

The



RAGTOP

Hill Country Triumph Club Newsletter



Celebrating and driving Triumphs since 1990



HCTC to the rescue: Working on Neil Heddon's Spitfire on Capital of Texas Highway during Fix-it Day

Letter from the President

2026

Jacques Welter



Well, Microsoft stuck it to me again ... For the last four years, I've been writing and publishing **THE RACTOP** using Microsoft Publisher ... which Microsoft has decided to discontinue support for in October ... meaning I had to come up with a replacement application and duplicate all the work that has gone on in Publisher for the last four years.

Why duplicate?

Well, you see Publisher uses a completely proprietary file format that, once discontinued, will no longer be accessible. All the graphics, all the special fonts – gone October 1st.

Yes, I know, champagne problems, but it is as good of an excuse as any as to why this issue is so late in the month. I'll find another good excuse for next month.

My last column covered the dog days of August and how sane people hunkered down in in 100° heat ... evidently we here at HCTC are not sane. We had a get-together at the Chupacabra; a breakfast drive; a fix-it day; a leadership meeting; a Club breakfast; a Social Hour; Brits & Barley ... whew.

This month is no less hectic. In addition to our normal list of activities, we have twelve (TWELVE !!) club members heading out to Flagstaff, Arizona, for the Triumphest show – including Kim and I. For me, this will be a new show experience and I'm very much looking forward to this trip and the adventures we're about to have.

Later in this issue, you'll find a nice group of articles from Rip Torn on road etiquette and checklists for long drives and group travel – be sure to check them out

Because of the large number of HCTC'ers heading out to Flagstaff, the HCTC drive is a breakfast run to La Hacienda in Llano on the morning of the 16th to send the band off

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Letter from the President

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The Texas All British Car Days show is also coming up the second week of October. We expected a slow year this year, given VTR Nationals were originally scheduled for October 14th but perhaps not quite this slow. Please consider registering and attending – this is our primary funds raising event for our supported charity.

Brits & Barley makes a stop in Marble Falls this month. We'll be at the Doublehorn Brewing Company in beautiful downtown Marble Falls on the 27th starting at 2:00 pm. I hope to see you out there.

As a club, we're making a push to bring new members to come out and participate in club activities – I encourage you to meet, greet, and keep the momentum going.

Also starting next year we're going to be focusing on trips that utilize an overnight stay. In late January, we'll be running down to Leakey, Texas, to drive the Twisted Sisters; In March we'll be headed to Covington, LA, for the British Motoring Festival; The first week of April, we'll be joining forces with the Red River Triumph Club for first annual Shootout on the Brazos get-together in Gatesville, Texas. May brings us to the South Central VTR meet in Shawnee, Oklahoma; Dick Simonson is working on a trip to Durango, Colorado, the first full week of June. On that trip, we'll be renting a house and staying the week, taking in the regional sights and excursions. Early August will find us in Valley Forge, PA, for the VTR Nationals. And that brings us back to September.

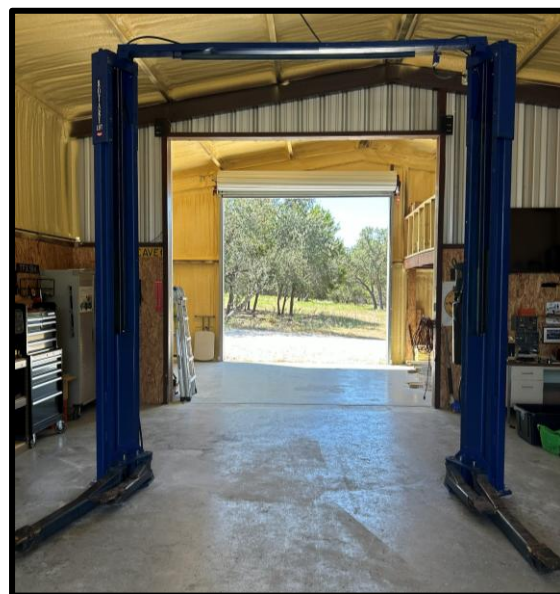
On a personal front, I finally have my lift installed in my workshop – a beautiful Rotary 9-ton asymmetric lift – which will allow me to better work on my car (and friends cars). Club members welcome to drop on by ... I'll keep a beer cold just for you.

Well, that wraps it for September. Happy motoring.

I hope to see you out there.



Evaluating Neil Heddon's Spitfire



My new (to me) lift in the workshop



Joe Payne and Roger Allen down during Fix-it day



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

September , 2026

September 12th:

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

September 15th:

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

September 17th - 20th:

- *Triumphfest*
Flagstaff, AZ

September 27th:

- *Brits and Barley*
Doublehorn Brewing, Marble Falls

September

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			

October, 2026

October 3rd:

- *Dallas TX ABCD & Houston TX ABCD*
Dallas, Texas

October 9th - October 11th:

- *Texas All British Car Days*
Marble Falls, TX

October 20th:

- *Hill Country Triumph Club Social Hour*
Waterloo Icehouse

October 22nd - 24th:

- *Brits In the Ozarks*

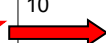
October 24th:

- *South Texas ABCD, Boerne, TX*

October 25th:

- *Brits and Barley*
Barking Armadillo Social, Georgetown, TX

October 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

Secretary's Report 2026

Dick Simonson



T rue to form, August appears to be on track to be the hottest month of the year. I stopped counting the number of days over 100. Nevertheless, the club had plenty of activities for those interested in driving their cars. I was out of state for most of the month, but I'll try my best to report the happenings.

We started the month with a Board Meeting on the 4th. Please see the club website for a complete copy of the minutes. Joe Payne was appointed and is now the New Member Coordinator. Joe has developed a plan for new members to include new member recognition done monthly. He is developing a new member kit and he has drafted a new member survey.

The board discussed formalizing Club drive etiquette. Discussion is ongoing. The Club's purchase of radios for participating drivers was discussed. It has since been approved, and the club has purchased 10 handheld radios to enable better communications between drivers on Club road trips. These will be used for the first time by those traveling to Triumphest this month.

In terms of future events, it was confirmed that the



A smaller breakfast crew than we're used to, but it was August so ...

VTR National Conference in Kerrville is canceled. Next year's national will be held in Valley Forge, PA.

On the tech front, the board discussed the need for updated software for operational and security concerns. Henry Reynolds will report to the Board at the next meeting with suggestions.

The website will be uploaded with a new index for Ragtops from 2016 through June 2026.

A TX ABCD discussion was held after the Board meeting. We are expecting a smaller attendance than previous years due to the concentration of other car activities in the same month. We are targeting a total registration of 80 - 85 cars. This year the public will be welcomed for a small donation for the charity. We are looking for volunteers for 1) photographer, 2) parking, 3) silent auction and 4) gate greeter.

The awards banquet will be moved to 4:30 pm to be done by 6:30 or 7:00. Jacques submitted a final budget based on 75 cars.

Our monthly breakfast meeting took place on the 8th. Twelve of the faithful met at Waterloo and enjoyed some good food and companionship. Joe Payne drove his Alfa Romeo but somehow knocked a fuse loose and couldn't start it. After some group assistance, things got sorted and all was well.

On the 15th, the club held its monthly drive. A small group met up at Starbucks on 620. Mike McPhail then led the group on a scenic drive ending up at Ski Shores Cafe on Lake Austin for breakfast. Later in the day, Joe Payne hosted a "fix-it/tech day" at his house.

Ostensibly, this was to provide a tech check for cars heading to Flagstaff in September for Triumphest but was open to any club member. By my count, eight of us took advantage of the opportunity. We had the use of Joe's lift and a lot of combined technical knowledge on hand.

Secretary's Report 2026

Continued

Mostly it was checking and tweaking, but Rip and Mike were able to swap in a new brake booster on Rips' TR6. Our newer members might consider attending future tech events as a great way to tap into the combined knowledge of our more senior folks.

The tech session didn't end when we left Joe's. Those of us headed north from Joe's got to help Neal Hedden with a fuel problem on his Spitfire. Neal had driven in from Temple and had experienced rough engine running, eventually stopping off Capitol Of Texas Highway without making it to Joe's. Neal finished the trip to Joe's with Jim Wells. After the tech session, Neal, Jim Wells, Mike McPhail, Julian Pham, Charlie Stewart, Roger Allen and myself followed Jim and Neal to the stranded Spitfire. The problem appeared to be a fuel delivery issue. It always amazes me how many spare parts Triumph owners routinely carry. Mike had a spare electric fuel pump with him. Others had spare pieces of fuel line. Connections were checked and the new pump was installed. That seemed to cure the problem. Neal, with the rest of us following, headed out. Within a mile, the problem returned and we were back off the road. More tweaking and things seemed to be okay. Off we went again. This time we only got a few hundred yards. This time, the fuel line appeared to be completely blocked. Mike McPhail came to the rescue, suggesting we run a new fuel line from the gas tank directly to the fuel pump. We were about to head to an auto parts store when Jim Wells pulled an 8' section of fuel hose from his trunk. Mike, in true McGuyver fashion, inserted one end of the hose into the fuel tank through the filler cap, ran it outside the car and under the hood, connecting to the fuel pump. Zip ties came in handy to secure the line along the way. Neal fired the Spit up and off he drove, all the way back to Temple with a rubber fuel line secured along the outside of his driver's door.

