridge Mountains. These beautiful cars, many of them from the mind of Giovanni Michelotti, were designed to draw you to such places and experience all that they were created for. Your drives will take you to places of beautiful waterfalls and folklore and even a day experiencing a German-inspired mountain village. Come prepared to satisfy your driving desires, take in the breathtaking scenery and enjoy southern cooking like you never have before.

HOSTED BY THE GEORGIA TRIUMPH ASSOCIATION  
AND THE BRITISH AUTO OWNERS GROUP



FOR MORE  
INFORMATION VISIT



VTR2023.ORG



# 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)

\*\*\*

Looking for a **Triumph Stag Hardtop** please contact me if you have one for sale. Thanks!

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



**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.





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

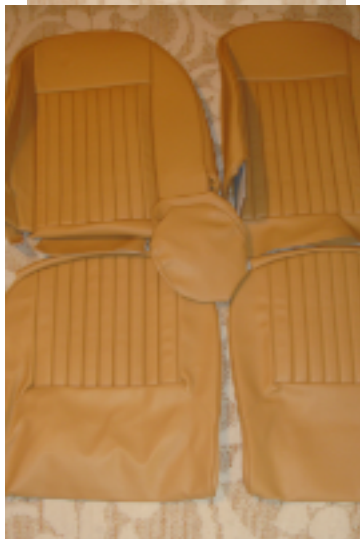


Many more parts for sale and prices negotiable. See the [catalog PDF](#) or look at <https://www.triumphexp.com/forum/buy-sell-and-trade-forum.5/>

Contact Rip at 512 845 2944 or [rtorn09@gmail.com](mailto: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.

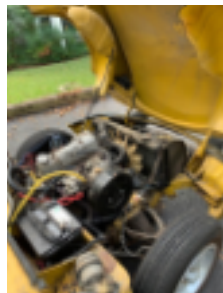




## 1977 Triumph Spitfire 1500 - ALL ORIGINAL \$6800

43,500 original miles  
 Overdrive 4 speed transmission  
 Aztec Yellow  
 Original paint, interior, seats, etc.  
 Car is in good running condition  
 New muffler and pipe Jan 2022  
 New Kenwood KDC-400U CD player, USB, Aux and iPod inputs  
 4 speakers (6 x 9 in rear)  
 Recent rear brakes, transmission flush and fill, fan clutch, rebuilt carb, spark plugs

Jimmy White 512.638.6598





## For Sale: 1967 Spitfire Mk3

1300cc, right hand drive. 36,570 actual miles. Excellent restoration candidate. Rebuilt short block installed in 1986 at 34,300 miles. In storage from 1989 until 2013. Brought out of storage in 2013, new brakes, engine accessories, fuel tank. Runs good.

Asking \$5,000.

Contact Dave Griffith at 512.698.9203 or [davegrifmk3@gmail.com](mailto:davegrifmk3@gmail.com)





# 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](mailto:dan.julien@gmail.com)



**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](http://www.TriumphRegister.com)



The **Hill Country Triumph Club**, the 50<sup>th</sup> 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 a lack of other clubs in the area. As owners and lovers of our unique types of cars, we have a special kinship, which draws us together.

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.

Normally the club meets for business on the second Saturday of the month at 10 AM and we have a social hour on the second Tuesday of the month around 6PM. Click the calendar link online for where and when the next meet up is. Drive your car to the meeting or get advice for your car while you are there. If you have questions, you may email [info@hctc.us](mailto:info@hctc.us) or contact one of the officers listed in the Ragtop magazine.

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](http://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 member, 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.

Detach here

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 \(garypayne75@hotmail.com\)](mailto:garypayne75@hotmail.com).**



## HCTC Officers

**President** — Rip Torn  
rtorn09@gmail.com

**Vice-President** — Joe Payne  
robjoepayne@yahoo.com

**Webmaster** — Jimmy White  
webmaster@hillcountrytriumphclub.org

**Treasurer** — Gary Payne

**Secretary** — Jim Wells

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

**Marketing** — Jacques and Kim Welter

**Event Coordinator** — Mike McPhail

**Ragtop Editor** — Dan Julien  
editor@hillcountrytriumphclub.org

**Social Media** — Kim Vasquez

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 \$20.00 per family group or address per year. We have dinner meetings on the 2<sup>nd</sup> Tuesday of each month, breakfast meetings on the 2<sup>nd</sup> 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](http://www.vtr.org), [triumphregister.com](http://triumphregister.com), and [6-pack.org](http://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](mailto: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.

