

The

August 2026



RAGTOP

Hill Country Triumph Club Newsletter



Celebrating and driving Triumphs since 1990



Fall Creek Falls at Lake Buchanan, as seen from the Vanishing Texas River Cruise

Letter from the President

August, 2026

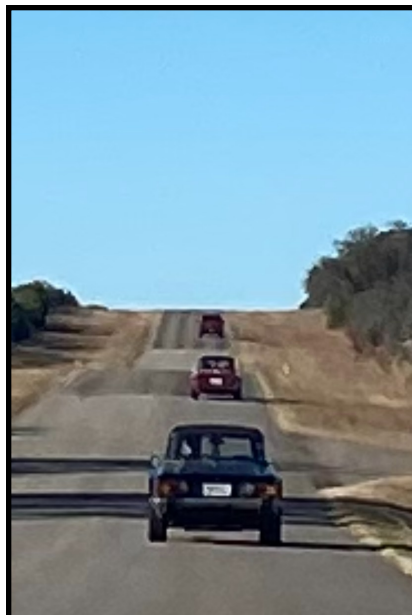
Jacques Welter



The month of August officially starts the summer doldrums ... too hot to drive after 11 am; enervating heat in the afternoon; no rain. Dog days indeed.

For many intrepid Triumph drivers, however, August becomes a time to work on their car, getting ready for the fall show season — a season that seems to take forever to get here and then is gone in the blink of an eye — and take care of whatever problems cropped up in the winter and spring. If you're like me, you've been driving your car pretty much every week — club drives; club events; weekend cruises; breakfast runs; car shows — and it's time to give the old girl some rest and refit.

I know what I do, but I was curious about what everyone else is doing this month. Art, for example, is replacing the rings and bearings in his motor (peak ahead — there's a story on this next month). Bob Kramer is no doubt trying to ready his TR6 racer for the next event at the same time he's repairing the TR4 from the previous event (story on page 17 of this issue). Wylie Christal is wrestling with a new top; Ralph Herter's dialing in his new TR6; Ryan Sellers, one of our new members, was working on his Austin Healey 3000's carburetors; Sam Vazquez is changing transmission fluid; and so on.



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Letter from the President

Continued

Since I'm always looking for something to write about, I queried the club leadership ('queried' sounds so much better than 'pestered') for a checklist on what to review before going on a long drive. Rip Torn rose to the challenge and sent me a pretty good list, and I thought it bears repeating here.

Mechanical & Fluid Inspection		
#	Inspection Item	Notes
o	Engine Oil Level & Condition (20W-50)	Check level; check for heavy leaks and drips
o	Gearbox and differential	Check levels; check for pinion/output seal for leaks or weeping
o	Cooling System and Hoses	Inspect hoses for softness or cracking
o	Auxiliary Fan & Thermostat	Test electric pusher fan operation and switch trigger
o	Carburetor Dashpots / Linkages	Check SU/Stromberg oil levels and linkage free play
o	Ignition System & Timing	Inspect points, condenser, distributor cap, and spark plugs
Suspension, Steering & chassis		
#	Inspection Item	Notes
o	Steering Rack Mounts	Check polyurethane/rubber mounts for cracking or play
o	IRS Trailing Arm Brackets	Inspect silentbloc bushings and frame mounting points
o	Wheel Bearings & Play	Jack up rear/front wheels; check for hub play or roughness
o	Tires (Pressure, Tread & Age)	Set correct pressures (incl. spare); check tread & dry rot
o	Suspension Dampers (Shocks)	Inspect lever-arm shocks or telescopic conversion for leaks
Road Kit, Tools & Spares		
#	Inspection Item	Notes
o	Dedicated TR6 Tool Roll	UNF/UNC wrenches, sockets, pliers, wire cutters, zip ties
o	Multimeter & Electrical Spares	Test light, electrical tape, spare glass fuses
o	Ignition & Fuel Spares	Spare coil, points/condenser, fuel filter, fuel hose length
o	Emergency Fluids	1 quart 20W-50 oil, small brake fluid, pre-mixed coolant
o	Safety & Recovery Gear	Warning triangles, LED flare/headlamp, first aid kit, jack/lug wrench
Cabin Comfort & Weather Preparedness		
#	Inspection Item	Notes
o	Transmission Tunnel Heat Shield	Verify insulation and shift/handbrake boots are sealed
o	Soft Top, Tonneau & Side Curtains	Check canvas condition, zippers, snaps, and frame alignment
o	Cabin Charging / Navigation	Verify 12V/USB auxiliary outlet and phone mount stability
o	Lighting & Signals	Check headlights, high beams, brake lights, indicators, and horn

Thanks again, Rip.

Speaking of driving and driving events, you don't have to wait on the club to come up with a good drive. I recently moved to Burnet (Burnet, durnit !!) and the locals in HCTC (Ralph & Jeffe Herter and Sam & Kim Vazquez) have run out on multiple breakfast drives in the Hill Country — call us the Burnet Breakfast Club — thanks to Ralph's fantastic knowledge of the back roads here in the area.

Letter from the President

Continued

The Georgetown All-British Squadron (GABS) is another good source for drives (although they are on hiatus in August — dammed dog days again). My point is this — reach out to club members in your area for an informal get-together and enjoy ... even in the dog days of August.

Some news and notes to pass on.

- Some of our HCTC'ers will be driving out to Burnet after the HCTC Breakfast on August 8th to sort through TX ABCD paraphernalia and get an accurate trophy count so we can order. Kim & I will be proving snacks and beverages.
- Tuesday, August 11th, a group of our most northern of brethren will be getting together at the Chupacabra Kitchen in Salado around 3:30 pm (Chupa Tuesday). You don't have to be a "northy" to come and, given it's in the afternoon, you don't have to drive your Triumph.
- Speaking of the Chupacabra, did you know Roger Allen is a world-class bee keeper, and his honey has been harvested for the summer? He sells honey for \$12/pint or \$24/quart. If you'd like some, reach out to him — it's very, very good — or come to the Chupacabra (Chupa Tuesday) and pick it up from him in person.
- We are looking for volunteers for Texas All British Car Days, including an official photographer. Dan Julien — our photographer extraordinaire — will be out of town on TX ABCD and we need someone to fill his capable shoes. Call or email me directly.
- If you haven't joined VTR, consider joining. While HCTC is a VTR Chapter, VTR runs on the dues of individual members. You can find more information on VTR on the next page in The Ragtop.

Well, that about wraps it up for August. Check the calendar for club events.

I hope to see you out there.



Out on a drive past the Llano County Courthouse with the Burnet Breakfast Club — Ralph & Jeffe Herter in the lead



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, 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.

Your dues provide the following:

- Our award winning, bi-monthly 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

General inquiries should be directed to:
webmaster@hillcountrytriumphclub.org

Membership ... Nel McPhail

New Member ... Joe Payne
 Coordinator

Events ... Mike McPhail

Marketing ... Open

Social Media ... Kim Vazquez

Webmaster ... Henry Reynolds

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

August, 2026

August 8th:

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

August 11th:

- *Chupa Tuesday*
Chupacabra Kitchen, Salado, 3:30 pm

August 15th:

- *Hill Country Triumph Club Driving Event*
Starbucks to Ski Shores Café'

August 18th:

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

August 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					

September , 2026

September 12th:

- *Hill Country Triumph Club Monthly Breakfast Meeting*
Waterloo Icehouse,

September 15th:

- *Hill Country Triumph Club Social Hour*
Nosh & Bevy, Burnet Rd.

September 17th - 20th:

- *Triumphest*
Flagstaff, AZ

September 27th:

- *Brits and Barley*
Hopsquad Brewing, Austin, TX

September 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			

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

August 2026

Dick Simonson

Greetings !!

As we enter probably the hottest month of the year for us in Central Texas, it's a time when we traditionally dial back the organized driving activities. However, there are still things to do for those willing to venture into the heat. Personally, I try to keep my driving to the morning hours, but I occasionally grin and bear it in the afternoon.