There's a lesson here. You can't have too many spare parts and zip ties are a must. Also, its nice to have knowledgeable friends along to help.

On the 18th, the Club held is usual social hour and Nosh and Bevv. It was a nice mid-month break.

Our last get together took place on the 30th. Brits and Barley folks met up at Jester King Brewery on Fitzhugh Rd in Austin. Thirteen of us enjoyed the covered outdoor seating on a nice warm late August afternoon. Mike McPhail and Joe Payne even braved the temps in their non-airconditioned little British sports cars.



Joe's Alfa Romeo



Mike McPhail, Charlie Stewart, and Roger Bolick in the parking lot after breakfast



Dick Simonson and Mike McPhail discuss what's coming up next at the fix-it day

Secretary's Report 2026

Continued

The Georgetown Area British Squadron took August off from any formal drives.

I'll close with an update on this year's Broken Gear Award. You'll recall that this summer's party witnessed the inaugural presentation of the award which will now be awarded annually to the club member suffering the most spectacular breakdown during the year. Well, since June, we already have three contenders. Obviously, the aforementioned Neal Hedden incident puts him on the list. Also this month, Henry Reynolds suffered both a failed alternator and fuel pump (on separate days) while returning from the All MG 2026 event in Sandusky, Ohio. Steve Brand is on the list for a broken axle. Not anything to aspire to, but it looks like this year's award will see some tough competition.

Next month's report should have some interesting stories as about twelve of us head off to Flagstaff, Arizona for this year's Triumphest,... interesting, but hopefully not too interesting.



Brits & Barley rally's at Jester King Brewing. Good company & beer ...
Front to Back, left side, right side: Karen Green; Brett Green; Dick Simonson; Mike McPhail; Jacques Welter; Eric Van Note; Carolyn Hunter; Richard Hunter; Joe Payne; Mary Carew; Paul Carew



August kicked off with a Chupacabra Tuesday get-together up in Salado. Front to Back, left side, right side: Neil Heddon; Charlie Stewart; Roger Allen; Mike McPhail; Jim Wells; Jim Herter; Jacques Welter; Nick Roccaforte.

From the Archives

Art Graves



This article originally appeared in the January 2006 issue of 'The Ragtop'. Jim Icenhower was very active in the club, and was president for a year or two. He was also one of the main forces behind the Texas All British Car Day for many, many years. He also had a very nice TR6, but I'm not sure I ever saw the Spitfire he wrote about in this article.

I am in the process of resurrecting what was my brother-in-law's 1978 Spitfire. She was his first car and the first one he had a love affair with but she spent the last 11 years covered with dust, rusting in a barn. This has been quite a challenge so far. Among other things, I've replaced the seats, fuel tank, carburetor, brakes (shoes, pads, wheel and master cylinders), alternator, plugs, wires, rotor, distributor cap... Well, you get the picture. Progress up to this point has taken 6 months. Last weekend I finally got her ready for the road. I took her for her first trip under her own power in 11 years! Now, I thought, I can get the state safety inspection so I can continue the restoration with a road test now and then.

I woke up bright and early Saturday morning to ready the Spit for the inspection. I started the engine and let it run to make sure it was completely warm for its first prolonged road trip. I ran through all of the things I knew would be examined; headlights, taillights, turn signals, flashers and horn. Everything but the turn signals worked fine. Modern cars have 20 or more fuses but these cars have only 3. They're known as the upper, middle and lower fuses. Turn signals receive power through the upper fuse so that was the first place I looked for the problem. The fuse was fine but in examining it I noticed that when I touched it the turn signals came on. The fuse was not making good contact in its holder. I cleaned the fuse and holder really well and all seemed fine. Well, not really fine since the car was in pretty bad shape physically. There are rust holes in several places and the transmission made an awful noise in all gears but fourth. Also, the battery was not very strong and would not cope with prolonged cranking. I was just hoping that reliability and physical appearance were not part of the safety inspection!

I fired her up and hit the street, taking neighborhood roads to avoid any policemen who might think that driving a bright yellow sports car without an inspection sticker was a bad thing! It's not that mine was expired. I didn't have one on the windshield at all! The last sticker this car had expired in 1994 and had crumbled off when I cleaned the windshield. I used the turn signals at every corner just to make sure they were still working. I made it to the inspection station and I was the third car in line.



From the Archives

Continued

All cars less than 25 years old have to pass an emissions test in addition to the safety test. My car is older than that so I didn't have to pass the emissions test but all of the cars in front of me did and that made each inspection take about 20 minutes. I left the Spit idling so I would not have to test the battery's capability to restart it. Oh, another thing that doesn't work is the fuel gauge. I added a couple of gallons of gas before I left thinking this would be a quick trip. After 40 minutes idling in line, I was worried that I would run out of gas. By the time I was up to the bay door and next in line I figured I was running on fumes. Then the car stumbled! I quickly shut it off thinking that if I ran all of the fuel out of the lines the battery would never be able to crank it enough to pull fuel all the way to the engine from the gas tank.

So here I am, next in line and I think I'm out of gas. I ran across the street to a convenience store and asked for a gas can. "Sure", they said and went to the shelf to get one. They were out of stock! I desperately bought a gallon of water, took a drink, poured the rest out and ran to the pump to get a gallon of gas thinking the whole time that my car could be holding up the line waiting for me to get back. Gas in hand I ran back across the street and poured my one gallon into the tank.

The inspector was now ready for me.

I was pretty sure this guy had never inspected a Triumph so I told him the gearshift pattern and where the headlight switch was. The horn button on this car is on the end of the turn signal/high beam switch. When I showed him where it was, I pressed it and... nothing happened! I checked the horn just before I left my house and it worked fine! Now the lever that controls all of this stuff was hanging limp, kind of wobbling on the steering column. We looked at each other, he shrugged and we both knew that I would not get the car inspected that day. I drove through the inspection bay and back into the neighborhood. I had figured that on the way to the inspection station I would tell any policeman who stopped me that I was on my way to get inspected hoping that he might let me continue. Now that I had failed the inspection, I didn't really have a great excuse for being on the road! Feeling a little nervous I examined each oncoming car for a light bar on top and each cross street for a convenient escape route if I needed one. Luckily, I saw no police.

I pulled up to a stop sign and the car died. I tried to restart it and got only one anemic crank, then nothing! Flagging the cars behind me to go around I pushed it around the corner and out of the way. At least it's light and easy to push! I was about a mile from the house and didn't really want to walk home. I called a friend, thinking he could give me a jump, but he didn't answer. I tried to push start it but I couldn't get enough speed. Finally, I tried to start it one more time before I started walking and... it started!

Back on the road I slipped it into neutral at every stop and kept the engine running by tapping the accelerator. Turning onto my street I thought I was home free. Then when I turned into my driveway all hell broke loose. The horn started honking, the lights came on and the blinkers started blinking. Something inside the steering column was really messed up! I rolled to a stop and sat in the driveway, horn blaring. Then I jumped out and ran for a wrench to disconnect the battery. With that done peace prevailed once again on my street and I now have a couple more things to fix on the car. Oh, you may be wondering about Triumph Adventure #1. That occurred getting it home and that's yet another story!



HCTC August Drive & Fix-it Day

Mike McPhail & Jacques Welter

The morning of Saturday August 15th was quite pleasant and the short drive to Ski Shores on Lake Austin was a real treat. Overslept? No problem... just head South on River Place Boulevard from Ranch Road 2222 and enjoy the panoramic vistas along the route to perhaps the oldest eatery on the lake.

We enjoyed a delicious breakfast right on the water and it was difficult to coax the revelers away from the place. We did, however, arrive at the House of Payne in time to enjoy some wrenching and commiseration. There was even an afternoon roadside tech-session on how to revive an expired Spitfire!

Let me back up a bit. With the September driving event being a leisurely jaunt to Flagstaff, Arizona, for Triumphfest 2026, Club leadership decided to hold a fix-it day to go over the cars on the drive.

