

The

June 2026



Hill Country Triumph Club Newsletter



Celebrating and driving Triumphs since 1990



Saturday Breakfast meeting, HCTC style

Letter from the President

June, 2026

Jacques Welter



Our HCTC calendar revolves around two main, all-club events. The first, the HCTC annual picnic, coincides with the beginning of our fiscal year; and the second, our HCTC Christmas Party, occurs at the mid-point of our calendar year.

I bring this up because June means it's HCTC Picnic time. Like last year, we'll be celebrating out at Live Oak Brewing Company in Del Valle, Texas (thanks Chip !!). We will be leaving from the HCTC Breakfast meeting around 10:30 am and heading out for an hour-long drive through the Mount Bonnell / greater Austin area on the way to Live Oak. Once we're at Live Oak, good BBQ, sides, & all the fixin's are provided, courtesy of the Club — all you need to bring is yourself and a healthy appetite.

The annual Picnic is an opportunity to meet with a broad cross-section of the club. Last year we had 46 people come and are expecting around the same number this year. While HCTC holds elections every other year at the picnic, this is an off year and there are no elections. Instead we will talk about the club - upcoming events, past happenings, and who's doing what.

New this year we will be awarding an annual trophy to the club



Last year's HCTC car line-up at Live Oak

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Letter from the President

Continued

member that has the most ... umm ... Spectacular? Impressive? Notable? Extraordinary? breakdown while driving their car during the year ... and believe me, there was a long list to chose from.

In other club notes, we continue to have great turnouts for the social activities of the Club — the HCTC Breakfast; HCTC Social Hour; Georgetown All-British Club; and Brits & Barley. If you haven't been out for a while, I urge you to come out and mingle. If you have, well keep coming back !! The June GABS event is the Ed Rogus Memorial Drive to Mable Falls on Saturday, June 20th, leaving from Liberty Hill High School at 10:15 am. Brits & Barley will be meeting at the Austin Beer Garden Brewing Company Sunday, June 28th, starting at 2:00 pm.

Closing out, last month I told you about Ralph Herter buying his TR6 and it seems only right to keep you up-to-date on his progress. The picture to the right shows Ralph and Mike putting a new soft top on the car — nice job, boys !!

Well, that's a wrap for this month. I hope to see you out there !!



Mike McPhail & Ralph Herter putting on a new top



Brits & Barley at the 5th Element Brewing Company



A quick get-together at the Oasis Brewing Company. L to R: Jim Wells, Joe Payne, Mike McPhail, Neil Heddon; Dick Simonson, and Rip Torn

Why should I join the VTR?



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

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

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

Your dues provide the following:

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



Hill Country Triumph Club Officers

President ... Jacques Welter

Vice-President ... Jim Wells

Treasurer ... Gary Payne

Secretary ... Dick Simonson

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Back issues of The Ragtop are available on our website:

<http://www.hillcountrytriumphclub.org>



Jacques Welter



Jim Wells



Gary Payne



Dick Simonson

HCTC Events-at-a-Glance

June, 2026

June 13th:

- **Hill Country Triumph Club Monthly Breakfast Meeting & Picnic**
Waterloo Icehouse, 10:00 am
Drive to Picnic leaving at 11:00 am

June 16th:

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

June 20th:

- **Georgetown All-British Squadron drive**
Liberty Hill High School parking lot, 10:30 am

June 25th:

- **Women of HCTC**
Sereni-Tea Cup shop, Cedar Park 10:00 am

June 28th:

- **Brits and Barley**
The Austin Beer Garden Brewing, 2:00 pm to 5:00 pm
1305 W Oltorf St, Austin, TX 78704

July, 2026

July 4th:

- **Independence Day**

July 11th:

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

July 18th:

- **Georgetown All-British Squadron activity**
TBD

July 21st:

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

July 26th:

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

June 2026

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11	12	13 
14	15	16 	17	18	19	20 
21	22	23	24	25 	26	27
28 	29	30				

July 2026

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4 
5	6	7	8	9	10	11 
12	13	14	15	16	17	18 
19	20	21 	22	23	24	25
26 	27	28	29	30	31	

KEY



= HCTC-sponsored event

= Affiliated event

= Car Show

= Holiday

For more detailed descriptions and information, please see the Events Section later in the newsletter

Secretary's Report

June 2026

Dick Simonson



Well its June and almost half the year is gone. Our annual picnic is only a couple of weeks away. May was almost anticlimactic after our very busy April but not so much that we didn't have a little fun. I hope you all had an enjoyable Memorial Day weekend while remembering the true meaning of what the holiday commemorates.

Things started out with our breakfast on the 9th . Waterloo Ice House provided our usual venue and it was a beautiful day. Twenty two of us gathered and twelve British cars filled our usual parking area.

We had a pretty good mix dominated by TR6s, but we covered the Triumph marque with Andrew Murphy's TR3, Rod Hamilton's TR4, John and Barbara Wolfe's TR250 and Malcom Gray's Spitfire.

Rounding out the British presence and showing we don't discriminate, we had Neal Hedden's Jaguar XK8 and Henry Reynolds MGB.

Jacques welcomed everyone and started off with a brief rundown on April's SCVTR. He gave us some very preliminary financial numbers. The event grossed about \$17,000 with 70 registrations and 64 cars actually attending. Jacques is working on the final numbers and will be releasing that information shortly. Jacques then handed out club hats to those members who joined the club in the last year, Steve Brand, Bruce Powers, John and Barbara Wolfe and Andrew Murphy.

We covered the month's upcoming events. Kim Welter told us the next ladies event was at the SereniTea Cup in Cedar Park. That was to be on June 25 th . Attendees will be doing watercolor renditions of I assume British cars. Stay tuned for some wonderful artwork. Also discussed was the upcoming annual summer picnic on June 13 th . It will again be held at Live Oak Brewery in Del Valle.