July was a board meeting month. We convened on the 7th. We started the meeting off with a discussion of using Evites for upcoming events. Attendance has been lower than usual at some events, such as the monthly social hour and the summer picnic. We will now send E-vites for all club activities, including monthly breakfast meetings, social hours and drives.

Next was a discussion regarding the TxABCD committee. Jacques is reducing his role after this year and is looking for a club member to shadow him for the 2026 TxABCD. The goal is to have this person take over the role of primary committee chair. The committee for 2027 is currently made up of Joe Payne, Mike McPhail and Dick Simonson. Jim Wells, in his capacity as VP of HCTC will work with the co-chair of the committee.

Jacques covered the final financials for the 2026 SCVTR. In a nutshell, gross revenues were \$19,996 with net revenues at \$3,270. Jacques and Mike noted our net revenues would have been much less had it not been for Eddie Shell donating the venue and Bob Kramer and Dennis Duke running the autocross rather than us contracting with SCCA.

Jacques discussed the Fiscal year 2026 budget and proposed FY 2027 Budget. As for 2026, cash on hand on 7/1/25 was \$13,699 and on 6/30/26 was \$13,723. As for the proposed 2027 budget, Jacques projected a budget of \$5,745 resulting in a net loss of \$3,645. After

discussing the proposed budget line by line, the board voted to adopt it without change. A copy of the budget will be available on the Club's website.

In light of the net loss forecast, we discussed ways to deal with the shortfall. These included raising membership dues. Dues are currently at \$20 per year. We had previously researched dues being charged by other British car clubs in Texas and discovered dues run between \$30 and \$40. Another option was increasing the amount of TxABCD



Malcolm Duncan & Jacques Welter in front of Malcolm's BMW-powered and widened Austin Healey 3000

Secretary's Report

August 2026

Continued

revenue allocated to the Club which is currently at \$1,000. Other possibilities mentioned were opening TxABCD to all European Marques.

Mike made a motion to raise dues to \$30 annually if the Club's cash on hand fell below \$10,000. Rip made a motion to increase dues to \$30 effective January 1, 2027 and to raise the TxABCD allocation to \$1,500. After a lively discussion neither motion passed and the Board decided to table the issue. A proposal was made to survey the membership regarding a dues increase.

We next discussed marketing. Rip reported ten tool rolls were currently being made by Bits of Triumph. These tool rolls will be part of a welcome package for new members. Jim Wells suggested encouraging current members to participate in local parades with their Triumphs as a way to promote the Club. The discussion turned to ways to engage new members. Among the suggestions were to hold a mixer for new members and holding fix-it days. Joe Payne will now handle new member relations.

Sometime ago, Joe Payne proposed a club trip to a destination that had sufficient local activities where attendees could homebase for a week or so and make day trips. We all decided Durango, CO, would be a great candidate. I am in the process of putting together the trip. The trip is proposed for early summer, that is early to mid-June 2027. It would involve a stay in Durango of 5 nights with travel time of two days each way. We are exploring lodging options in Durango and enroute as well as activities available. Some activities being considered are running the Animas River, riding the Durango - Silverton train and visiting Mesa Verde National Park. I will be putting together a proposal and will circulate it to membership to gauge interest. So stay tuned.

Finally, a proposal was made to create a list of club tools available to members. This would be placed on the protected portion of the website.

On July 11 we met at Waterloo for the monthly breakfast. We had a whopping 28 attendees. Thirteen of us drove. It was a great turnout and a lively meeting. We had a brief business meeting. Jacques went over the SCVTR info covered above. He also reviewed the extensive list of activities and car shows coming up this September



Saturday HCTC Breakfast — standing room only !! A record turnout



Out in the parking lot after breakfast

Secretary's Report

August 2026

Continued

and October, including Triumphest in Flagstaff. The Club currently has 8 or 9 cars attending. Also discussed were the Dallas and Houston shows and the HCTC TxABCD. He discussed the VTR Nationals which we have since learned are questionable and by the time this is published, possibly canceled. Brits in the Ozarks and Brits on the Bluff round out October. In short, a very busy season.

Kim Welter handed out 20-year membership pins to Ralph and Jeff Herter. Charlie Stewart received his pin for 30 years, having joined the club in 1996. We welcomed visitor Malcolm Duncun. Malcolm has since officially joined the Club. Malcolm has a very interesting widened and BMW powered Austin Healey 3000. Jacques closed the meeting by inviting everyone to the July driving event at the Vanishing Texas River Cruise. Afterwards we convened to the parking lot for the usual car talk. From there eleven of us trekked to The Oasis for further socializing and libations. Luckily, we parked in a covered area because about a half an hour after our arrival the heavens opened up with a tremendous downpour. On the upside, we were forced to wait it out in the microbrewery.

On the 18th, seven of us met at Snooze Eatery in Cedar Park for breakfast before heading to the River Cruise on Lake Buchanan. You might recall this cruise was initially scheduled for the SCVTR but was canceled due to weather. After breakfast, Mike McPhail led us on a scenic drive to Burnett for an 11 am cruise departure. At the dock, we were joined by additional club members for a total of 12 folks. The cruise was narrated, took two hours and traveled about 20 miles round trip. The highlight was Fall Creek Falls which is about 60' high. All in all, it was a pretty enjoyable event.

On July 21 the Club's regular Social Hour took place at Nosh and Bevv. Twelve folks showed up for a lively get together. Finally, on July 26, the Brits and Barley gang met at the Oasis. This was their annual planning meeting, but rest assured, plenty of socializing accompanied the planning.

The GABS group did not have any events for August and will resume in September with a drive to Oscar Store in Oscar, Texas, for some chicken-fried steak.

Hope to see you all at next month's events.



HCTC Social Hour at Nosh & Bevv

From the Archives

Art Graves



This article originally appeared in the July 1997 issue of 'The Ragtop'. Adrienne Stewart wrote many articles about the club's adventures in the early days of the club. I do remember this trip and have always carried a magnet-on-a-stick in my tool bag since.

Trip To Fredericksburg Brewing Company

by Adriane Stewart

Let's go to Luckenbach, Texas. Where Willie and Waylon and the boys are!"

Wait, wait. I thought this was a story about going to Fredericksburg? Read on my friends.

It was a hot, sweltering summer afternoon. The humidity was very high, but so were our spirits. We had a road trip to go on once again, with food and beer at the end of the road as our reward for driving in the heat. The plan was to meet at Jim's in Oakhill and take a jaunt through the hill country to wind up in Fredericksburg for food and fun.

Our trip began at 3:00 that afternoon. We loaded up our TR6 with all the essentials—beer, wine coolers, water and a wet hankie to wipe the sweat from our brow. Oh yeah, sunglasses and a ball cap to keep the sun off our head. Oh, I almost forgot to mention the most important thing-tools! So, we loaded it up and started the engine. "What was that noise?" Worried looks thrown each way. Hold your breath and go and pray it goes away. (You know that feeling.)

As a little side venture, we coordinated a little blind date action for this trip. We went by the friend's place to make the necessary introductions. The Date was running late—as usual. Introductions were made and off we went to Oakhill. (But first, we had to make a detour to get Charlie's sunglasses he left behind from the night before. We had gone downtown to watch the Harley parade Friday night. Talk about an awesome sight. You never saw so many Harleys in one place. Pretty cool. They were in town for the weekend for an annual convention. (Can you relate?)

We arrived at the departure time (4:30) in Oak Hill. Without having to disembark, we got everyone else loaded up and hit the dusty trail. Art and his son, Brian, were the leaders. Karen and Hannah followed along in the trusty Honda TR. Herb and Cindy also came along in their Toyota TR. Tim Pipe was there in his Spitfire and Roger was there in his TR6. And us in our TR6 hoping we wouldn't hear that "noise" again. So far, so good.

I believe the plan was to go out Highway 290 to 281 and then go via Luckenbach to have a drink stop. We were cruising nicely down 290, seeing lots of Harley's going back to Austin. They had all probably been out to Luckenbach earlier drinking up all the beer and pitching horseshoes. As much as we were enamored by their bikes, I saw them pointing at our cars.