Using a simple checklist developed, in part, from Rip's list later in this issue and in part from some 100+ years of Triumph ownership, we put cars up on Joe's lift to look for various potential issues. All was going well when we received a Mayday call from Jim Wells and Neil Heddon – Neil's Spitfire had quit cooperating on the drive down from Belton.

Leaving Neil's yellow Spitfire safely parked just off of Circle 360 (one of the oddities of living in Austin is 360 was supposed to be a circular beltway around the city) and Neil & Jim came over in Jim's Yellow Peril TR6 and planned their next campaign while working on the car.

As the fix-it day broke up, a relief party headed out to Neil's car to troubleshoot. Remember the troubleshooting mantra?

Fuel; Spark; Air.

Checking the fuel lines quickly located the problem. Neil had purchased the car last year and except for quick jaunts, this was its first long voyage. Turns out the gas tank has rust, which got into the lines, which ended up in the fuel filter, which choked the car out.

Here's where "Junk in the Trunk" lists come in handy. Jim had fuel line in his trunk and they arranged a bypass of the clogged lines allowing Neil to limp the car home.

Look for more stories like this as twelve intrepid HCTC members have signed up to drive 2,000+ miles to Flagstaff for the September drive.

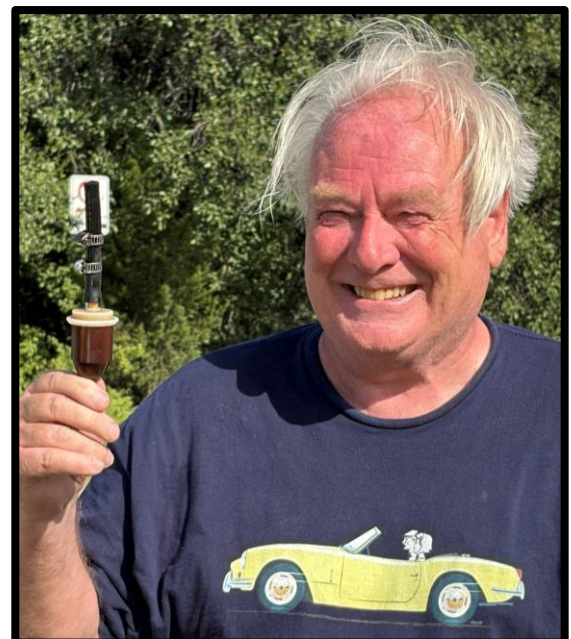
Miss these exciting outings at your own peril!



Julian Pham kicks back at Ski Shores, waiting on breakfast



Hanging out in Joe Payne's workshop



Neil proudly displays his entry into the Broken Gear award

News from Mike's Motors

Mike McPhail

We have been investigating the numerous faults that may be found on a vintage Triumph, but what about a 50+ year old car that is running fine one minute and drops dead the next?

This has happened to just about everyone and not just when driving a TR. You have lots of tools and parts in the trunk, right? So, there is nothing to worry about! We all know that there are two main requirements for an engine to keep running. Basically, fuel and spark are what you are most concerned with.

An engine deprived of fuel will typically sputter a bit, then gently cease to run. It may almost start when cranked or idle for a moment then die once more. When the ignition fails the motor will spin very quickly, but with no intention of starting.

Before making a hasty decision of which fault to chase, a thorough inspection should be made under the hood. Do the easy thing first...look for a loose or disconnected wire on the coil or battery. Check the large vacuum hoses, too. Remove the distributor cap and check for cracks or a broken rotor. See that the rotor can be turned counterclockwise a few degrees before stopping and that it returns to its original position. The distributor can pop out of its clamp and leave you dead in the water.

Pull the coil wire from the center post of the cap and insert a Philips screwdriver in the end. Hold the shank of the screwdriver ¼ inch from a good ground...perhaps the valve cover stud. Hopefully a spark will be seen when the engine is cranked. Success demonstrates that the points/ignition module and coil are functioning.

No spark? Is there power to the coil? There is a wire from the harness that powers the positive (most cars) terminal on the coil. No voltmeter? It is not fused, so go ahead and quickly swipe the bare end of it across a ground with the ignition on. You will probably see a spark! If not (unlikely), a wire can be run temporarily directly from the battery. Having confirmed power to the coil the easy next step will be swapping out the coil!

If you are old school and running points and condenser, check to see if the points are opening. Rolling the car in forth gear (key off please) will let you observe the gap,



Carry spare fluids



Check your battery



Check your carburetors

News from Mike's Motors

Continued

which will be about the thickness of a credit card. Opening the points with the key on will generate a spark from the coil if all is well.

Most of us have a Pertronix module, so the clever thing to do is carry a distributor plate mounted with points and condenser, or better still, a spare distributor! Don't replace the module until it has been proven to be the only bad component.

Still won't start? Now that the coil is making a spark, pull a wire from a spark plug. Repeat the screwdriver procedure and that will test the rotor, cap and spark plug wire. The coil sends the spark into the center of the cap, and the rotor sends it to the plugs. Rotors can develop a tiny crack that will ground the spark to the distributor shaft. Rotors with the brass riveted to the body do this regularly. Keep a spare!

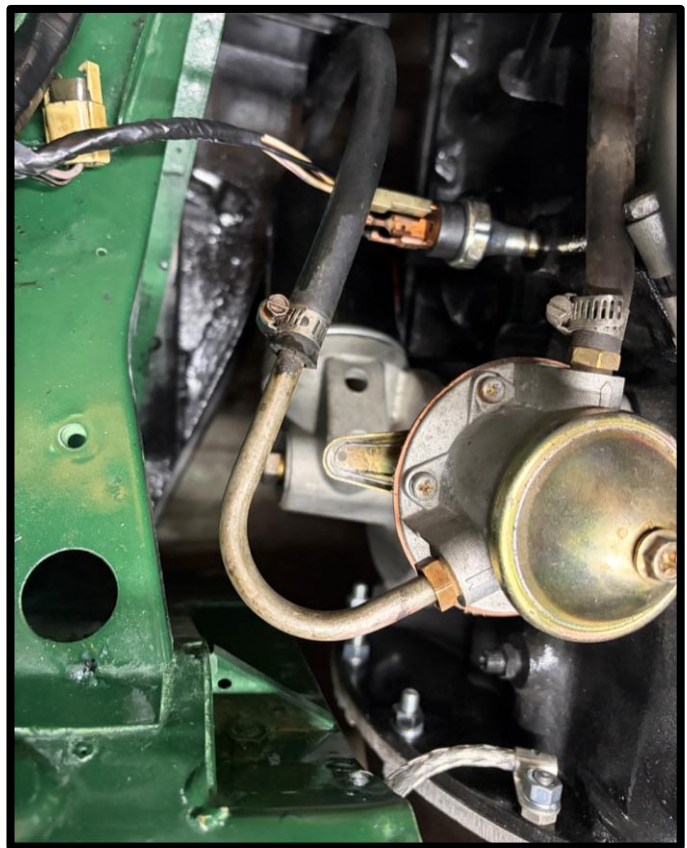
What if you found plenty of spark but she won't start? Are you absolutely sure that the tank isn't empty? Okay, just checking...

A shot of starting fluid will quickly expose a no fuel issue, but what is it? Disconnect the power from the coil, then pull the rubber fuel line from the first carburetor. Watch out, a little gas should come squirting out from residual pressure. Use an empty water bottle or such to catch the gas that hopefully comes out when you run the electric pump or crank the engine. Also, there is a priming lever on most mechanical pumps that can be used to see if gas is getting to the carbs.

Unless the tank is nearly empty, fuel will flow out of the line to the mechanical pump on a TR6 or other Triumph with a tank that has the line coming off the bottom. No fuel coming from the tank suggests a clogged line (sure you're not out of gas?) This is a very common situation! A length of rubber fuel line inserted in the filler can be run externally to by-pass the clogged item. Old fuel lines should be replaced before they become blocked and a see-through disposable filter (Fram G2) installed as close to the tank as possible.



Got gas?