For those of us wishing to make a day of it, we will still be meeting at Waterloo for the monthly breakfast at our regular time on the 13 th , but at 11 am we will caravan from Waterloo to Live Oak.

Obviously, those not wanting to attend breakfast can just meet at Live Oak. Following the indoor meeting, we all headed to the parking lot for car talk. It was such a pretty day, some of us couldn't resist a drive to the Oasis. Five us made the relatively short drive where we enjoyed the Oasis' scenic views of the relatively full Lake Travis.

Turning to business, on the 13th , we held a Board Meeting. The following is a brief recap. You can review the full minutes on the HCTC website. Jacques made some brief comments about financials from the recent SCVTR event. The final numbers have not been compiled, but the event did make a profit. Final numbers will be forthcoming shortly.

The first order of business was to consider nominations and details for the "Broken Gear"



HCTC's Saturday breakfast meeting

Secretary's Report

June 2026

Continued

award, which is now the official name for the previously approved award. This year's award eligibility period was the last eighteen months. Going forward, the eligibility period will be for occurrences from May 1 to May 1. The award will be presented at the annual club picnic in June. Rip will draft language to modify the bylaws accordingly.

Nominees were 1) Art Graves for Covington 2025, broken U-Joint requiring both towing and trailering back to Tulsa; SCVTR Waco 2025, steering rack damage, tire blowout and electrical failure; 2) Mike McPhail, SCVTR Waco 2025, water leaked into gas tank; 3) Jacques Welter, SCVTR Waco 2025, failed differential; Roger Bolick, SCVTR Waco 2025, failed rear axle hub. The winner will be announced at the Picnic.

Next, we discussed catering for the summer picnic and catering. After a discussion about costs and alternatives we elected to use Miss Vicky's for catering. Next up was this year's TxABCD. We are expecting a smaller attendance than past ABCDs because of the concentration of other car activities in the same month this year, including the VTR Nationals. Jacques is targeting 80 registrations. Jacques will pursue advertising of the ABCD in VTR publications. Jacques suggested, as we have discussed in previous board meetings, that the awards banquet be moved earlier to 4:30 pm and be done by 6:30. This would make it easier for those who want to attend the car show, the banquet and return home without needing to spend the night. The motion passed unanimously. We are still looking at catering, depending of price and availability. Also approved was charging \$30 for early registration and \$40 for late.

We also discussed future scheduling for ABCD. With the prospect of so many car events in September/October, we are looking at holding the event in April or May starting in 2027. We are also looking at collaborating with the Houston and Dallas clubs on a single event. This will probably involve rotating locations. The possibility of opening the event to all European marques was mentioned. Mike McPhail, Joe Payne and Dick Simonson will study the future timing issue and make recommendations.

Next, we moved to an event the board has previously discussed. That is a trip to Durango, CO. Dick Simonson will research particulars of putting such an event



A little something for everyone: F to B: Andrew Murphy's TR3; Malcolm Grey's Spitfire; Rod Hamilton's TR4 and Dick Simonson's TR6



Georgetown All-British arriving at Southside Marketplace, Hutto

Secretary's Report

June 2026

Continued

together for possibly later this year but most likely in 2027. Jacques advised he had a line on a VRBO house with large capacity in the Durango area which we will explore.

Jacques advised he has had informal discussions with the Red River Triumph Club for a weekend get-together at a neutral location. Next April or May is being considered and we are preliminarily referring to this as The Shootout on the Brazos.

Finally, Kim pointed out that a number of people will be eligible for new length of membership pins this year. Those pins will be awarded at the picnic as well as club travel bags to new members. That ended the meeting.

On the 16th, the Georgetown Area British Squadron held a drive. The drive started at the Georgetown Square, but due to the changing environment at the Pistons on the Square the group mustered a little later in the morning sat a time when the show was winding down and parking spots were more available. Nick Roccaforte led six cars on an enjoyable meandering back roads drive to Hutto for lunch at Southside Market. The weather cooperated with a very pleasant spring day. Those of us with ragtops all had them folded away.

Rounding out the month, our social hour took place on the 19th, the third Tuesday, with about eight folks enjoying the comfortable environs of Nosh and Bevv. Finally, on the 24th, celebrating the Memorial Day weekend, the Brits & Barley gang got together at Fifth Element Brewing in Leander. It was a warm sunny day and the group of about eleven folks enjoyed some cold beverages under the venue's big outdoor tent.

That's it for May. Hope to see you all at the picnic!



Georgetown All-British at the Southside Marketplace in Hutto



Social Hour at Nosh & Bevv

From the Archives

Art Graves



Bob Skewis recounts the 2003 South Central VTR convention in Granbury and his very eventful return trip to Austin. This first appeared in the February 2003 issue of "The Ragtop".

Memories of Granbury

by Bob Skewis

As the 2003 VTR in Fredericksburg approaches, I have been looking back on last years' experience. You might call this my personal Triumph. As commitment time drew nearer, Marilyn had to opt out and I made arrangements with Art Graves to share a room. Art and Mike McPhail were leaving earlier than I could, so would have to meet up with him on Friday evening. I took the 250 to work and left early, driving up Hwy 183 to Llano and turning right for the straight shot up Hwy 281 for Granbury. It was a beautiful solo drive on a beautiful day and I arrived at the host hotel in time to wash the car before joining in the Welcome Social around the pool.

Saturday morning brought the concours show and we took a short drive to the town square where we lined up and I was surprised to see three other 250's lined up with me. Not just any three cars, but the best display of the model I have seen. Luckily, one belonged to a judge who took his car out of competition. So, I was assured that I could place no less than 3rd! Another beautiful day with excellent cars in a great setting. Afterward, a group of us grabbed lunch on the square before splitting up for some driving events. I had planned to do the rallye and since Art had done his driving event on Friday, he agreed to be my navigator. His navigation skills were finely honed and we turned in one of the fastest times. However, speed was not the issue in this rallye and we missed a few questions along the way and were out of the running.