When we got to the turn off for 281, our "guest" decided she needed to take charge and inform Art that he was going the wrong way. She was waived off and given the sign to "button it up." Shortly thereafter, unfortunately, we had to make an emergency stop on 281. It seems that Tim's Spitfire was having a problem. A bolt came undone from his gear box—no gears to shift means STOP-NOW! So, we all pulled off the highway and came together to assess the problem. Tim knew exactly what it was, which was a good start in itself. Usually, it's a guessing game. Charlie was able to come to the rescue. He whipped out his handy-dandy tool box and produced a pair of magnetized pliers, which enabled Tim to retrieve the bolt that had come loose and fallen down in the gear box (thank goodness it didn't fall down on the road somewhere between Here and there). It's always a comfort when someone comes to an event in their trusty Honda/Toyota TRs. Never know when you might have an extra passenger on the way home.

From the Archives

Continued

Meanwhile, the rest of us are standing around in the blazing sun drinking our liquid refreshments. With all the rain we've had, there was a nice little stream of water flowing out of the hillside to a nearby creek. I promptly removed my sandals and stood in the water to keep myself cool.

After about an hour or so, we were all getting hungry at this point, but before we knew it, Tim's car was fixed and we were on the road again. We did a U-turn and headed for Fredericksburg. Luckenbach will have to wait for another time. Despite our delay, we arrived in Fredericksburg on time. We saw Pat Reed sitting in her Rolls Royce parked on the road on the way into town. I don't know where Merle was. It appeared as though Pat was driving (and she doesn't drive anymore) - she was sitting in the driver's seat. Turns out, it's a right-hand drive car. You know those English cars, they are backwards. OOPS---I forgot, TRs are English.

We arrived safely and hungry at the Fredericksburg Brewing Co. for dinner. Mike and Richard were standing in front of the brewery waving us down and trying to hold some parking spots for us. We could have easily missed it if they hadn't been standing outside waiting for us. Thanks guys. We had a good show of members (about 20 total), considering it was a fair distance from home. Mike, Nel, Richard and Julie came down the night before and stayed at a local B&B. They filled us in on their activities of the night before and their shopping adventures on Saturday.

They even took their bikes there to ride around town. Very smart idea. They also told us about the B&B portion of the brewery we were eating at. They have 12 individually unique rooms, all with private baths. Each room is decorated with a different theme. By Richard's description of some of them, it sounds like a great place to come back and stay. In case you are interested, the phone number to the Fredericksburg Brewing Co. is (210) 997-1646. Nel found the place they stayed on the Internet. Just another way to get B&B phone numbers for the area.

The restaurant was large and filled with patrons. We had a long table in the back room, which was like a bier garden in Germany. The back wall was painted like a quaint little German town with people strolling in the streets. As we passed by tables on the way to the back, the food being served look delicious. Couldn't wait to eat. After visiting with other club members that had come on their own and freshening up in the "Loo", we were ready to chow down. Where was Al---plenty of good food and good German beer to be had, 7,000 cold gallons in 11 stainless steel tanks. Give the man a straw! He missed out on this one. It was definitely a thumbs up.

Some of us needed a quick lesson in German pronunciation. Wiener Schnitzel is not pronounced "Wiener" like a hot dog, but "Viener", with a V. I stayed in the English mode, however, and ordered Fish & Chips. The menu said it had a Texas twist. I was not overly impressed. My hubby, on the other hand, converted from English and went with the local cuisine of "Wiener" Schnitzel (at my urging). The schnitzel was a good choice, for both of us. Dessert was had by some and not by others, although it all looked divine and decadent to say the least. The menu choices were plentiful and diverse. I would recommend the restaurant to anyone planning a trip to Fredericksburg. Prices were reasonable.

After stuffing ourselves, we all got treated, courtesy of Hannah, to mini neck rubs and back scratching. Are you for hire? Some man is sure going to be a lucky duck when you grow up. The child knows what she is doing. Did you learn that from Mom or Dad?

After settling the tab, the waiter was kind enough to split them up for each person/couple/family, we decided we had better head back to Austin. Richard, Julie, Mike and Nel were planning to stay another night. We left them on the sidewalk waving goodbye.

Art suggested we meet up the street at the "Mickey D's" parking lot to regroup. So, who do you think was last to show up at the parking lot? Who is (almost) always late? Gotta keep that reputation going. Grant you, the place had closed up and turned off its lights at 9:00 p.m., so it was hard to see us. (Hard to believe they shut it down that early---after all, it is a tourist town.)

It was a lovely night for a drive. It had cooled off considerably now that the sun had gone down and the "real" moon was out (Another moon was out earlier in the trip.) I snoozed on the way home, so I don't have much to offer regarding the ride home. We stopped briefly in Dripping Springs, where Richard and Linda Knowles and Tim Pipe broke off from our caravan. We stopped again in Oakhill for a "Loo" break and then pretty much went our separate ways after that.

We finally got home about 11:30 p.m. We were beat, but we had a good time. I'm glad we went. Another successful HCTC event for the books. We missed those of you who couldn't come. Thanks to those of you who coordinated this event. You did a wonderful job.

See ya'll next month.

Editor's note: Now that's what I call fantastic newsletter input, Thanks Adriane!

Vanishing Texas HCTC Drive

Jacques Welter

July's HCTC drive started with a breakfast and ended with a boat ride. In between was pure fun.

For those of us who went to the 2026 SCVTR, the original schedule called for a trip around Lake Buchanan on the Vanishing Texas River Cruise. Mother Nature, however, had different plans for us as 20+ mph winds and horizontal rain led first to a postponement and then to an outright cancellation. Flash forward three months, and HCTC was able to take the tour with much nicer weather this time.

We started at Snooze Café on 1431 with a great breakfast. Joining us there were Dick Simonson; Mike McPhail; John & Amy Heydon; and Bill and Ann Ardis. After breakfast, Mike took the group on the scenic route over to SR 29, and then on to the dock. The trip up involved a 13-mile drive down SR 2341 — I highly recommend that drive as both the scenery and the turns seemed to be made for a drive in a Triumph — and SR 2341 rejoins SR 29 further down the road, making it a loop.

Once we reached the dock, the drive group met up with Wylie & Carol Christal and Ralph & Jeffe Herter for the cruise on Lake Buchanan. The parking lot was on a bit of a slope causing some anxious moments, but no one ended up as a U-boat, so all's well that ends well.

The cruise roundtrip was about two hours. On the outbound side, a guide provided a running commentary on the sights and Lake Buchanan history. Given the heavy rains in June & July, the lake was at full pool, which made the trip to Fall Creek Falls both pleasant and uneventful.

Since it's the summer, no bald eagles on this trip, but a return visit is warranted in January where we can take a longer cruise and see the eagles.

I hope to see you out there.

August 2026



All aboard. John Heydon talks to Bill & Ann Ardis while Dick Simonson and Mike McPhail take a seat



L to R: Carol & Wylie Christal; Ralph & Jeffe Herter; Mike McPhail; Dick Simonson



Fall Creek Falls, Lake Buchanan

HCTC Women's Group Outing

Kim Welter

SAVE THE DATE

Tuesday, September 29, 2026, at 11AM

Where:

The Dirdie Birdie, 10910 Domain Drive Suite 120, Austin, TX 78758. There's free Parking in the Orange parking garage just across the street.

What Time:

Meet at 11:00AM for lunch.

The menu is on Par with a variety of delicious choices that you can check out at:

<https://dirdiebirdie.club/austin-tx/>

Brunch & Happy Hour Main Menus

Following lunch, there's an opportunity to play a fun round of indoor put-put on the Austinite themes that look very cute. Although the game looks adorable, I was told that there's still some challenging holes.

For anyone that is new to the HCTC group, we began meeting at different locations in 2025 around the city. We've gone to High Tea in Dripping Springs; Tea Thyme Cafe in Marble Falls, followed by picking Strawberries, and sharing recipes; and learned a new skill of painting with watercolor while sipping tea at SeriniTea Cup in Cedar Park. These quarterly activities provide a proper amount of fun with plenty of room to join for Hill Country Triumph Club and British Car enthusiasts. If there are any questions, please contact Kim Welter or Kim Vazquez. There will be sign-up sheets at all the HCTC activities in the next couple of months.