Pump with primer

News from Mike's Motors

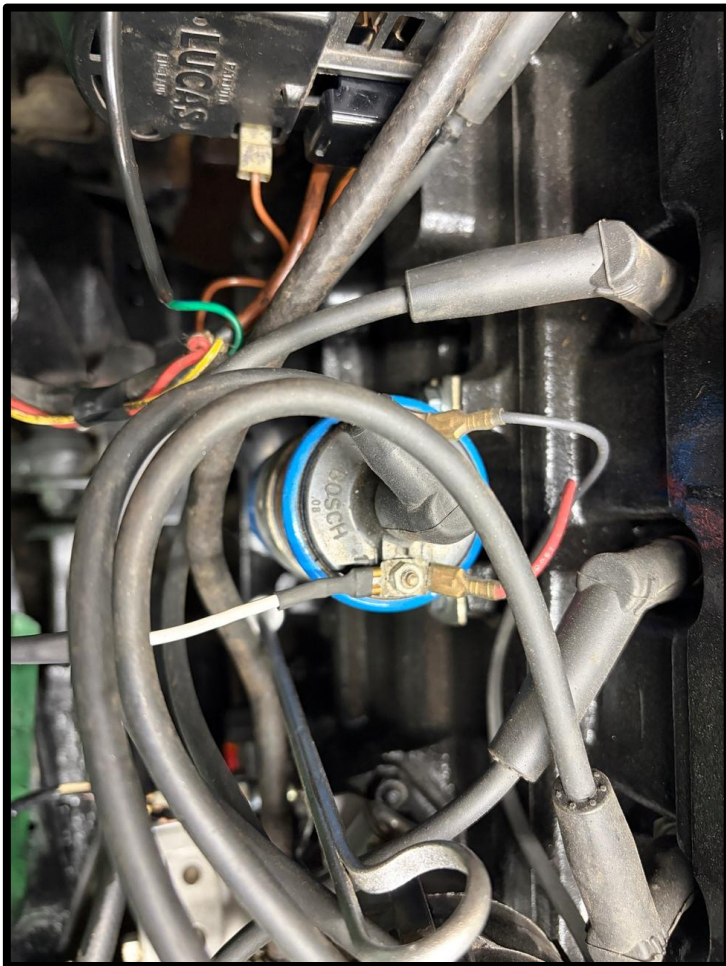
Continued

The carburetor float bowl jets do get clogged but probably not simultaneously. Bad gas will stop the engine as soon as the good gas in the system is used up. Did you fill up just a mile ago? At any rate, keep the following items in the trunk:

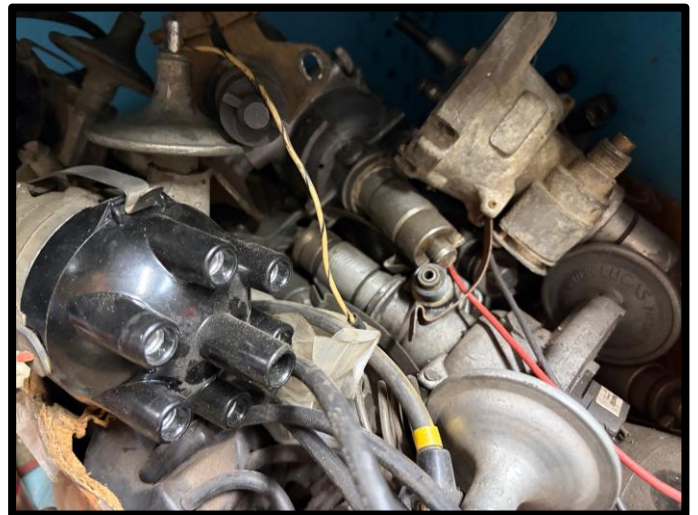
- Coil, complete distributor with cap, rotor, wires, points and condenser.
- Three feet of 16-gauge electrical wire, wire nuts, voltmeter, test light
- Ten feet of 5/16 rubber fuel line, hose clamps, Fram G2 filters, starting fluid, gas can
- Fuel Pump and lots of tools!



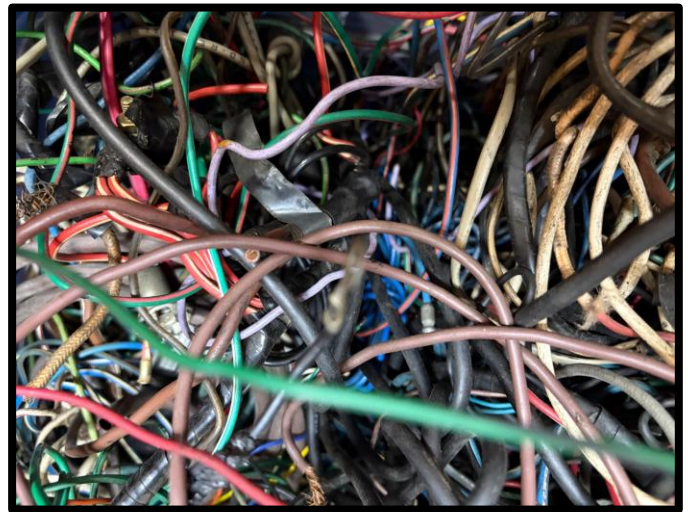
Loose coil wire



Loose coil wire



Spare distributor



Wiring is simple ...

White wire on the distributor

Newcomer's Corner

By Joe Payne



Dear HCTC New members,

The HCTC Board and Leadership team have been focused on you and taken action to recognize your importance to the club.

First, the Board has created a new position, New Member Coordinator, which I have gladly accepted.. We consider a new member as someone who has joined the club in the last 24 months.

So, please look for a phone call and a new member survey very soon. It will help the club to learn more about you as an individual,, your skills and interests. Your responses will help shape future activities and club events as the HCTC evolves to serve our members and their classical cars and needs.

Looking forward to meeting you and gaining your thoughts as we make the HCTC the best we can be in meeting our members needs. Please call with any questions of thoughts.

Giddy-Up,

Joe Payne

New Member Coordinator

email: robjoepayne@yahoo.com

M. [210.326.6673](tel:210.326.6673)



Women of HCTC

Kim Welter

There's still opportunity to attend the September 29th activity at 11AM!

Where:

The Dirdie Birdie

10910 Domain Drive Suite 120

Austin, TX 78758

When:

Meet at 11:00AM for lunch.

There's free Parking in the Orange parking garage just across the street.

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

[Brunch, Happy Hour & Main Menus | The Dirdie Birdie](#)

[Indoor Mini Golf Restaurant in Austin | The Dirdie Birdie](#)

Following lunch, there's an opportunity to play a fun round of indoor put-put on the adorable Austinite themed course. Although the game looks cute, I was told that it's still a bit challenging.

Looking forward to seeing you at the Domain later this month!



Repainting Antique License Plates

Wylie Christal

Many of you will remember Dean and Elizabeth Mericas who were HCTC members for several years before moving to Spain in 2023. Dean always maintained his red TR4 in an immaculate condition. He had painted his (old) white license plates with black letters and I thought they looked very good, so I asked him for his painting process.

I have 1971 plates on my 1971 TR6 which happen to be white with black letters and someday I will need to repaint them.

Dean liked DupliColor spray cans. Here is his process:

- Remove the existing paint with paint stripper.
- Address any dents and rust issues.
- Spray a couple of light coats of DupliColor rattle can etching primer (green).
- Spray several coats of paint in the color the letters will be. For example, DupliColor black. You want a relatively thick final coat.
- Spray a couple of coats of paint in the base color (white) of the plate.
- Let the paint harden for a few days.
- Now, you want to gently polish the topcoat of paint off of the raised letters on the plate. Use a cork sanding block with a clean rag wrapped around it and polishing compound. Take your time, you do not want to polish through to the primer coat!

The secret to success: Thin coats and time to cure. I get too impatient when I paint anything, but now that I have the instructions on paper, maybe my next paint project will be better. I hope this is useful for others as well.



The Golden Wedge – Part II

Kevin Palmer

Editors Note: This is the second part of Kevin's journey getting his TR8 running. Enjoy !!

With Goldie safely nestled in my shop, I went to work. I had already researched potential issues and joined various organizations and Facebook groups to tap into the collective Triumph hivemind, including HCTC, STTC and VTR, among others. After sharing the details of my dilemma and a completed checklist, I received the usual suggestions: it was likely fuel, spark or air.

I went through my list again and again. Disassembling and reassembling on repeat. The air-flow meter seemed fine. The inertia switch was operating correctly and in the right position. Maybe it was the ECU or the combo/fuel relay. Despite the previous owner's secure cocoon of plastic wrap, it was possible that mice had chewed the wiring. After digging into the dash and tracing wires, I concluded the wiring was clean and secure. All connections looked good, aside from the door alarm, which was disconnected for obvious reasons. What was it!?

I was stumped. Maybe this was beyond my abilities, as I'm no mechanic. My skills are limited to basic maintenance on past and present hobby vehicles. Rebuilding a carb, replacing fuel lines, etc. I've owned a 1965 Ford F-250, a 1954 Mercedes-Benz Unimog VLF-8 fire truck, another 1965 Unimog Swiss troop carrier, and my current project, a 1979 Land Rover SIII 109 EX-MOD radio truck with a 2.25L petrol engine. Of the Land Rover variety, I've also owned a 1994 Range Rover LWB and a 1996 Discovery, which share a version of the TR8's Buick-derived 215 aluminum Rover V8.