Art attended the president's meeting to plan for the following year while I watched the last of the cars that were running the Funkhana in the hotel parking lot. We cleaned up for dinner and drove to a restaurant overlooking Lake Granbury. Everyone enjoyed the dinner while we watched a slide show of the weekend's events and the presentation of awards. The 250 took third place (I told you it was a strong field that day) and we returned to the hotel to rest up for the drive home.

We loaded up the gear into the TR's and were set to caravan to Austin — Art in his six and Roger Bolick with Mike McPhail in his three. Another beautiful day for top-down driving. We had cruised for about an hour and I was doing a steady 70mph bringing up the rear (trying to keep up with Mike) when a tremendous clattering sound came from under the hood. I barely had time to pull to the side of the road before the engine died. Looking up, I saw the other two cars disappear over the next hill and I was alone. In a couple of minutes, they noticed I was gone and came back for me. I couldn't have asked for a better pit crew than the guys that were bent over that engine. However, after taking the valve cover off and picking out broken pieces of metal, I knew that no amount of field expertise



Bob Skewis with his TR250 at the 2026 SCVTR in Marble Falls

From the Archives

Continued

was going to get her up and running. We quickly decided to roll the car into the yard of an adjacent farm house and made arrangements for its safety. Luckily, there was an empty seat in Art's car and we were soon on the road again for Austin.

Marilyn was surprised to see us drive up without her baby. I had already made a mental list of the material needed to load a friend's 16 ft trailer with everything needed to winch the car onto the trailer and secure it. A quick call to Graham Davies at Best of British to fill him in on what was coming his way and I was off. Arriving at the spot 30 minutes before sunset, I loaded the car in short order and headed home. The drive was safe and uneventful and I arrived at Graham's place and rolled her off at 8:30 after a long day! What followed was the discovery of the bent valve and the realization that we were in for a long repair and a thinning of the wallet. When we restored the car, we did what we could reach on the engine, but did not rebuild it. Now we had no choice but to do it and do it right. Converting to an unleaded head, complete machine shop work to spec, balanced crank shaft, new King crank bearings, sport cam with TR6 double row timing chain with adjustable gears, new oil pump and a slightly increased compression ratio of 9.6:1 resulted in a smooth-running system that should give us pleasure for years to come. If there are any judges out there reading this, please forget any mention of modifications that may count against us in future competition! Happy motoring, and we'll see you at the VTR in Fredericksburg!



Mike McPhail's old TR3 - long since moved on to another owner - at the 2024 SCVTR in Sugarland

Bonus Pictures & Stories from the Archive

This past Saturday Tulsa hosted a Classic Car Parade down Route 66. Eligible cars had to be at least 30 years old. In all, 3,596 cars were counted in the parade and it set a Guinness Record for the largest classic car parade. Parades can be problematic for our old cars and a lot of American Iron over-heated., but except for staging the cars (which took 2 ½ hours) the parade went very smoothly. None of the Triumphs had a problem.

Also, while going through some old photo's I came across this of one of our founders, Bob Kramer, and his wife Barb in front of their TR6



A History of the Triumph TR6

Jacques Welter & Roger Bolick

Editor's note: The following was taken from the 2026 SCVTR program and is a pretty comprehensive article on the history of the TR6. It started when I asked Roger Bolick for some quick facts on the TR6 and then did some research. The following is a composite from seven different articles on the internet with a fair amount of editing & writing to stitch them together. I hope you enjoy reading it as much as I enjoyed writing it.

- Jacques

1969 was a momentous year. Man walked on the moon – one of two moon landings and four Apollo missions in 1969. President Richard Nixon was sworn into office and President Dwight D. Eisenhower was laid to rest. The United States remained deeply involved in Vietnam, but peace talks started in Paris; Canada makes French the equal of English for all governmental dealings; Scooby-Do premiers and ARPANET launches – the progenitor of today's Internet. Ted Kennedy drove his car into a canal, killing Mary Jo Kopechne. Hurricane Camille makes landfall as a Category 5 hurricane; and in Los Angeles Sharon Tate and four others are murdered by the Manson Family. John Lennon married Yoko Ono and left the Beatles; and almost 500,000 gathered at Max Yasgur's farm for "Three days of peace & music" known forever since as "Woodstock". For all this, something else happened in 1969, and we're celebrating it this week.

Triumph Motorcar introduced the Triumph TR6.



The 1969 Triumph TR6

The TR6 was born out of necessity and pragmatism.

By 1968, despite the fuel-injected six-cylinder TR5

being the fastest ever TR, its Michelotti looks required a facelift to appeal in a European sports car market and for buyers in America who were restless for something new. Triumph, however, was already in financial straits and could not afford either the time or the cash to recast the entire roadster, so instead they turned to Karmann, the German coachbuilder, to step up and deliver a radical new look without massively changing anything fundamental under the skin.

The resulting body style of the TR6 provided clean lines, a sloped nose and Kamm tail for improved aerodynamics, but underneath it the chassis and inner structure, suspension, drivetrain, and interior were largely unchanged – as were the doors and windscreen surround. With just new wings, bonnet, boot, front and rear panels and external trim, the German firm delivered a handsome and more modern-looking car, which could be readied for production in less than a year. The new removable hardtop for the TR6 was designed in-house by Triumph, and was available as an option.

The TR6 was also the last link in the evolutionary chain. It was already out of date when it reached showrooms as a 1969 model, but no one seemed to mind much – in fact, there were many who admired Triumph's stubborn adherence to tradition. Featuring a body-on-frame construction, stiff suspension, pushrod straight-six motor,

A History of the Triumph TR6

Continued

and genuine wood-veneered dashboard, the “newest” TR was a throwback – an anachronism in a world of unibody construction and overhead camshafts – essentially the last of the “hairy-chested” English roadsters.