Looking forward to seeing you on the links ... er ... putt-putt course !



The Golden Wedge

Kevin Palmer

Thumbing through a social media site, something stopped me in my tracks. A vintage, golden, wedge-shaped car. A woman on the screen talked about an upcoming estate sale, while the car loomed over her shoulder. She barely mentioned it, despite being the star of the video, but she did say it was a 1981 Triumph. I had to know more.

I reached out, not expecting a response, since estate sale folks are usually too busy. But later that day, I received an email from the agent. After around a dozen emails back and forth, as well as some research into vintage Triumphs, I learned it was a one-owner, award-winning TR8 with 28,000 original miles. We continued our conversation over text and into the next day.

The car would start, but would quickly die. That seemed odd to me for a show car that had been kept in the garage; it had to be something simple. The owner, Tom Bishop, had passed away a few years ago, and the car sat in the garage, wrapped with care like a gift. His wife recently passed, and her sister was the one who had hired the estate sale company. The agent put me in touch with the sister, and with my wife's approval, I agreed to drive up from Canyon Lake to Austin to see this golden beauty in person.

It was even more amazing up close. They had rolled it outside and put the top down to take pictures for the event. The gold paint glistened under the speckled shade of the old oaks standing guard. It had that vintage car smell that can't be replicated. On the surface, everything looked pristine for a forty-five-year-old car. Having read up on Triumph gremlins, I ran through the usual suspects. Was the air flap



An award-winning TR8 with only 28,000 original miles



Immaculate interior with the top down



Engine compartment and another view of the interior — everything showing the loving care lavished on this car

The Golden Wedge

Continued

stuck? No. All the connections looked secure. The agent had hired a “mechanic” who had replaced the fuel pump (more on that later), spark plugs, the battery, and drained the old fuel. Why didn’t they replace the fuel filter? My next thought was that the filter and/or the injectors were clogged, but that wasn’t something I was prepared to dig into in the driveway the day before the sale.

The agent already had many other interested parties, but gave me priority

since I reached out first. As a result, there was no negotiation. I offered the full asking price. I wired the funds while the agent and her crew collected everything that came with the vehicle. Two bins full of brand-new parts still in boxes, including a full replacement clutch, gaskets, Triumph jackets and blankets, and more oil filters than I cared to count. It also came with another set of wheels and tires. But the icing on the cake was a bin of awards. Apparently, there were so many that the agent threw some away, which I thought was blasphemy. Still, I loaded up my new treasures and headed back to Canyon Lake to arrange transport.

I called a driver I had used before. He had previously hauled my 1979 Land Rover SIII 109 EX-MOD FFR (another project I need to finish) from our family farm, about 2 hours south of us. He was available the next day. Unfortunately, that was the day of the sale. We negotiated that he would arrive that morning, before the sale, but the weather had other plans, delaying his departure. By the time he arrived, people were lined up around the block, and cars were parked along the entire street, limiting access. This wasn’t his first rodeo. Like a pro, he finagled his way in and loaded it with care, despite the mayhem. He texted me saying lots of people were there for the car, but the agent informed them it had been sold.

The convertible top had two small tears along the rear seam. With the rain, I was worried about water entering the vehicle during transport, so I had the agent seal them with tape. It’s a good thing, considering the driver encountered some storms along the way. However, as Triumph soft-tops do, water managed to get in around the windows anyway. Luckily, it was minimal. The driver arrived without issue and we unloaded it into a neighbor’s driveway across the street, so that it would be facing forward. With a push from the driver, I rolled down the hill of my steep driveway, landing softly in my shop. She was home.



Some of the trophies won by the car

News from Mike's Motors

Mike McPhail

Now that the Saffron TR6 has gone to Atlanta and the Cotswold Clotted Cream Austin-Healey Sprite has gone to Indianapolis, there is room in the shop for a new project! Not all that new really... the BRG 1976 TR6 has been languishing by the fence for nearly a year.

This car belonged to a Red River Triumph Club member who gifted it to his daughter in Cedar Park. She relocated to New York and needed to get rid of the now barely running roadster. Mike's Motors to the rescue!

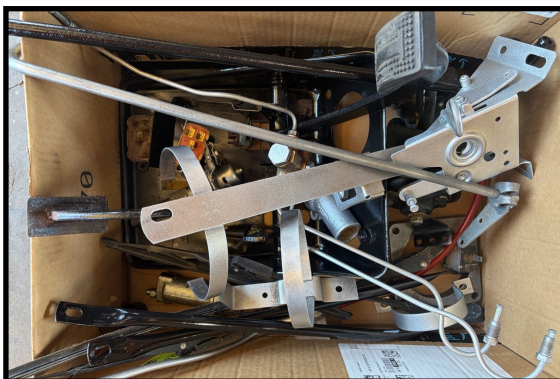
The casual observer might have been unimpressed with this dust covered convertible, but the trained eye could see that there was plenty of potential in this particular Triumph. British Racing Green paint, tan interior, overdrive gearbox... super! Twenty-year-old tires, running on one carburetor, hail damage... bummer.

It wasn't difficult to get the old girl running sweetly... just new fuel lines. Someone had already replaced the gas tank, fuel pump and rebuilt the carbs. Probably the same folks that left it out in the hailstorm! The body is nearly rust free, perhaps because of the Ziebart rustproofing. The treatment extended to spraying the engine compartment with black gunk. This stuff has to go, so the motor is coming out and the compartment will be repainted.

Every component will be removed and refurbished... once reinstalled it will be a thing of beauty. What is life without the occasional challenge? This won't be any more difficult than say... resurrecting a certain white TR6 that was totaled by a large truck! That project is next on the agenda...



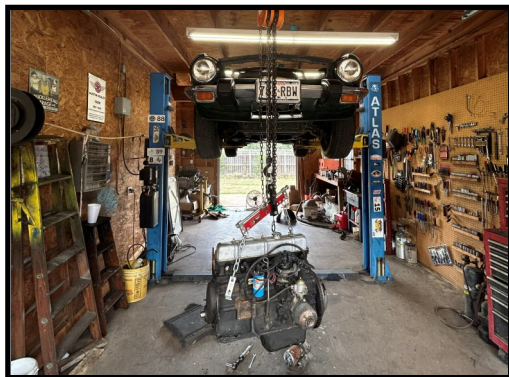
On its way to Mike's Motors



Removed, repainted, and ready for remounting



Down to just the motor and transmission



Motor on a chain hoist, ready for clean & detail



Transmission out as well. Inspection next



Looking up through to the cockpit.

Race it. Break it. Fix it. Repeat ...

Bob Kramer

Vintage racing can be brutal. The cars are old, and we race knowing that at any moment something can break. It's an unyielding cycle:

- Race it
- Break it
- Fix it
- Repeat

My trip to Canadian Tire Motorsport Park (Mosport) in Ontario, Canada this past June reminded me just how true that mantra is. Before the weekend was over, I would battle a string of mechanical failures, each threatening to end my race before it really began. But that story actually started more than twenty years earlier.

Back when I was building my racing résumé, I competed in the inaugural Kastner Cup at Mosport, near Toronto, in 2003. We turned the trip into a family vacation, bringing along our three kids and my future son-in-law, Casey. We camped on a grassy knoll overlooking the Triumph paddock outside Turn 1.

The year before, I had raced at Mid-Ohio during the celebration of Triumph's 50 years of road racing. More than sixty Triumphs attended, including a dozen that had been shipped over from Europe. It was a spectacular event, although not without its challenges. A head gasket leak—caused by a ceramic coating my machinist had applied to the combustion chambers—was easily cured with a new gasket after I removed the coating. Later I chased an increasingly stubborn misfire that turned out to be nothing more than a cracked distributor cap. Easy fix.

Those experiences left me optimistic heading into the first Kastner Cup. Unfortunately, optimism doesn't count for much in racing. On the very first lap of Friday practice, just after exiting Turn 1 and reaching for fourth gear, the engine exploded. Drivers behind me later told me it was quite a spectacle.