It was time to dig deeper. Maybe the injectors were clogged from sitting too long. With sweat pouring down my face, I hovered over Goldie with my phone in hand and ordered a fuel injector test kit, which arrived the next day. Unknowingly, it required a special nozzle for the cleaning fluid can. Diving back into research, I found that I could disconnect and check the cold-start injector. With a crank, it sprayed flawlessly. This also told me that it likely wasn't a fuel delivery issue. Back to the drawing board.

I went further, researching, testing and checking off additional components, such as the Thermo-Time Switch (TTS). It seemed to have the appropriate voltage. Next up was the Ballast Resistor, which I quickly realized had been bypassed. Before moving further, I needed more information.

While combing through online forums, I found a beautiful color diagram of the Ballast Resistor on The Triumph Experience website. The graphic showed that the bridged black and white terminal should connect to the negative terminal on the coil/distributor to control the tach, which feeds the RMPs to the ECU. However, this connection was missing in my setup. In fact, there was no negative wire connected to the coil at all, only a black positive wire! Logic would dictate that bypassing this connection would result in no continuous pulse to the injectors. After much hesitation, I decided to give it a go. I grabbed a piece of red scrap wire and connected it between the two component terminals.



TR8 engine compartment



Cold start injector ... check !!



Inertia switch for fuel control

The Golden Wedge - Part II

Continued

It was the moment of truth. Sliding down into the driver's seat, I took a deep breath, pushed in the clutch and turned the ignition. Without hesitation, the deep, throaty growl of her V8 roared to life.

VRRROOOOMMM!!!

After letting her warm up, I turned her off and leaned back to relish in my triumph, before firing off a text to my wife telling her that I hadn't wasted our savings.

I cleaned up the wiring and made a jumper with a 10k Ohm resistor to limit the voltage to the ECU. And with that, it was time to get her back on the pavement for a test drive.

Carefully backing out of my shop, I turned the wheel to avoid scraping the front cowl on the drainage channel in front of the door. It's been a while since I've driven a stick, but muscle memory kicked in. I slowly climbed the steep incline to the top, where my gate opened, revealing the road ahead.

With care, I accelerated down and up the hills, throughout the neighborhood. Despite the rumbling of the rugged chipseal beneath her shoes, I could hear scraping as I rolled up to the first stop sign. The engine didn't sound right either. She wasn't choking or coughing, but there was a raspy growl. I knew something wasn't right. Turning around, I pointed her home.

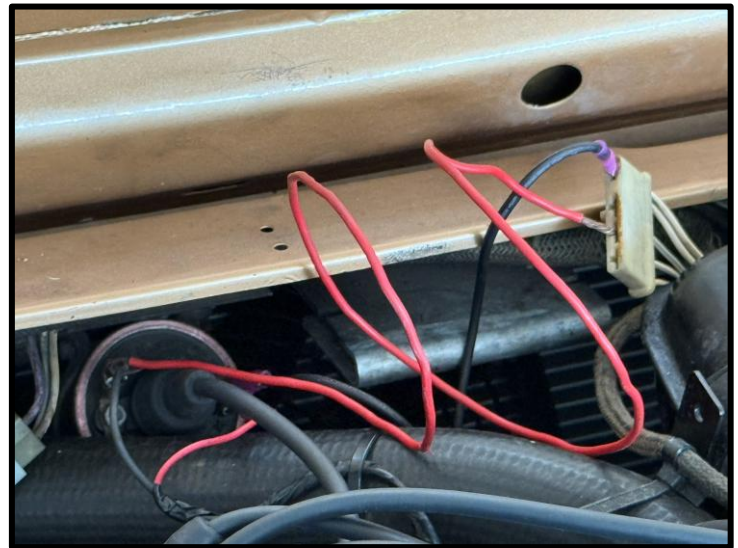
I reached out to a few local mechanics. Some weren't available. Others I didn't really trust. I eventually contacted a shop that specializes in custom work, including vintage vehicles. After chatting with the owner, he referred me to his brother, Manny, who was a Triumph owner and mechanic, as well as a member of the South Texas Triumph Association.

After a few texts, we jumped on a call. The voice on the other end was energetic to say the least. He spoke fast and with great enthusiasm. He discussed potential issues and mentioned other club members who had TR8s, including his friend David. He admitted that his experience was more limited to earlier models, but that David could likely help and that they would make the trip up to Canyon Lake to take a look.

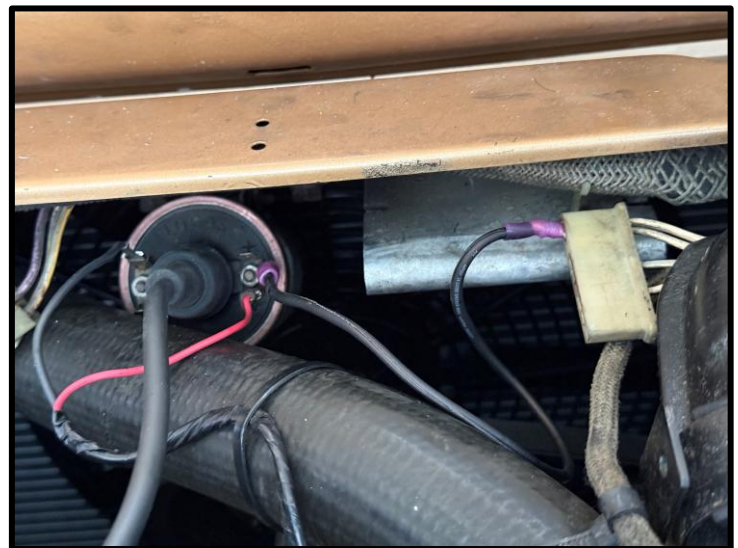
As promised, the pair showed up that weekend. They had me fire up the engine, so they could listen. Manny carefully held a piece of rebar between his ear and the rocker covers like a doctor with a stethoscope. They both immediately agreed there was a stuck lifter.



Hunting for the ground ...



... adding the ground ...



... and making it look finished

The Golden Wedge - Part II

Continued

David had me take him for a short drive to listen for the scraping I had mentioned. Almost immediately he said, "It's the throw-out bearing," and told me to head back slowly.

Once back in the shop, we discussed the diagnosis. When the clutch came up, I dug into one of the the parts bins that came with the car and pulled out a new, unopened clutch kit. "¡Mira!," Manny exclaimed.

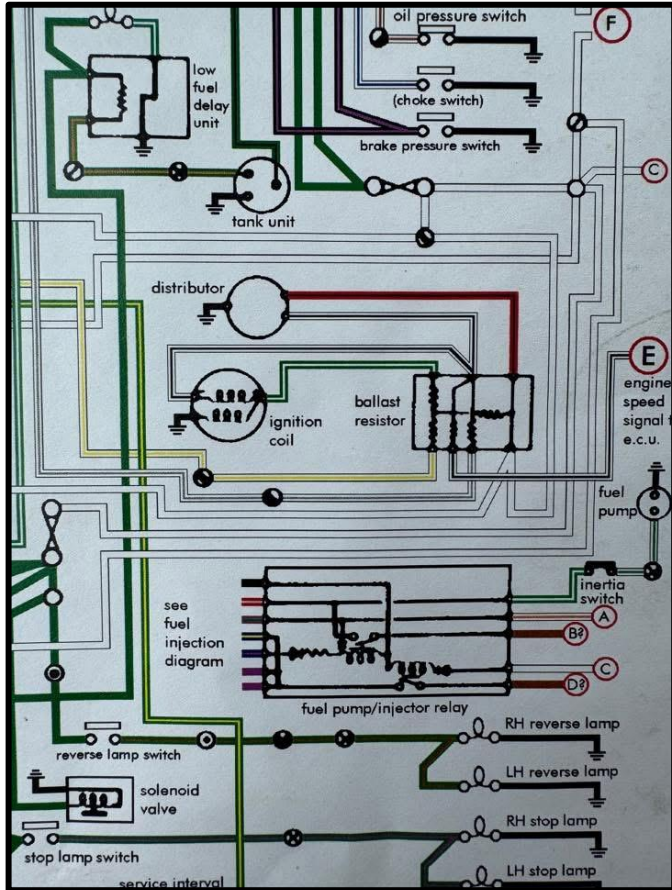
I also pointed out that it appeared that the seller's "mechanic" had replaced the fuel pump, and installed the new one without removing the old one.

David mentioned that he had a shop in Medina and that he could do the work at a discounted club rate. However, he had a few cars in front of me, so it would be some time before he could get to it.