Unique Kamm Tail design

models but soon dropped, such as short fender beads on part of the rear wings on the 1968-built and possibly very early 1969-built models. The wheel rims changed slightly starting with the 1970 model year, increasing their width from 5" to 5.5", at which time the Rostyle wheel covers (hubcaps) that were standard on the TR5, TR250, and 1969 TR6s were discontinued and center caps were used. The 1969 models also sported a unique steering wheel and a magnetic petrol filler cap.

All TR6s were powered by Triumph's 2.5-litre straight-6 engine. The TR6 featured a four-speed manual transmission. An electrically switched overdrive made by Laycock de Normanville was available as an option. On early cars (1969 to 1972) the "A-type" model overdrive was used and was able to be activated on second, third, and fourth gears and provided a 22% gear ratio reduction. Later TR6s (1973 to 1976) had a "J-type" model overdrive able to be activated only on third and fourth gears but with a 28% gear ratio reduction.

All TR6s built until the 28th of November 1968 were carbureted-engine cars with CC commission number prefixes, at which point in time petrol-injected cars with CP commission number prefixes began to be produced on the same production line. The only factory-recognized change to the TR6 occurred in 1973, when the commission number prefixes changed. Commission numbers were the sequential alpha-numeric numbers used to identify vehicles, a system preceding the use of the modern-day Vehicle Identification Number (VIN).

The "Early" CC and CP prefixes were replaced by the "Later" prefixes of CF for carbureted engines and CR for petrol-injected engines. At that time a front spoiler was added, the gauges changed notably in style, as did the horn push and horn surround, and a different optional overdrive was used (Laycock de Normanville A-type for early cars but J-type for later cars). But more importantly, the later CR petrol-injected cars received the milder camshaft that had been used in the carbureted cars, and also a change to the mechanical petrol injection pump. This reduced the power on the later CR petrol-injected cars to 125bhp but made them more drivable in traffic. The power of the later CF carburetor-engined cars was officially reported to have remained mostly the same, 104bhp to 106bhp, but the continued addition of emissions equipment on later CF TR6s added complexity and reduced performance.

Different exterior and interior colors were offered in different years, with the original color of a TR6 indicating when it was likely manufactured. For example, TR6s originally painted Royal Blue were only offered up until 1971, whereas Inca yellow was a color only available on 1976 TR6s. Carpets on earlier cars were made of Wilton

A History of the Triumph TR6

Continued

wool versus later cars had tufted nylon carpets.

Evolving US regulations were behind many of the changes to the TR6. More changes occurred to the carburetor-engined CC and CF cars but some of those changes carried over to the petrol-injected CP and CR cars. For example, changes that only affected carbureted TR6s were three versions of the seats, different bumpers, three different carburetor versions, and many emissions equipment changes. Changes instigated by US regulations that carried over to the petrol-injected TR6s were things like the relocation of the ignition key under the steering wheel in order to incorporate a steering lock.

The impact of emission standards on the U.S. variation resulted in cars that were equipped with dual Zenith-Stromberg carburetors and low compression and de-tuned ignition to meet the new U.S. emissions tests (originally, the U.S. emissions test was an idle test, so cars were tuned to “pass the tests...”. Unintended consequences from this test were low power, idle heat & run-on issues, and poor gas mileage).

Other changes included rear drive ratio changes. The rear drive ratio was reduced from 3.45 to 3.70 to improve take-off. The 1975-76 cars had an added “air pump” to further control emissions

The early CP commission numbered petrol-injected TR6s used the same Lucas mechanical fuel-injection as the TR5, which produced 150 bhp (110 kW) (152 hp DIN) and 164 lb-ft of torque. The PI versions featured a Lucas-built Formula One (one per cylinder) petrol injection fuel system with a much higher compression head, radical cam, 100 psi electrical fuel pump, and

overdrive. Early petrol-injected version TR6 could accelerate from zero to 60 mph (97 km/h) in 8.2 seconds and had a top speed of 120 mph (190 km/h) according to Autocar magazine.

The early CC commission numbered US and Canada market cars, with carburetors and a lower compression ratio than the fuel-injected counterparts, were the same as used on the TR250 and only produced 104 net bhp and a peak torque of 143 lb-ft at 3500 RPM. The later CR petrol-injected engines were rated at 125 bhp, while the later CF carbureted cars were rated at 106 bhp.

Being both fun to drive and reasonably priced (\$3,375 then, the equivalent to \$28,360 today) the refreshed roadster was a hit. The TR6 sold better than any TR that came before it with a total production run of 94,619. The majority of the production went to the United States even though the U.S. version featured a lower-horsepower, carbureted motor vs. the English PI unit. Interesting to note, only about 10% of the US cars were originally equipped with overdrive. Given the oil embargo of 1973 and the US National reduction of speed limits to 55 mph, the lack of overdrive was not deemed as essential as it would be for high-speed driving.

Year	From	To
1969	CC2500	CC32141
1970	CC50001	----
1971	----	CC67893
1972	CC75001	CC85737
1973	CF1U----	CF12500U
1974	CF12501U	CF25777U
1974 1/2	CF27001U	CF35000U
1975	CF35001U	CF39991U
1976	CF50001U	CF58328U

Triumph TR6 VIN series by model year

A History of the Triumph TR6

Continued

Production was heavily weighted toward the carburetor version, 78,147 units vs. 13,702 fuel-injected cars. The non-US cars were mainly RHD (right hand drive) sold in the UK. The remainder, LHD sold in France, Germany, Canada and other former English territories worldwide. These PI cars were originally rated at 150HP vs 100 HP

Paint colour and trim combinations

The variety of colours available on the TR6 was as follows:

Paint colour	Years	Matching trim (years offered in brackets)
17 Damson.....	1968-72	Black (68-72), Light Tan 68/69), New Tan (69-72)
19 New White	1968-76	Black (68-76), Matador Red (68-72), Light Tan (68/69), New Tan (70-72), Shadow Blue (71-75), Chestnut (72-76), Beige (76)
23 Siena Brown	1969-73	Black (69-73), New Tan (69-73)
25 Triumph Racing Green	1968-69	Black, Light Tan and, possibly, Matador Red (aka Conifer Green)
26 Wedgwood Blue	1968.....	Black and Light Tan
32 Signal Red	1968-71	Black (68-71), Light Tan (68/69), New Tan (69-71)
34 Jasmine Yellow	1968-72	Black (68-71), Light Tan (68/69), New Tan (69-72)
54 Saffron Yellow	1970-72	Black and New Tan
55 Laurel Green	1969-72	Black (69-72), New Tan (69-71), Matador Red (1969/70)
56 Royal Blue	1968-71	Black and Shadow Blue
64 Mimosa Yellow	1972-76	Black (72-76), Chestnut (72-76), Beige (75/76)
65 Emerald Green	1971-74	Black
72 Pimento Red	1971-76	Black (71-76), Chestnut (72-76)
73 Maple Beige	1973-76	Black (73-76), New Tan (73/74), Beige (75/76)
75 British Racing Green	1974-76	Black (74-76), Beige (75/76)
82 Carmine Red	1972-76	Black (72-75), New Tan (72-74), Beige 75/76)
83 Maple	1973-76	Black (73-75), New Tan (73/74), Beige (75/76)
84 Topaz Yellow	1974-76	Black (74-76), Beige (75/76)
85 Java Green	1974-76	Black
92 Magenta	1972-74	Black
93 Russet Brown	1976.....	Beige
94 Inca Yellow	1976.....	Black
96 Sapphire Blue	1971-74	Black and Shadow Blue
106 Mallard Blue	1972-74	Black and New Tan
126 French Blue	1972-76	Black
136 Delft Blue	1974-76	Black (74-76), Shadow Blue (74/75)
146 Tahiti Blue	1976.....	Black and Beige

for US carb versions (VAST difference in performance!!).The last petrol injected TR6 was produced in July 1975 while the production of carbureted TR6s continued until the very last TR6 was produced on the 14th of July 1976.

Triumph TR6 Timeline

Timeline

1968

- o First prototype: 9/19/68 TR6 CP25001.
- o Karmann restyles body, using main substructure of the TR4/250
- o 5 1/2" wheels replace the 5" version of TR4a
- o Provision made for front anti-roll bar.
- o Twin carbs in U.S.A., P.I. in U.K.
- o CP25003, first carb TR6 on record, build 9/19/68
- o Rostyle wheel covers standard.

1969

- o First year of production
- o TR4 type 16P brake caliper replaced with 16PB type.
- o Black spoked steering wheel with pierced holes.
- o Chromed valve cover.
- o Windshield surround in body color.
- o Laycock de Normanville A-type overdrive carried over with TR250 gearbox.
- o Rostyle wheel covers standard to CC50000.
- o Seats feature "breathing material".

1970

- o New disc wheel with 15 hole pattern.
- o Painted valve cover replaces chromed version.
- o New inlet manifold on carb cars.
- o Steering lock introduced on export cars.
- o Ignition switch moved from dash to under column.
- o Windshield surround now black regardless of body color.
- o 72 spoke wire wheels still offered although they receive little mention.
- o New steering wheel with silver anodized spokes replaces black spoked wheel.

Triumph TR6 Timeline

Continued

1971

- o Stag type gearbox parts used.
- o 7 blade fan replaces 8 blade at CP52420.
- o Square reflectors under tail lamps (U.S.A only)

1972

- o Compression dropped from 8.5:1 to 7.75:1.
- o New exhaust system. Twin exhaust downpipe for carb cars.
- o Gas tank capacity reduced to 10.25 gallons.
- o Rear springs and wishbones brackets uprated late 1971.
- o Grease nipple on propshaft deleted.
- o Brake caliper changed again, now incorporate metric threads.

1973

- o Major U.S.A. restyle.
- o Black plastic air dam introduced.
- o J-type overdrive introduced; overdrive on 3rd and 4th only.
- o New steering wheel and instruments including "inverted" small gauges.
- o Union Jack decal replaces TR6 logo on rear fender.
- o Air intake flap on cowl replaced with plastic grill.
- o Voltmeter replaces ammeter.
- o Commission plate moved to left hand doorpost.
- o Wire wheel option ends in May.
- o Flat black wiper arms replace chromed versions.

Triumph TR6 Timeline

Continued

1974

- o New interior trim includes center door pull.
- o Chestnut and Beige trim offered in fire-resistant material.
- o Full tonneau cover now standard.

1975

- o Rubber bumper overrides introduced to U.S.A market to meet federal regulations. (Late 1974)
- o Front bumper raised.
- o Amber/white indicator lamps moved under bumper.
- o Air injection system introduced.

1976

- o Triumph styled hardtop continues to sell well until end of production.
- o Last P.I. TR6 built on 2/7/75.
- o Front indicator lenses amber.
- o Last TR6 built on 7/15/76, CF58328.
- o Some 1976 TR6s were sold in 1977 and may be registered as such.



News from Mike's Motors

Mike McPhail

So that new TR6 you bought has loose wheel bearings and you want to tackle the job yourself! This is something every Triumph owner should attempt... kind of a “rite of passage” sort of thing.

Get the TR up to a comfortable working height and remove the front wheels. Remove the two bolts holding the brake caliper, and with your third hand tie it out of the way with something.

Remove the grease cap... I like to go after it from the side with a ½ inch wide wood chisel! Under all that grease is a castellated nut with a cotter pin... remove them both. Grasp the brake rotor and pull hard to free the hub from the spindle. With your third hand, catch the washer and outer bearing before they roll under the workbench.