Connecting rod number two snapped in the middle, right where the engineers had drilled the oil-squirting hole for the cylinder wall. The broken rod punched through one side of the cast-iron block, spraying oil and shrapnel onto the glowing exhaust header. At nearly 100 mph, the result was a spectacular fireball trailing behind the car. Unfortunately, that wasn't the end of it. The engine was equipped with an Accusump, which stores pressurized oil and feeds it back into the engine whenever oil pressure drops. As the broken rod continued flailing around inside the block, it broke through the opposite side, destroying the cast-in oil gallery. The Accusump dutifully responded by pumping another couple of quarts of oil straight onto the hot exhaust. Fireball number two. I wasn't kidding when I said the weekend had started badly.

So when the Friends of Triumph announced a return to Mosport for this year's Kastner Cup, I finally had a chance to redeem myself. The original red TR4 now lives in Japan, and my TR4A has long since found a home in Belgium, but I had another TR4—the blue #67—that I'd been racing successfully for years. I also had the former Sam Halkias TR6, a car I'd retired after one final CVAR season in 2021, intending someday to rebuild it for the newer production classes.

That someday had finally arrived.

Building the TR6

Editors Note: All photographs in this article are courtesy of Shawn Frank. Shawn has been covering the Kastner Cup for a number of years. He's also the editor of VTR Magazine that all of us VTR members enjoy.

Thanks, Shawn



The racers rolling through a curve



Coming ... and going ...



Bob Kramer powering through a curve

Race it. Break it. Fix it. Repeat ...

Continued

The red TR4 was long gone, living in Japan, and my TR4A had found a new home in Belgium. But I still had two race cars: the blue #67 TR4 that I'd campaigned for years, and the former Sam Halkias TR6.

I'd raced the TR6 five times in the late 2010s. By then it had already seen more than a dozen race weekends between Sam and me and was showing its age. After one final CVAR event in 2021—where it ran well enough to finish third on points against a field of 911s and 240Zs—the stewards decided the car really didn't belong in the class. I was disqualified, and politely informed that if I brought it back, I'd have to start every race from the hot grid after the field had left. In other words, don't bring that car back.

So I parked it and waited. Vintage racing was changing. Participation in the older classes was declining, and clubs were beginning to recognize that allowing newer production cars would help attract younger drivers. When the rules were updated for 2025 to include SCCA Production cars through 1985, the TR6 finally had a place to race again. I decided it was time to retire the TR4 and build the TR6 into my primary race car.

The project began the previous fall. I ordered a billet crankshaft from a supplier in San Diego, replacing one of the engine's most failure-prone components with something far stronger. Modern vintage racers have quietly adopted better cranks, rods and pistons—not because originality isn't appreciated, but because we'd all rather avoid, dare I say it, fireballs.

From there the project grew. I rebuilt the rear suspension with adjustable coil-over shocks and lighter springs, making it possible to finally use the rear sway bar Sam had always advised against. I rebuilt the rear disc brakes, repaired and reinforced the front suspension mounts, strengthened the steering rack supports, rebuilt the transmission tunnel to reclaim space for my right leg, assembled alternate-ratio differentials, replaced the solid engine and transmission mounts, and tackled dozens of smaller jobs that inevitably appear once a race car is completely disassembled.

The transmission became its own project. Because CVAR prohibits dog boxes, I decided to replace the well-worn four-speed with a close-ratio TR gearbox fitted with a J-type overdrive. Mosport's long uphill back straight seemed tailor-made for that combination. With a 4.10 rear axle, I imagined rowing through the gears before slipping into overdrive and pulling past the TR4s that had once outrun me.

It was a good plan.

All I needed was an engine.

For years I'd relied on Precision Machine Shop in Austin, but after Dennis retired I had to find a new machinist. Knowing how slowly new customer race engines would move through a shop focused on a commercial customer base, I dropped off the block, crankshaft and cylinder head the previous October with a simple list of work I wanted completed: crack-test the major components and let me know whether the bores would clean up without oversized pistons.

By February I was beginning to regret my choice. When the shop finally called, they were concerned that I needed new valves. From a racer's perspective the existing valves were perfectly serviceable, but I just wanted my engine back, so Richard Good shipped them a new set.

When I picked everything up, I discovered they'd ignored most of my short to-do list and instead performed a complete rebuild of every machining operation they normally sell. The block had been decked, the core and oil galley plugs replaced, and everything thoroughly cleaned just short of being assembled. They'd done beautiful work, just not the work I'd asked for. With all that they did the bill was considerably higher as well, but there was good news. Both the crankshaft and cylinder head had passed crack inspection, especially welcome since my new billet crank still hadn't arrived.

By May I finally had the engine and transmission back in the chassis. With the car still on the lift, I installed new air-fuel ratio sensors, fired the engine for the first time, and watched the gauge settle exactly where it should. For the first time in months, it felt as though the project was finally coming together.

I had already taken advantage of the early registration discount and entered the June Kastner Cup back in December. Unfortunately, the delays had cost me my entire testing schedule. I never got the chance to sort out the new suspension during the spring CVAR races. I was going to have to do my testing on the local streets. Then the first test drive uncovered two more surprises.

The Detroit Locker was completely locked on the right side because I'd installed one of the dog rings one tooth off. Fortunately, that was an easy fix. The transmission wasn't.

Although it shifted cleanly and the overdrive engaged perfectly, a strange whirling and somewhat grinding noise came from the back of the overdrive whenever the drivetrain shifted under load. I spent weeks pulling the transmission back out, rebuilding the overdrive,

Race it. Break it. Fix it. Repeat ...

Continued

and trying every solution I could think of. Nothing worked.

Eventually I admitted defeat. With only a few weeks remaining before Mosport, I changed my registration, rolled the TR6 back into the shop, and loaded the faithful blue TR4 into the trailer instead. My dream of charging up Mosport's back straight in the rebuilt TR6 would have to wait.

Back to Mosport

The drive to Mosport is nearly 1,700 miles, but the trip went surprisingly well. The only real delay came at the Canadian border, where we encountered what could best be described as the Canadian version of Chatty Cathy. She seemed genuinely puzzled that a Texan wasn't trying to smuggle an arsenal into Canada and spent so much time talking that she never even looked inside the trailer.

We also caught a break on fuel prices. We left Texas paying \$3.14 a gallon at Buc-ee's, and although prices climbed as we headed north, late June turned out to be a sweet spot. By the time we returned home—with a side trip to Connecticut to visit my sister—we'd covered roughly 4,500 miles, almost all of it towing a fully loaded trailer. The trip wasn't cheap, but somehow the truck delivered its best towing mileage ever. For once, the wind was at our back.

Twenty-three years after my first visit, I rolled back into Mosport. The grassy hill where we'd camped with the family in 2003 had become a parking lot, and that parking lot now served as the Triumph paddock. We unloaded the TR4, set up a canopy under threatening skies, and then promptly took it back down before the 25-mph winds could carry it into the next county.

Friday's schedule included four practice sessions. The forecast threatened rain, the wind never let up, and I was determined to put the ghosts of 2003 behind me. This time I was going to finish a Kastner Cup race at Mosport. The car had other ideas.

Mosport is a spectacular circuit, but it demands respect. After the fast, intimidating Turn 1, the track drops downhill into an off-camber left before tightening into a decreasing-radius right that climbs over a blind rise. From there it falls away again toward the famous Turn 5 complex.

During one of my early practice sessions, just after passing beneath the pedestrian bridge approaching Turn 5, I heard a loud whooshing noise. My first thought was that another car had blown past me, but a quick glance in the mirrors showed nothing there. The gauges all looked normal, so I stayed on the throttle. Then I noticed the engine was down on power.

I headed back to the paddock, lifted the hood, and immediately saw the problem. Cylinder number two no longer had a spark plug wire. In fact, it no longer had most of a spark plug. The metal shell was still threaded into the head, but the ceramic center—and the plug wire attached to it—had simply disappeared. It looked as though the spark plug had blown itself apart and launched its insides into the scenery somewhere around Turn 5.