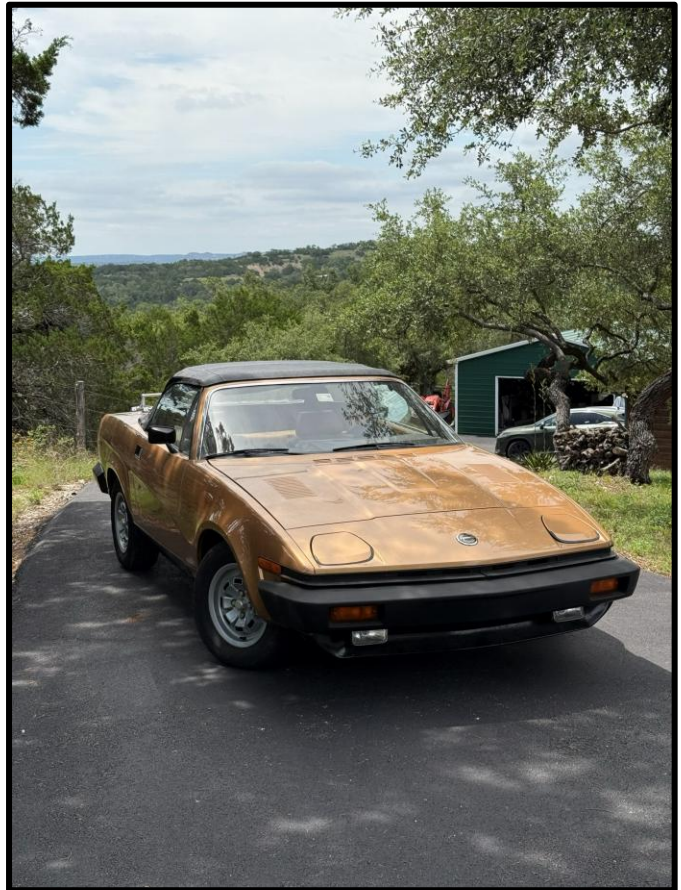
I had bought the car in May. My meeting with Manny and David was in June; Texas was still preheating. Fast-forward to September where more work awaits.



Dueling fuel filters ...



Wiring diagram for a TR8



Goldie in the driveway

Door Handle Jig

Wiley Christal

Editors Note: Getting that @#^&%& pin back into the door handle is a royal hemorrhoid. I'm going to try this out ... but first I need a 3D printer !!

If you have removed and reinstalled the door panels from a TR6, you will appreciate this door handle, wind winder install jig. I saw this on a Facebook TR6 forum and immediately wanted one. Getting the door handles and wind winders reinstalled is one of the hardest jobs to complete without a lot of sweat and swearing. It is especially difficult if you still use the springs that slide over the rods, behind the door panels.

A friend of mine made this for me on his 3D printer – he used a high-quality red plastic that is more tolerant to heat. I was not familiar with 3D printing, but it did not take much effort to find the file that was used for the design. It was on web site <http://www.thingiverse.com> and I searched for “Triumph TR6 handle jig”. The file that is used by the 3D printer is a *.stl formatted file.

I have not used this jig, but I intend to have it handy the next time I need to remove a door panel. The jig has a few holes for the pin that keeps the handle attached to the rod, so that should free up one of the three hands required for the reinstall job. A photo showing a jig over a door handle was on the web site so I included a copy of it.



Front view of the jig



Back view of the jig in action



The jig in action ... looks pretty straight forward

Long Train Runnin'

Hill Country Triumph Club Driving Guide

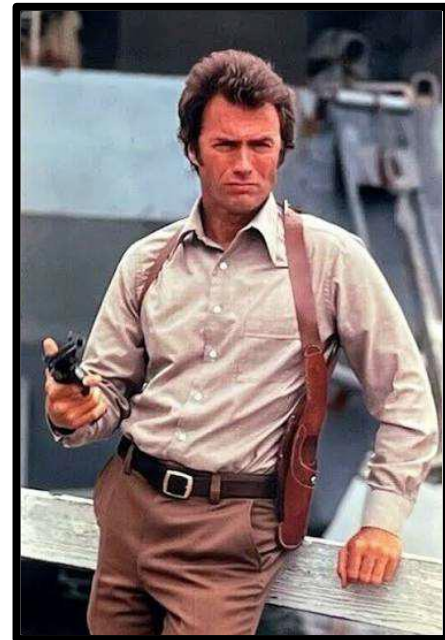
Rip Torn

*"Down around the corner
Half a mile from here
You see them long trains runnin'
And you watch them disappear ..."*

Introduction to Group Touring

As we sweat through the summer and prepare for the fall, one of the club highlights is traveling out of town for car shows and other events. It is quite impressive to see a dozen if not hundreds of Triumphs on the road doing what they were designed for. Since most of these destinations are out of the local area, reviewing how to prepare—and what to expect on the road—ensures a safe and thoroughly enjoyable group drive experience.

As an officially sanctioned club event, the first thing to keep in mind is that the preparation of both your car and yourself will determine your level of enjoyment. It is your responsibility to be prepared; if circumstances dictate, don't hesitate to call it off in a timely manner. As Clint Eastwood said, "Don't hesitate to call it off in a timely manner. As Clint Eastwood said, 'Don't hesitate to call it off in a timely manner.'"



The Big Picture: Local vs. Distant Drives

As a club, we generally organize two flavors of drives: local and distant:

- **Local Drives:** Typically less than a day away—destinations might range from Marble Falls to Alpine, Texas. These are completed in a single day with one or two fuel stops.
- **Distant Drives & Overnight Stays:** Any overnight trip requires you to secure your lodging. Generally, the trip leader will announce the designated host hotel once you have confirmed your participation. Sharing rooms with fellow members is a great way to economize. Always ensure you have hotel details, confirmation numbers, and payment ready.



Long Train Runnin'

Continued

Pre-Drive Inspection & Emergency Supplies

Prior to any drive, perform a thorough pre-drive inspection. Use the attached checklist as a guide, but nobody knows your car better than you do. If you know of a potential mechanical issue, fix it before departure. Finding local mechanics capable of repairing vintage British sports cars on the road is rare and stressful.

Always pack essential emergency supplies and spares:

- Fluids & Tools: Carry spare engine oil, coolant/antifreeze, brake fluid, and a comprehensive tool kit.
- Spare Parts: While predicting uncommon failures is difficult, many members bring likely replacement items such as spare bulbs, fuses, a fan belt, and properly inflated spare tires.
- References: Always carry a shop manual or mechanical reference guide.

Navigation and Communication

Cellular coverage can be spotty or non-existent in remote areas, especially heading west. Always maintain a physical paper map covering the route in case you become separated from the convoy. Know the itinerary and the planned route in advance.

Key communication protocols include:

- Communication: Communicate openly, ask questions, and ensure you have contact numbers for all participants.
- Meetup Points & Convoys: The trip leader will designate departure times and meeting locations. Due to dispersed routes, intermediate meetup points may be utilized. Two-way radios are frequently used to coordinate subgroups.
- Tail-End Charlie: This critical designated position travels at the rear of the herd, monitoring the group and communicating directly with the lead car for any deviations or assistance.
- Liability and Insurance: Ensure your insurance is current and you have roadside assistance if wanted. Remember the club and individuals participating have no liability to anything that occurs and you and your passengers agreed to hold the parties harmless when you joined per the bylaws.



Classic Red Triumph Spit6 lead car parked on the side of the road during a local tour.

Long Train Runnin'

Continued

Road Etiquette and Best Practices

Once underway, practicing good highway etiquette ensures safety and harmony:

- **Lane Discipline & Spacing:** Remain in the right-hand lane when multiple lanes are available, and maintain a safe, reasonable following distance. Vintage Triumphs do not accelerate or stop like modern cars.
- **Defensive Driving:** Anticipate the unpredictability of other motorists. Because vintage sports cars stand out in traffic, maintain steady momentum without dawdling.
- **Fuel Stops:** Plan on refueling approximately every 150 to 200 miles. This accommodates varying tank sizes and fuel economy while providing regular opportunities to stretch and use facilities.
- **Signaling Issues:** If you experience a mechanical problem and need a leader's attention, use your headlights and hazard flashers. Relying on mobile phone calls while driving with the top down is dangerous and unreliable.
- **Evening Check-Ins:** Upon arriving at the hotel, secure vehicles and perform a quick walk-around (checking tire pressure, fluid levels, and potential issues) to ensure a smooth departure the following morning.

Conclusion

The return leg follows the exact same structured routine. For those who have not yet participated in a group drive, it is an unforgettable experience. Spending time with fellow enthusiasts away from home fosters lasting friendships. First-time participants should never hesitate to ask questions—the more you understand, the more confident and comfortable you will be.

Enjoy your time on the open road with the club, exploring new sights and creating lasting memories.

Giddy up!