# British Car Shows 2023

Compiled by Art Graves

## **New Orleans All British Car Day**

Location: Metairie, Louisiana

Date: March 25, 2023

Web: <http://www.bmcno.org/>

## **VTR South Central Regional Convention**

Location: Sugar Land, Texas

Date: April 19 – 23, 2023

Web [http://www.texastriumphregister.org/region-als\\_2023](http://www.texastriumphregister.org/region-als_2023)

## **Dallas All British & European Car Day**

Location: White Rock Lake Park, Dallas, Texas

Date: May 7, 2023

Web: <http://www.allbritishcarday.com/>

## **The Wedge Shop Gathering**

Location: Stowe, Vermont

Date: September 14 – 17, 2023

<https://www.thewedgeshop.com/event-registration.html>

## **Euro-Expo Car Show**

Location: Sand Springs, Oklahoma

Date: June 9 – 10, 2023

Web: <http://www.jaguarcluboftulsa.com/>

## **TRA National Meet**

Location: Oxford, Ohio

Date: June 19 – June 23, 2023

Web: <https://www.miamivalleytriumphs.org/tra-2023>

## **Greater Ozarks British Motoring Club Car Show**

Location: Springfield, Missouri

Date: June 23 – June 24, 2023

Web: <https://gobmccarshow.com/>

## **Kansas City All British Car Day**

Location: Merriam, Kansas

Date: September 2 – 4, 2023

Web: <http://www.heartlandallbritish.com/index.html>

## **Triumphest**

Location: San Diego, California

Date: September 7 – September 10, 2023

Web: <http://www.triumphest.org/Triumph-est2023/tfest2023ad.php>

## **6-Pack Trials**

Location: Indiana, Pennsylvania

Date: September 21 – 23, 2023

Web: <https://forums.6-pack.org/>

## **VTR National Convention**

Location: Dillard, Georgia

Date: September 27 – October 1, 2023

Web: <https://www.vtr2023.org/>

## **Texas All British Car Day**

Location: Round Rock, Texas

Date: **October 2023 - Tentative**

Web: <http://www.txabcd.org/>

## **British Iron All British Car Day**

Location: Agri Park, Fayetteville, Arkansas

Date: October 6 – 7, 2023

Web: <http://www.britishironnwa.org/>

# Upcoming Events

Apr 8, 2023 — **HCTC Morning Meeting**, 10 am, Waterloo Ice House on 360.

Apr 11, 2023 — **HCTC Tuesday Social Meeting**, Pok-E-Jo's, Brodie Oaks Shopping Center, 6 PM.

May 19, 2023 — **HCTC Tuesday Social Meeting**, Pok-E-Jo's, Brodie Oaks Shopping Center, 6 PM.

May 13, 2023 — **HCTC Morning Meeting**, 10 am, Waterloo Ice House on 360.

Apr 20-22, 2023 — **VTR South Central Regionals**, Sugar Land, TX. Info [here](#).

Sep 7-10, 2023 — **Triumphest**. Marin County, CA. Info [here](#).

Sep 27-30, 2023 — **VTR Nationals**, Dillard, GA. 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.

## Pay Your Dues!!!!!!!

Please check the latest spreadsheet sent out by Nel. If it says Jan-23 in the dues column your dues are overdue. Any delinquent member who hasn't paid will be dropped from the roster.

Cost is **\$20** 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](mailto:nmcphail@austin.rr.com)



# Club Meetings

## **Next Meeting:**

Saturday, April 8, 2023, 10:00 AM

Waterloo Ice House

6203 N Capital of Texas Hwy

Austin, TX 78731

NE corner of Lp 360 & RM 2222

[waterlooicehouse.com](http://waterlooicehouse.com)

Phone: 512-478-9700

## **Next Evening Social Meeting:**

Tuesday, April 11, 2023, 6:00-8:00 PM

Pok-E-Jo's

Brodie Oaks Shopping Center

4109 S Capital of TX Hwy

Austin, TX 78704