I just stood there for a moment, blinking. Surely that couldn't have happened. But it had. The remains of the plug unscrewed easily, and the electrode was still intact. The plug hadn't loosened; it had simply separated under compression. The ceramic center had exited stage left, and I could only assume the intake stroke had immediately sucked the shattered pieces back into the cylinder. That wasn't encouraging.

I installed a new spark plug and wire, started the engine, and was relieved to find that it ran on all four cylinders with what seemed to be full power. Unfortunately, it also had a very distinct knock.

Within minutes the paddock turned into what looked like a twelve-man jury, each veteran racer leaning over the engine bay with complete confidence in his diagnosis. "Bearing knock." "Broken valve spring." "Water pump." "Piston ring." It seemed like everyone had an opinion. We even broke out a borescope, but its tiny screen refused to reveal anything useful. Rather than continue guessing—



Bob leading the pack down the straightaway



Pushing it through the turn

Race it. Break it. Fix it. Repeat ...

Continued

or worse, simply race it and hope for the best—I decided to pull the cylinder head.

The verdict was immediate. The cylinder wall was deeply scored along the spark-plug side, and the edge of the number-two piston was missing enough material to expose the top ring. The piston sat cocked slightly in the bore, explaining the knock I'd been hearing. The ceramic debris had done exactly what I'd feared. It had turned a perfectly healthy piston into a scuffed one.

The Demon at Turn 5

Knowing exactly what had happened to the engine made the decision surprisingly easy. I cleaned everything up, installed another head gasket, and put the engine back together. The piston wasn't going to heal itself, but the damage was done and there wasn't much to lose by racing it. To my surprise, the engine hadn't lost any noticeable power.

The demons of Mosport weren't finished with me yet, but at least I was still in the game.

For a little while, anyway. I'd spent much of the weekend racing with Dave Riddle in his lime-green TR4. We were evenly matched. He was quicker through turn 3 while my car pulled him everywhere else, especially on the straights. It made for some great racing. Earlier in the weekend, while watching my mirrors for one of Dave's trademark dive-bombs move into Turn 5, I'd run a little wide exiting Turn 5C. The car climbed onto the outside curb and landed hard before I gathered it up and continued.

Whether that impact caused what happened next, or whether fifty-plus years of fatigue finally caught up with the part, I'll never know. On a lap through Turn 5C, the threaded steel adapter that secured the spin-on oil filter simply pulled the aluminum threads out of the original filter head. The filter and adapter fell off the engine together. Anyone who's raced long enough recognizes what happens next. The mirrors filled with smoke. I shut the engine down immediately and coasted safely off the track while oil covered the racing surface behind me. The cleanup ended the session for everyone.

Standing in the paddock afterward, the failure seemed almost inevitable. How many curb bumps, heat cycles, oil changes and decades can you reasonably expect the threads in a 1950s aluminum casting to survive?

As it turned out, I wasn't the first. Another TR4 owner in the paddock loaned me a spare filter head. The exact same thing had happened to him the previous year at Lime Rock. I'd been there—I just hadn't heard about it.

The replacement filter head looked beautiful. Unfortunately, it was also brand new. Like far too many reproduction British car parts, it wasn't made particularly well. The steel adapter fit loosely enough that the filter wobbled on its threads. My original adapter was a much better fit, but with qualifying approaching I couldn't salvage it quickly enough without risking damage to my friend's borrowed part. Time was running out. I bolted on the new adapter and hoped for the best.

It survived qualifying. I qualified sixteenth, right back among the same group of cars I'd been running with in practice. To give the engine the best chance of surviving the weekend, I skipped a couple of support races and saved it for the event I'd driven 1,700 miles to enter, the Kastner Cup.

It survived the Kastner Cup. I took it easy, resisted the temptation to overdrive the wounded engine, and brought the TR4 home in fifteenth place. It wasn't a trophy finish, but after what had happened in 2003, simply taking the checkered flag at Mosport felt like redemption.

Then it failed in the very next race. Once again, I was exiting Turn 5C. This time, not worrying about surviving to run a feature race, I was running hard, passing two cars on the outside when the loose threads on the oil filter allowed the filter to unscrew itself. Smoke appeared almost immediately. Fortunately, I still had oil pressure, giving me just enough time to pull onto the grass, drive behind the guardrail, and shut everything down before the engine suffered any serious damage.

That was enough. I'd accomplished what I'd come to Mosport to do. I'd finally finished a Kastner Cup race there, twenty-three years after my engine exploded in spectacular fashion. The demon could stay at Turn 5 and find someone else to target. Good riddance.



Working on the car ... again ...

Race it. Break it. Fix it. Repeat ...

Continued

Epilogue

Back home, the news was better than I'd expected.

The TR4 had survived both oil-loss incidents without any lasting damage. I pulled the oil pan, inspected the bearings, and removed the damaged number-two piston. Most of what had looked like severe cylinder damage at Mosport turned out to be aluminum from the scuffed piston smeared onto the cylinder wall. A light pass with a brush hone cleaned it up to nearly perfect condition.

I was even able to source a replacement piston from the same production batch, along with a matching set of rings from British Frame and Engine. The main bearings looked excellent, while the rod bearings showed enough wear that replacing them made sense. Considering everything the engine had endured, it was an excellent outcome.

Then there was the TR6. For weeks before Mosport I'd been chasing that mysterious drivetrain noise. I'd rebuilt the overdrive more than once, torn down the transmission, inspected the driveshaft, checked the Tilton hydraulic throw-out bearing, and second-guessed the clutch. Every time I thought I'd found the problem, the noise remained.

Finally, ready to admit defeat, I started researching one last possibility. Buried in a footnote on the Moss UK website was a note stating that the close-ratio gear set I'd bought years earlier wasn't compatible with a Stag gearbox. I didn't remember that warning being there when I purchased the gears, but by that point I was willing to try anything.

I tore apart two more TR6 transmissions, found the correct late-model 17-tooth layshaft gear, and rebuilt the transmission yet again. Same noise. At that point I was ready to give up and reinstall the old dog box. Before doing that, though, I decided to pull the clutch one last time. Better safe than sorry.

As I checked the Tilton flywheel, something caught my attention. The pilot bearing felt just a little loose. By itself that wasn't enough to explain the noise, but it didn't seem right either. The bearing fit snugly on the dog-box input shaft. Why did I get the feeling that it was loose?

I took the bearing over to the TR6 transmission and slid it onto the input shaft and the answer finally became obvious. Although both transmissions used the same 23-spline clutch disc, the dog-box input shaft was based on a Ford design with a larger pilot diameter. The standard Triumph input shaft was half an inch in diameter, while the Ford-based shaft measured .600 inch. The clutch disc fit both transmissions. The pilot bearing did not.

The input shaft on the TR6 transmission had never been properly supported by the flywheel bearing and the noise was simply clutch disc chatter. After months of chasing ghosts through the transmission and overdrive, I'd found the culprit.

Had I given up and reinstalled the dog box, I probably never would have discovered it.

So the TR4 is back together, the TR6 is finally sorted, and with a little luck, maybe the next time I race, I can spend more time racing than fixing.

Then again... This is vintage racing.

The cycle never really ends.

- Race it
- Break it
- Fix it
- Repeat



Bob Kramer ready to run ...

Tx ABCD Update

Jacques Welter

Hard to believe it's already August ... and Texas All British Car Days is only 70 days away.

We've made some changes this year — we hope you like them.

First, we have moved the show field from behind Cadillac Dancehall to the front parking lot. This provides for a much more cozy atmosphere.

Second, our Awards Banquet and Social Hour will start an hour earlier. This allows our guests to still leave at a reasonable hour and enjoy downtown Marble Falls after the banquet.

Third, we now have the ability for regalia purchases during registration. This allows you to have one bill vs. multiple and greatly simplifies the process. Of course, you can still purchase regalia directly from Bits of Triumph.

Fourth, while we still have the Social Hour on Friday, we have shifted operations to the award-winning Doublehorn Brewing Company on 3rd Street in downtown Marble Falls. Doublehorn is an easy walk from The Hidden Falls Inn.