Roger Allen's TR6 in the local tour

Multi-Day Tour: Group Convoy Guidelines & Etiquette

Rip Torn



HILL COUNTRY TRIUMPH CLUB

Essential protocols for a safe, smooth, and enjoyable 10-car classic tour

1. Convoy Structure & Order

- **Lead Car:** Sets the pace, navigates, and scouts ahead for hazards, construction, or speed traps.
- **Middle Cars:** Maintain spacing and enjoy the drive. Keep the car behind you in your rearview mirror whenever possible.
- **Sweep / Tail-End Charlie:** Always the last car in the group. Equipped with extra tools, radio contact with the Lead, and ensures no participant is left behind due to mechanical issues.

2. Spacing & The 'Rubber Band' Effect

- **Leave a Gap: Maintain a 3-to-4 second gap between cars.** This gives you plenty of braking distance, prevents stone chips on vintage paint, and prevents the convoy from bunching up.
- **Never Lose Sight of the Car Behind:** If the car behind you disappears around a corner or at a traffic light, ease off the throttle or briefly slow down until they reappear. This naturally maintains the entire 10-car chain without anyone getting lost or feeling rushed.

3. Radio & Communication (FMRS / CB Ch. __)

- **Channel Discipline:** Keep radio chatter clear and concise. Channel is dedicated to navigation updates, hazard warnings, and rest stop coordination.
- **Hazard Call-outs:** Call out potholes, debris, slowing traffic, or police presence immediately for the cars behind you.

4. Intersections, Lights & Highway Driving

- **Traffic Lights:** If the Lead car makes a yellow light, do not dangerously run it. The Lead car will pull over safely just past the intersection or reduce speed to let the group regroup.
- **Passing Maneuvers:** Never pass blindly because the car ahead of you passed. Every driver evaluates their own passing opportunity on two-lane roads.

5. Breakdowns & Emergency Protocol

- **Pulling Over:** If a car experiences mechanical trouble or a flat, signal with hazard lights and pull onto the shoulder safely.
- **Convoy Response:** The Sweep car will pull in behind the disabled car. Other participants should continue to the next designated safe regrouping / parking area rather than parking dangerously on narrow shoulders.

Pre-Drive Checklist

Rip Torn



TRIUMPH TR6 MULTI-DAY TOUR

Comprehensive Pre-Drive Inspection & Road Trip Checklist

Vehicle: 1970s Triumph TR6

Date / Duration: _____

Driver / Navigator: _____

Route / Destination: _____

1. Mechanical & Fluid Inspection

[]	Inspection Item	Notes / Status
[]	Engine Oil Level & Condition (20W-50)	Check dipstick; inspect for heavy leaks or drips
[]	Gearbox & Differential Fluid	Verify levels; check for pinion/output seal weeping
[]	Cooling System & Hoses	Inspect hoses for softness/cracking; check coolant level
[]	Auxiliary Fan & Thermostat	Test electric pusher fan operation and switch trigger
[]	Fuel System & Lines	Inspect rubber lines for ethanol perishing; check fuel filter
[]	Carburetor Dashpots / Linkages	Check SU/Stromberg oil levels and linkage free play
[]	Ignition System & Timing	Inspect points, condenser, distributor cap, and spark plugs

2. Suspension, Steering & Chassis Integrity

[]	Inspection Item	Notes / Status
[]	Steering Rack Mounts	Check polyurethane/rubber mounts for cracking or play
[]	IRS Trailing Arm Brackets	Inspect silentbloc bushings and frame mounting points

Pre-Drive Checklist

Continued

☐	Wheel Bearings & Play	Jack up rear/front wheels; check for hub play or roughness
☐	Tires (Pressure, Tread & Age)	Set correct pressures (incl. spare); check tread & dry rot
☐	Suspension Dampers (Shocks)	Inspect lever-arm shocks or telescopic conversion for leaks

3. Road Kit, Tools & Spares

☐	Inspection Item	Notes / Status
☐	Dedicated TR6 Tool Roll	UNF/UNC wrenches, sockets, pliers, wire cutters, zip ties
☐	Multimeter & Electrical Spares	Test light, electrical tape, spare glass fuses
☐	Ignition & Fuel Spares	Spare coil, points/condenser, fuel filter, fuel hose length
☐	Emergency Fluids	1 quart 20W-50 oil, small brake fluid, pre-mixed coolant
☐	Safety & Recovery Gear	Warning triangles, LED flare/headlamp, first aid kit, jack/lug wrench

4. Cabin Comfort & Weather Preparedness

☐	Inspection Item	Notes / Status
☐	Transmission Tunnel Heat Shield	Verify insulation and shift/handbrake boots are sealed
☐	Soft Top, Tonneau & Side Curtains	Check canvas condition, zippers, snaps, and frame alignment
☐	Cabin Charging / Navigation	Verify 12V/USB auxiliary outlet and phone mount stability
☐	Lighting & Signals	Check headlights, high beams, brake lights, indicators, and horn

5. Route & Final Polish

Pre-Drive Checklist

Continued

☐	Wheel Bearings & Play	Jack up rear/front wheels; check for hub play or roughness
☐	Tires (Pressure, Tread & Age)	Set correct pressures (incl. spare); check tread & dry rot
☐	Suspension Dampers (Shocks)	Inspect lever-arm shocks or telescopic conversion for leaks

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☐	Cabin Charging / Navigation	Verify 12V/USB auxiliary outlet and phone mount stability
☐	Lighting & Signals	Check headlights, high beams, brake lights, indicators, and horn

5. Route & Final Polish

Pre-Drive Checklist

Continued

[]	Inspection Item	Notes / Status
[]	Scenic Backroad Route Planning	Favor flowing B-roads over stop-and-go urban interstates
[]	Analog Paper Backup	Pack physical road maps or printed cue sheets
[]	Club / Emergency Contacts	Save roadside assistance and fellow club member numbers

Events

2026 Club Calendar

2026



GABS 3rd Sat- Georgetown

Brits & Barley 4th Sunday but varies

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
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	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				

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
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	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					

AUG

8HCTC Morning mtg

18HCTC Social Hr

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			

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		

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

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
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
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
	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

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		

DEC

12 HCTC Morning mtg/Xmas Party TBC

15 HCTC Social Hr/Tour D'Lites

25 Christmas

Events

2027 Club Calendar

HILL COUNTRY TRIUMPH CLUB — 2027 ANNUAL PLANNING CALENDAR

Austin & Central Texas • Preservation & Enjoyment of Triumph Sports Cars

RECURRING SCHEDULE: ■ 2nd Sat: Morning Mtg | ■ 3rd Tue: Social Hour | ■ 3rd Sat: GABS | ■ 4th Sun: Brits & Barley | ■ Unconfirmed / TBD

QUARTER 1 (TR2 & TR3 Era)

JANUARY							FEBRUARY							MARCH						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
					1	2		1	2	3	4	5	6		1	2	3	4	5	6
3	4	5	6	7	8	9	7	8	9	10	11	12	13	7	8	9	10	11	12	13
10	11	12	13	14	15	16	14	15	16	17	18	19	20	14	15	16	17	18	19	20
17	18	19	20	21	22	23	21	22	23	24	25	26	27	21	22	23	24	25	26	27
24	25	26	27	28	29	30	28							28	29	30	31			
31																				
[1] New Year's Day\n[9] HCTC Morning Mtg\n[18] M.L. King Day\n[19] HCTC Social Hr\n[TBD] Big Bend Trip\n[TBD] Weekend							[13] HCTC Morning Mtg\n[15] Presidents' Day\n[16] HCTC Social Hr\n[TBD] Valentine Dinner Cruise\n[TBD] Sir John							[13] HCTC Morning Mtg\n[16] HCTC Social Hr\n[TBD] Trip to Shiner / BBQ\n[TBD] Brit Motoring Fest (New Orleans)						

QUARTER 2 (TR4 & TR4A Era)

APRIL							MAY							JUNE						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
				1	2	3							1			1	2	3	4	5
4	5	6	7	8	9	10	2	3	4	5	6	7	8	6	7	8	9	10	11	12
11	12	13	14	15	16	17	9	10	11	12	13	14	15	13	14	15	16	17	18	19
18	19	20	21	22	23	24	16	17	18	19	20	21	22	20	21	22	23	24	25	26
25	26	27	28	29	30		23	24	25	26	27	28	29	27	28	29	30			
							30	31												
[4] Easter Sunday\n[10] HCTC Morning Mtg\n[20] HCTC Social Hr\n[TBD] Canyon of Eagles Drive\n[TBD] VTR S. Central							[8] HCTC Morning Mtg\n[18] HCTC Social Hr\n[31] Memorial Day\n[TBD] Weekend Drive (Jefferson / Granbury)\n[TBD]							[12] HCTC Annual Mtg & Picnic\n[15] HCTC Social Hr\n[TBD] Greater Ozarks, MO Trip\n[TBD] Euro-Expo Championship,						