The inner bearing (that's the bigger one on the backside of the hub) will probably stay in the hub, held by the metal rim of the seal. It will come out when you drive the race out with a big punch. There are two notches in the hub behind the race which are hard to see if the hub is full of grease, so clean out the old grease now. Alternate blows to either side of the race from the front side of the hub will dislodge the race, bearing and seal simultaneously.

Knock out the outer race, then clean the hub thoroughly. Find sockets that are the same diameter of the new races and drive them in... carefully! Put a little... okay a lot... of clean grease in the hub, then grease up the inner bearing and place it in the race. Take the new seal and gently tap it into place over the bearing... fuzzy side out. A small punch applied along the metal edge works pretty good... don't abuse the felt or it will come off the metal backing.



Two bearings and a seal



One big hammer and a punch



Races removed



Packed with grease



Set the seal with a punch



Press it with a socket ...

News from Mike's Motors

Mike McPhail

I put some oil on the felt, but sometimes it gets squeezed out onto the brake rotor, so use your own judgement! Anyway, it's time to stick the hub back on the spindle, so with the hub in one hand and the greasy new bearing in the other...slap it on there.

If you splurged and bought the wheel bearing spacers featured in last month's article, follow the instructions. If you cheaped-out...read on:

Place more grease, the washer and the nut with your other hands and tighten away. Make the nut tight, then back off until the hub spins freely. The nut should just begin to loosen at this point. Put the wheel back on temporarily to check for freedom of movement with no play.

With the brake caliper out of the way the wheel should now spin nicely. Note that the spindle has two holes drilled at right angles to each other to provide more exact cotter pin placement.

Once satisfied with the setting, put everything back together and take the TR around the block a few times, then re-check the adjustment.



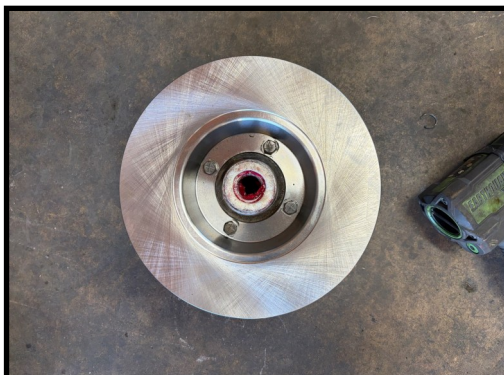
Okay ... two sockets



Races in place



Hub goes on the spindle



Grease seal in place



Greasy is good ...

HCTC Women's Group Summer Outing

Kim Welter

Save the Date: Thursday, June 25th at 10:00 AM

HCTC Women's Group is meeting at the **Sereni-Tea Cup** shop in Cedar Park on Thursday, June 25th, at 10:00 am. The Sereni-Tea Cup is a small family-owned business started a year ago that has been making fine brewed tea, coffee, and hot cocoa. And painting post cards !!

For \$45 each, step into the cute store and relax in the A/C while making a lovely watercolor card with the guidance from an instructor — done while sipping on a fresh brewed pot of tea of your choice. In addition, there is an assortment of pastries and sandwiches to purchase if you would like. Space is limited to twelve, so be sure to sign up early.

Sign-up sheets will be at the monthly breakfast at Waterloo Ice House and the Social Hour at Nosh and Bevy.

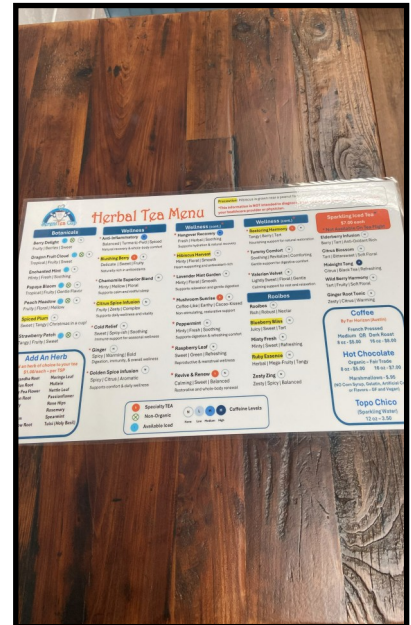
Hope you can join in on the fun!

Check out the website:

<https://SereniTeacup.com>



Menu



Tea Menu



Rolls, cakes, & buns in both regular and gluten-free varieties

2026



GABS 3rd Sat- Georgetown

S	N	T	V	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

JAN

1 New Years Day

10HCTC Morning mtg

20HCTC Social Hr

19M L King Day

S	N	T	V	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28

FEB

10Sir J. Black/DYTD

14HCTC Morning mtg

17HCTC Social Hr

16 Presidents' Day

GTN Air & Car Show

S	N	T	V	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

MAR

14HCTC Morning mtg

17HCTC Social Hr

27-28 New Orleans British Motoring Festival

S	N	T	V	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

APR

5 Easter Sunday

11HCTC Morning mtg

No Social Hour - SC VTR

20-23 VTR S. Central Reg M-T

Canyon of Eagles

S	N	T	V	T	F	S
				1	2	
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

MAY

Pioneer Flit Museum Drive

9HCTC Morning mtg

19HCTC Social Hr

25Memorial Day observed

All Brit & Euro Car DAL

S	N	T	V	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

JUN

13HCTC Annual mtg/ Picnic

16HCTC Social Hr

TRA National Meet

Greater Ozarks

Euro-Expo Cr Sh OK

Brits & Barley 4th Sunday but varies

S	N	T	V	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

JUL

4 Independence Day

11HCTC Morning mtg

21HCTC Social Hr

S	N	T	V	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

AUG

8HCTC Morning mtg

18HCTC Social Hr

S	N	T	V	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

SEP

7Labour Day observed

12HCTC Morning mtg

15HCTC Social Hr

19 Britts on the Bluff

S	N	T	V	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

OCT

04 Houston ABCD Dallas ABCD

9-11 Texas All British Car

14-18 VTR Nationals

20 HCTC Social Hr

24 South Texas ABCD

22-24 Brits in the Ozarks

S	N	T	V	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

NOV

14HCTC Morning mtg

11 Veterans Day

17 HCTC Social Hr

26 Thanksgiving Day

S	N	T	V	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

DEC

12 HCTC Morning mtg/Xmas Party TBC

15 HCTC Social Hr/Tour D'Lites

25 Christmas

Brits & Barley

Looking to have even more fun in your Triumph? Join the crew of Brits & Barley.