Fifth, we will be open to the public, with aficionados and newcomers welcome to view our beautiful cars !!

Some things, however, remain unchanged. Our Awards Banquet will be serviced by Landolt BBQ, and they will also be on hand to provide breakfast and lunch during our show. And we remain the largest all-British show in Texas.

Early Registration is open now, and the link can be found at www.hillcountrytriumphclub.org.

I hope to see you out there



The 2026 Tx ABCD T-Shirt and ballcap

2026



GABS 3rd Sat- Georgetown

S	M	T	W	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	M	T	W	T	F	S
1	2	3	4	5	6	7
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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	M	T	W	T	F	S
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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	M	T	W	T	F	S
			1	2	3	4
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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	M	T	W	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	M	T	W	T	F	S
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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	M	T	W	T	F	S
			1	2	3	4
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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

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16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

AUG

8HCTC Morning mtg

18HCTC Social Hr

S	M	T	W	T	F	S
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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	M	T	W	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	M	T	W	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	M	T	W	T	F	S
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20	21	22	23	24	25	26
27	28	29	30	31		

DEC

12 HCTC Morning mtg/Xmas Party TBC

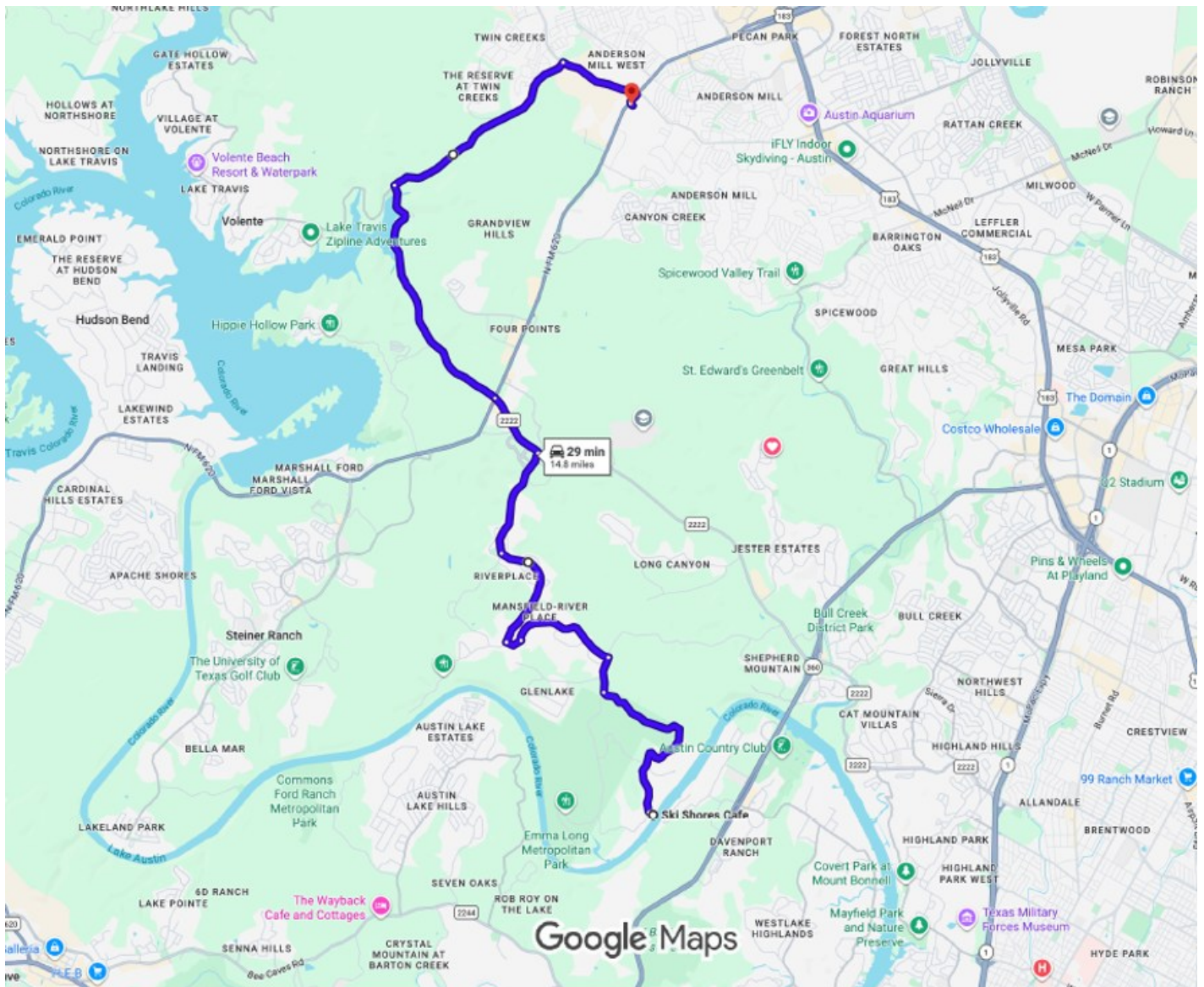
15 HCTC Social Hr/Tour D'Lites

25 Christmas

HCTC AUGUST DRIVING EVENT

Breakfast on Lake Austin Saturday 8/15/26

Depart Starbucks 11521 N. FM 620 at 8:30 for a 9 AM arrival at Ski Shores
Café 2905 Pearce Road.



Triumphest 2026

WHEN:

September 17th through September 20th

WHERE:

Flagstaff, AZ

ABOUT

Little America Flagstaff will again be hosting our gathering. For those of you that joined us in 2017 and/or 2021, you know that the amazing scenery and high mountain air adds to the fun of a Triumphest gathering.

An added bonus this year is that we are celebrating the 100th anniversary of Route 66, the most famous stretch of highway in the U.S. While

registering, make sure to click on our regalia link where you can purchase Triumphest merchandise that includes Route 66 logos.

You'll also see the link to reserve your room at Little America. We have a room block however please make your reservation right away as from experience we know we'll have a sell out.

Please join your fellow Triumph enthusiasts for what will be a most enjoyable time.



Texas All British Car Days

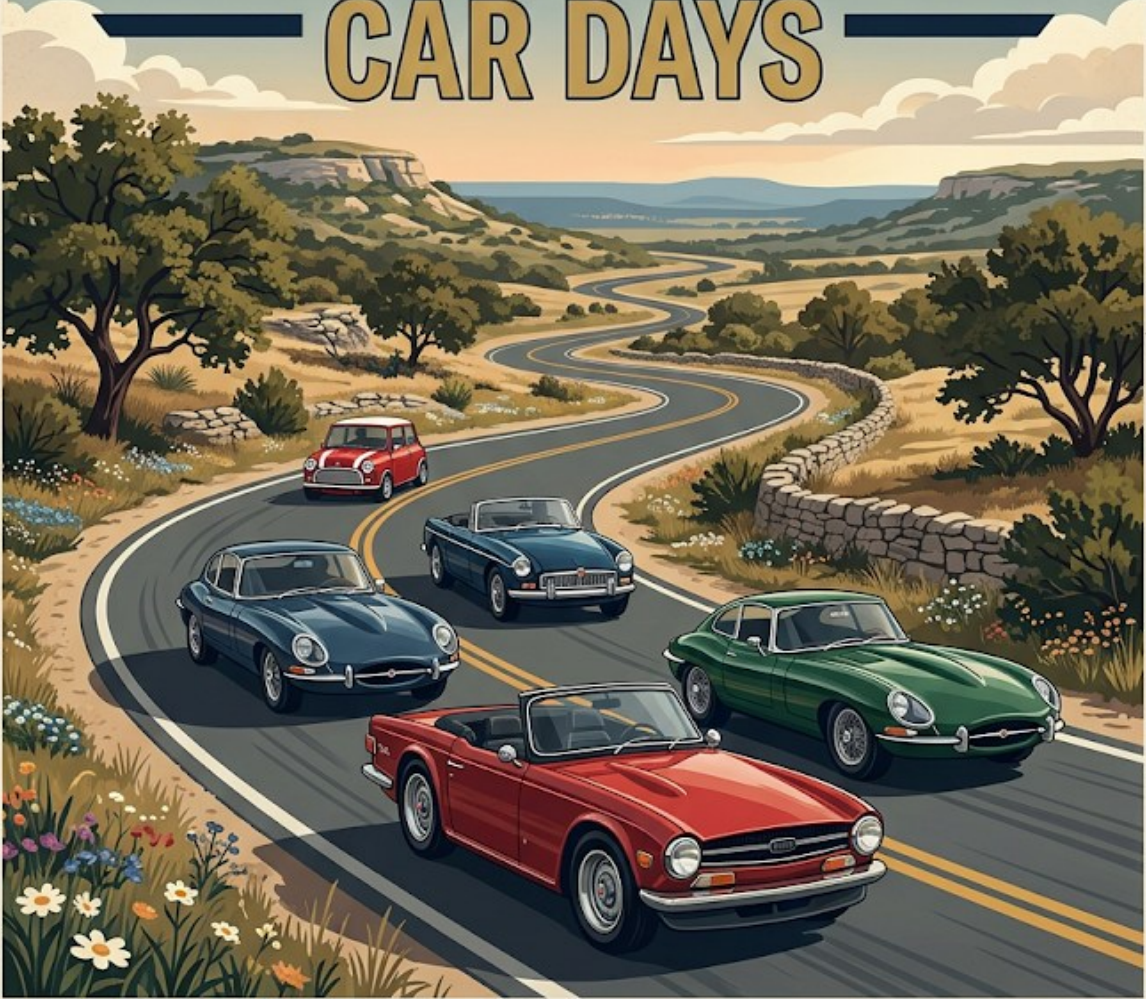
Register and come out to the 35th annual Texas All British Car Days in beautiful Marble Falls.

HILL COUNTRY TRIUMPH CLUB PRESENTS

— 35th ANNUAL TEXAS —

TEXAS ALL BRITISH

CAR DAYS



9-11 OCTOBER 2026 | DOS CONCHAS RANCH, MARBLE FALLS, TX

GIDDY UP

 <https://www.hillcountrytriumphclub.org> txabcd  

6-PACK TRials 2026

The 2026 6-PACK TRials will be in Nashville, Indiana, this year. The event will be based at the Abe Martin Lodge in Brown County State Park. Entry to the Park is included in your registration.

The Park and the surrounding area have excellent driving roads, Vineyards, and other sites of interest. Located between Columbus and Bloomington, IN, Nashville's and artist's colony with restaurants, distilleries, breweries, and shopping.

Event Lodging

For Abe Martin Lodge: Call Reservations — 1-877-563-4371

Select Option 1

Provide event code **0917TR** to reserve rooms

Event Registration Form is on Facebook:

6-Pack TRials — 2026



6-PACK

6-PACK

6-PACK

6-PACK

6-PACK

6-PACK CAR CLUB



OF THE AMERICAS

6-PACK TRials 2026



CELEBRATING THE

50-YEAR ANNIVERSARY

OF THE LAST TR6

Nashville, IN | SEPTEMBER 17-19, 2026

JOIN US FOR DRIVE DAYS, SHOW & SHINE, AWARDS DINNER, AND CELEBRATION

TRials

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VTR Nationals

It is with great sadness that I must announce the 2026 VTR National Convention has been cancelled. Despite the tremendous effort of the South Texas Triumph Association (STTA) to overcome the natural disaster in Kerrville, and the heroic efforts of Drew Holliday and others to find an alternate location, we were unable to put together a viable convention.

Here's what happened over the last two weeks: Kerrville experienced horrendous rains, as much as 25 inches, over a very short period. Even though the host hotel was not near the river, four of its seven buildings sustained significant damage from rainwater incursion. This greatly reduced the hotel's capacity to host an event like ours. Given the damage, and the remote location that makes Kerrville so quaint in the first place, there were no viable alternatives nearby.

The STTA informed your VTR Board last Thursday of the situation and recommended the event be cancelled. Drew Holliday, of the Central Oklahoma Vintage Triumph Register (COVTR), asked me and a few others in the South Central Region who've helped run past Regional and National events in Texas for a few days to see if we could put together a coalition to "rescue" the event. Over the past few days, we explored several locations and dates, but facility availability and room costs made it impossible to work out. The Board met Wednesday evening and voted to close the matter.

The host hotel (YO Ranch) has already begun contacting those who registered to let them know their reservations have been cancelled. If you haven't heard from them yet, you can reach them at (830) 327-4558.

The STTA has also begun reaching out to registrants to refund their money. If you haven't heard from them by August 7, please contact David Cochran at (210) 414-9570.

Dave Pilcher, VTR President



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.

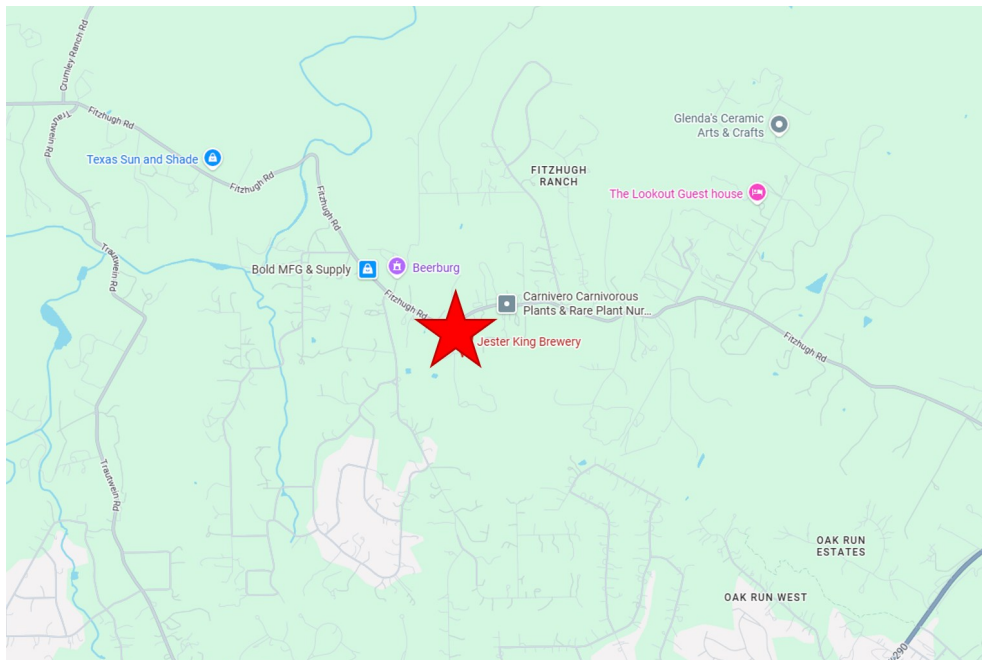
We will (generally) meet the last Sunday of the month, but this can vary given holiday schedules. At the end of every meeting we will decide where the next meeting will be using a master list of brewing companies that we've compiled and we'll try to spread it out. For example, if we head south one month,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

August

WHERE: Jester King Brewing

13187 Fitzhugh Rd, Austin, TX 78736

WHEN: Sunday, August 30th, starting at **2:00 pm**



HCTC Events

HCTC Breakfast Waterloo Icehouse Saturday, August 8th

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, August 18th

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.



Classifieds

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

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



STEPHANIE NICHOLS Independent Insurance Agent

 512.248.1998

 snichols@chambersbayins.com

 600 S Hangar Dr, Ste 202
Georgetown, TX 78628



Since you own a classic car, hot rod, muscle car, antique, or collectible vehicle, I can help protect your investment with agreed value coverage designed specifically for specialty vehicles.

As an independent insurance agent, I have access to 8 different classic and specialty vehicle insurance carriers, giving clients more options to find the right coverage for their unique vehicles and insurance needs.

In addition to classic car coverage, I also offer access to multiple carriers for home insurance, daily drivers, umbrella policies, and helping clients find the right protection at competitive rates with personalized service you can trust.

Call today and see what I can do for you!

 Classic Cars •  Auto •  Home •  Umbrella Insurance

Classifieds

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

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.



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



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).**