Brits & Barley is a driving / destination group (not a club) dedicated to the premise of driving our British automobiles and drinking some good beer - two concepts that have a great deal of attraction to all who join us. As a group we will drive to one local brewpub per month; consume a couple of frosty adult beverages; talk cars, friends, activities, and other things; and then head our separate ways.



Members for Brits and Barley are drawn from local car clubs - to date we have Hill Country Triumph Club; Capital City MG; Lotus of Texas, and Georgetown All-British Squadron and we will be adding more over time.

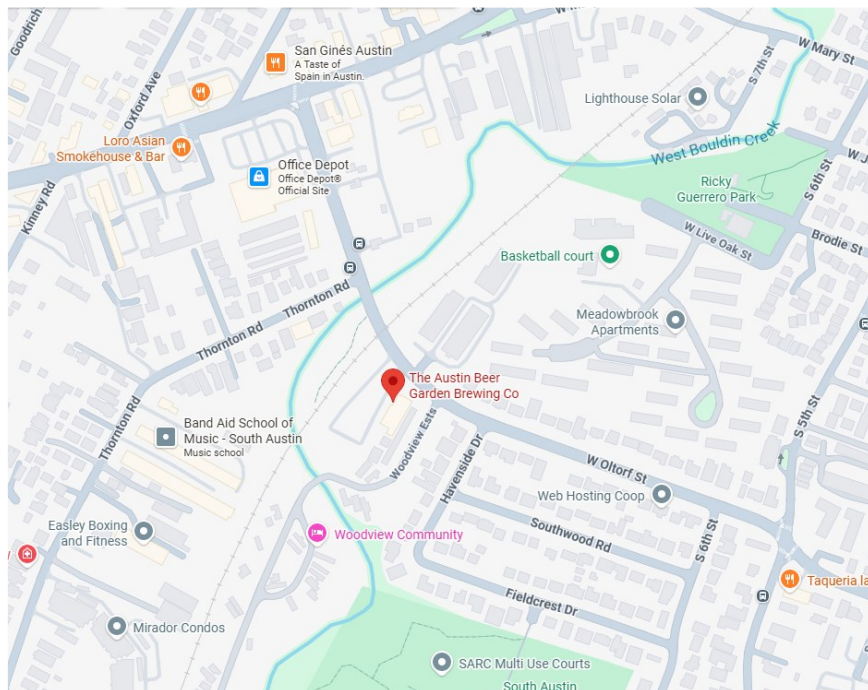
We will (generally) meet the last Sunday of the month, but this can vary given holiday schedules. At the end of every meeting we will decide where the next meeting will be using a master list of brewing companies that we've compiled and we'll try to spread it out. For example, if we head south one month, we'll try to head North, Central, East, or West the next meeting.

June

WHERE: *The Austin Beer Garden Brewing*

1305 W Oltorf St, Austin, TX 78704

WHEN: Sunday, June 28th, starting at 2:00 pm



Georgetown All-British Squadron

All of us share the same mental affliction – we all own British cars and love to drive them; talk about them (most of the time); work on them (some of the time); and cuss them (many, many times). Most of us belong to one or another British car club here in the Austin Metro area. With the explosive growth of this area – particularly in the last five years - British marque owners are finding it harder and harder to get to some events due to distances along with the congested roads, weather, and freeways.

Many events also end up being well South or North of town, which makes it hard to participate in all club activities.

This is where GABS comes in. The concept of GABS is to augment the British car motoring experience with activities specifically targeted to car owners in the Georgetown, Texas, area. Come on aboard and let's go for a ride !!



June

What: The Ed Rogus Memorial Drive

WHERE: Liberty Hill High School parking lot
16500 W State Highway 29 Liberty Hill, TX 78642

WHEN: Saturday, June 20th, starting at **10:30 am**



HCTC Events

HCTC Breakfast Waterloo Icehouse Saturday, June 13th

The HCTC Breakfast Meeting starts your Saturday off right at the Waterloo Icehouse at the corner of Capital of Texas Highway and FM2222 !!

Come join the Club for breakfast, club updates, and some good company and conversation. Plan your arrival for 9:30—9:45 as the meeting (and breakfast) starts by 10:00 am.

We hope to see you there !!



HCTC Social Hour Nosh & Bevv Tuesday, June 16th

Take a break from your busy calendar and hoist a few frosty adult beverages with your favorite people at the Hill Country Triumph Club social hour, held every **third** Tuesday of the month.

While the event nominally runs from 7 pm to 9 pm, folks have been known to show up early and stay on late, so if you can't make it on time, don't worry — there'll still be folks there when you get there.





TRIUMPH REGISTER OF AMERICA

Formed to preserve the Triumph marque

ESTABLISH 1974

Triumph Register of America (TRA)

is a non-profit organization established to aid TR2, 3, 3A, 3B, 4 and 4A owners in the preservation, maintenance and enjoyment of their classic sports cars. TRA is a grassroots organization, which offers many advantages and services for individual members, groups and local centers.

TRA Membership dues:

\$40.00 Annually (US Resident)

\$50.00 Annually (Non-US Resident)

Checks or money orders for membership should be made payable to: Triumph Register of America.

Mail the check with the **Membership Application Form** to the address shown at the bottom of the form.

OPTION 1: You can also fill out form electronically through Acrobat Reader (not through your browser).

To fill out form: Download PDF. > Open in Acrobat Reader. > Fill out form. > Save document to your computer. > Email to membership chair.

OPTION 2: You can also scan your completed Membership Application Form and email.

Link to the PDF version of the membership form: [TRA-Membership-Form-2022](#)

Pay Dues via PayPal:

If you have a PayPal account and wish to pay dues using this service. Simply log onto your account and follow the prompts to send the appropriate annual fee using the following email: triumph.register.of.america@comcast.net.

NOTE: *The application form must still be mailed or emailed to the address shown at the bottom of the Membership Application Form.*

Benefits of a Triumph Register of America Membership:

- Four newsletters per subscription written by and for Triumph owners
- Annual National Meet (Concours judging is limited to TR2 thru 4A, Participants choice is open to all Triumphs.)
- Local Center development information and event announcements
- Free classified ads related to Triumph sports cars
- Technical advice via the Newsletter
- Factory build records
- Comments on originality via the Newsletter
- Judging Standards and Restoration Guideline Manuals for TR 2/3 and TR4 (online)
- The TRA Forum (online) where you can communicate with fellow Triumph owners

Classifieds

Hill Country Triumph Club Advertising Rates

Member ads for Triumph cars or parts are free and will run for two issues. These ads may be renewed as necessary two times, for a total of six issues.

Ads or flyers for other club's events are free and will run for two issues.

Ads for commercial items or services will be charged the following rates:

Business Card ad: \$5.00 per issue

Quarter page ad: \$10.00 per issue

Half page ad: \$15.00 per issue

Full-page ad: \$25.00 per issue

These ads must be prepaid and can be scheduled for as long as desired, minimum of six issues. Long term ad runs must be prepaid at the time of scheduling. All ads must include artwork.



Enjoy your TR more!

ENJOY A TRA MEMBERSHIP:

4 National newsletters per year

Annual National Meet

Website (password protected areas for members)

Concours judging standards

Factory build records

Technical support

Contact information

Shutterfly National Meet website



Join TRA Today!

www.TriumphRegister.com

Classifieds

Visor assembly with mounts (both sides), ignition switch cover, trunk light, misc. items. Text Jim @ 254-563-9141

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



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

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



Classifieds

New Spitfire Seat Covers Set for sale.

This is a set of brand new seat covers made in England. Color beige Price \$350.00. If you buy a new set it would cost over \$500.00.

Please call or text 316 200 3068.



Need a lift? I have several heavy tools that I am prepared to lend out to HCTC members who may be considering some DIY Engine or Transmission work. I have a hydraulic Engine Hoist, an Engine Stand and a Hydraulic Press.

They are available to any club member so long as you will take care of them until you return them. And so long as you operate them safely (I offer no liability for injury or damage) Just let me know, I can even get them over to you in my pickup truck.

Malcolm Grey

TEXT at 512 775 6443



Classifieds

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

Text Jim @ 254-563-9141



TR4A Parts. Various parts left from my rebuild several years ago. Grill is \$50. It does need a repair as pictured. As to the other parts just call and give me a offer. 214-587-5390.





The Hill Country Triumph Club, is a not-for-profit car club affiliated with several national groups. We are the 50th Chapter of the Vintage Triumph Register (VTR), was founded in 1990 to bring together the owners of Triumph automobiles in the Central Texas area surrounding Austin. In 1991, the membership decided to include other British car fans as associates due to lack of other clubs in our area that represent some of the other marques. As owners and lovers of our unique types of cars, we have a special kinship, which draws us together. Membership is open to anyone who is a British car enthusiast, with or without a car.

We have social get-togethers on the 2nd Tuesday of each month, Breakfast Business meetings on the second Saturday of the month, and at least one other event each month. We encourage you to join and support us, even if you don't drive your car regularly. We support our members interested in Showing Cars, Traveling, Racing, Restoring, Maintaining and otherwise socializing. One goal of the club is to help its members keep their cars on the road. Please contact one of the club officers listed in the newsletter for more information at info@hctc.us about club benefits and spread the word about our club to others.

As of 1 July 2022, Annual dues are only \$20.00 per new membership for a family group or address per year and go toward supporting club events. We encourage new members to order their club nametag for an additional \$11 each. Renewals are \$20 annually.

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

The Ragtop is published monthly by the Hill Country Triumph Club. Material within may be freely reproduced providing Ragtop and the authors are credited. Any and all newsletter contributions are welcome. Deadline for submissions is the end of each month. Submissions may be emailed to editor@hillcountrytriumphclub.org. Car related classified ads are free to members and will run for three months unless otherwise instructed. Contact editor for other ads.

Membership

Payment is due on joining and payable by check to HCTC and may be:

1. Mailed with this application to: HCTC Membership Chair, 1105 N. Canyonwood Dr., Dripping Springs, TX 78620 or
2. Online (when active) on the www.hctc.us or
3. Bring this application (filled out) to the next meeting.

Dues may be paid in more than 1-year increments. Renewals will be due on the closest Jan 1 or Jul 1. Multi-year rates: 5 years- \$90, 10 years- \$170.

Club bylaws are available online. By joining the membership, their family and/or guests agree to hold the HCTC, officers, or other members harmless in the event of any accidents or incidents related to club activities.



Please fill this out and send in with Membership request

Name(s): _____

Address: _____ City: _____ ST: _____ Zip: _____

Primary Phone: _____ Alternate Phone: _____

Email: _____

TR Car 1: Make: _____ Model: _____ Year: _____ Color: _____

Car 2: Make: _____ Model: _____ Year: _____ Color: _____

How did you hear about HCTC? _____

Special interests, skills, etc? _____

What do you want your nametag to read? _____

Additional Nametag reads _____ (Add \$11 per badge) If you want the badges mailed to you, add \$2.00 per badge. **Contact Gary Payne to order name badges (garypayne75@hotmail.com).**