QUARTER 3 (Spitfire & TR6 Era)

JULY							AUGUST							SEPTEMBER						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
				1	2	3	1	2	3	4	5	6	7				1	2	3	4
4	5	6	7	8	9	10	8	9	10	11	12	13	14	5	6	7	8	9	10	11
11	12	13	14	15	16	17	15	16	17	18	19	20	21	12	13	14	15	16	17	18
18	19	20	21	22	23	24	22	23	24	25	26	27	28	19	20	21	22	23	24	25
25	26	27	28	29	30	31	29	30	31					26	27	28	29	30		
[4] Independence Day\n[10] HCTC Morning Mtg\n[20] HCTC Social Hr							[10-14] VTR National (Valley Forge, PA)\n[14] HCTC Morning Mtg (2nd Sat)\n[17] HCTC Social Hr\n[TBD] Week in							[6] Labor Day\n[11] HCTC Morning Mtg\n[21] HCTC Social Hr\n[TBD] Triumphfest\n[TBD] 6-Pack Trials\n[TBD]						

QUARTER 4 (TR7 & Stag Era)

OCTOBER							NOVEMBER							DECEMBER						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
					1	2		1	2	3	4	5	6				1	2	3	4
3	4	5	6	7	8	9	7	8	9	10	11	12	13	5	6	7	8	9	10	11
10	11	12	13	14	15	16	14	15	16	17	18	19	20	12	13	14	15	16	17	18
17	18	19	20	21	22	23	21	22	23	24	25	26	27	19	20	21	22	23	24	25
24	25	26	27	28	29	30	28	29	30					26	27	28	29	30	31	
31																				
[9] HCTC Morning Mtg\n[11] Columbus Day\n[19] HCTC Social Hr\n[TBD] Dallas All British Car Day (Ft Worth) RRTC\n[TBD]							[11] Veterans Day\n[13] HCTC Morning Mtg\n[16] HCTC Social Hr\n[25] Thanksgiving Day\n[TBD] Weekend Drive							[7] Tour d'Lite's Holiday Cruise (TBC)\n[11] HCTC Xmas Party (TBC)\n[25] Christmas Day						

HILL COUNTRY TRIUMPH CLUB — www.hillcountrytriumphclub.org | Refer to Ragtop newsletter for updates & venue locations.

HCTC Club Events

Every second Saturday and third Tuesday of the month

HCTC Breakfast Waterloo Icehouse Saturday, September 12th

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.

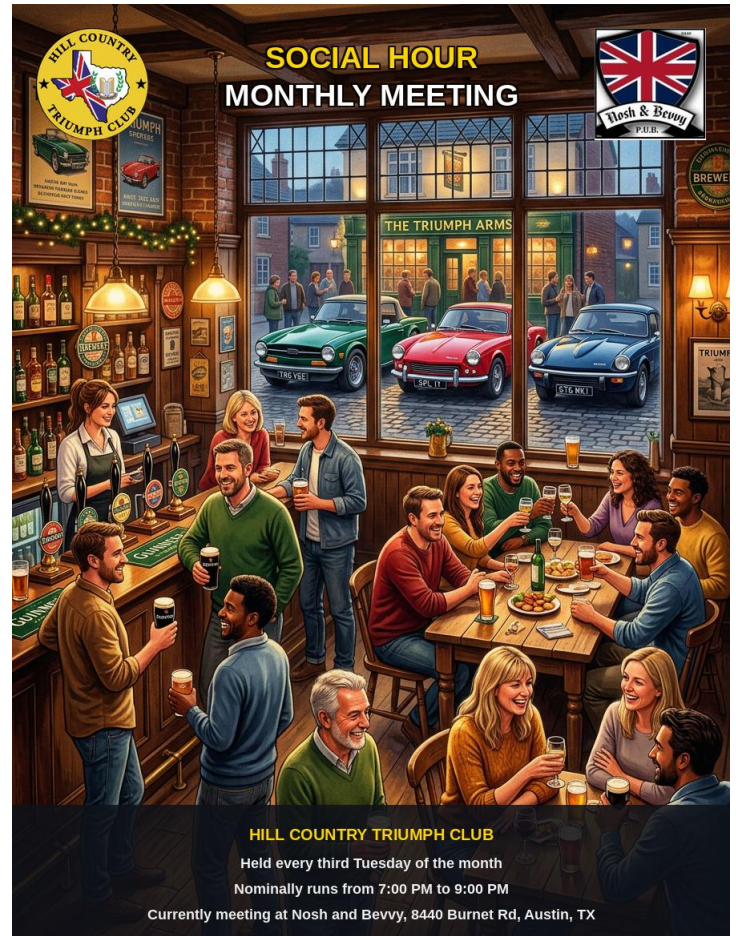
We hope to see you there !!



HCTC Social Hour Nosh & Bevv Tuesday, September 15th

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.



HILL COUNTRY TRIUMPH CLUB

Held every third Tuesday of the month

Nominally runs from 7:00 PM to 9:00 PM

Currently meeting at Nosh and Bevv, 8440 Burnet Rd, Austin, TX

Brits & Barley

Sunday, September 27th

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.

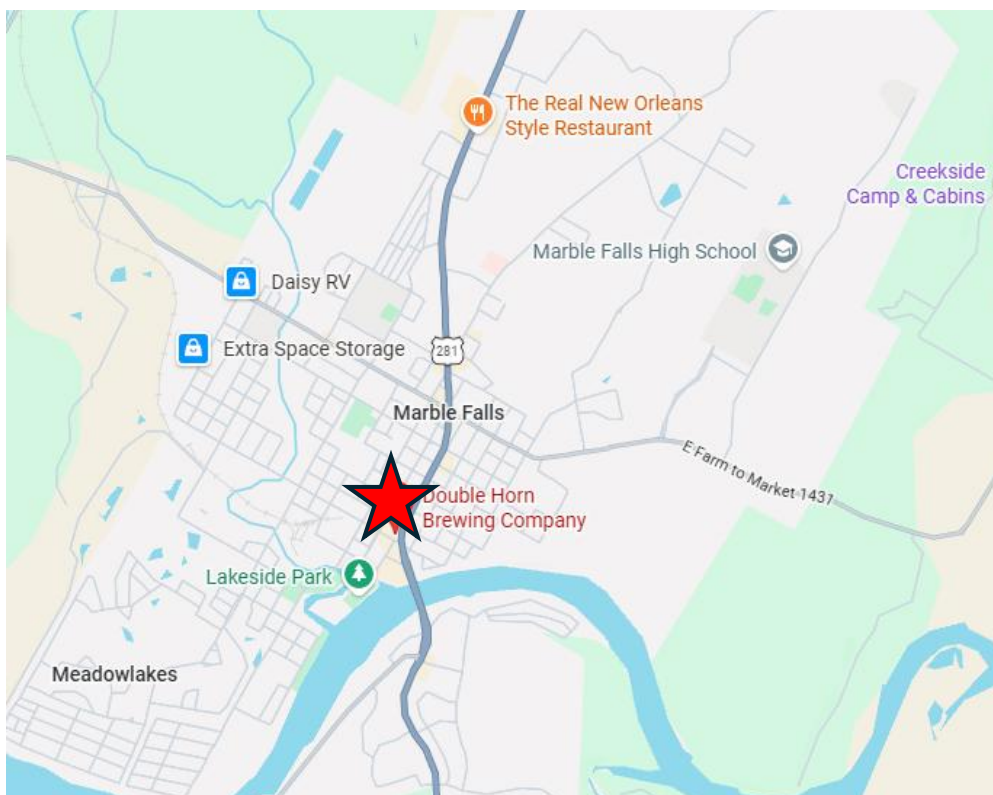
We will (generally) meet the last Sunday of the month, but this can vary given holiday schedules. At the end of every meeting we will decide where the next meeting will be using a master list of brewing companies that we've compiled and we'll try to spread it out. For example, if we head south one month,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

September

WHERE: Doublehorn Brewing Company

208 Avenue H, Marble Falls, Texas 78654

WHEN: Sunday, September 27th, starting at 2:00 pm



HCTC Driving Event: Triumphest

September 16th – 21st

HCTC Early Bird Breakfast Run

Give the brave Triumphest Road Warriors a grand send off Wednesday, September 16!

Meet them at **7:30 AM** for a hearty Mexican breakfast.

La Hacienda de Jalisco Llano Texas

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.



6-Pack TRials 2026

September 17th - 19th

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

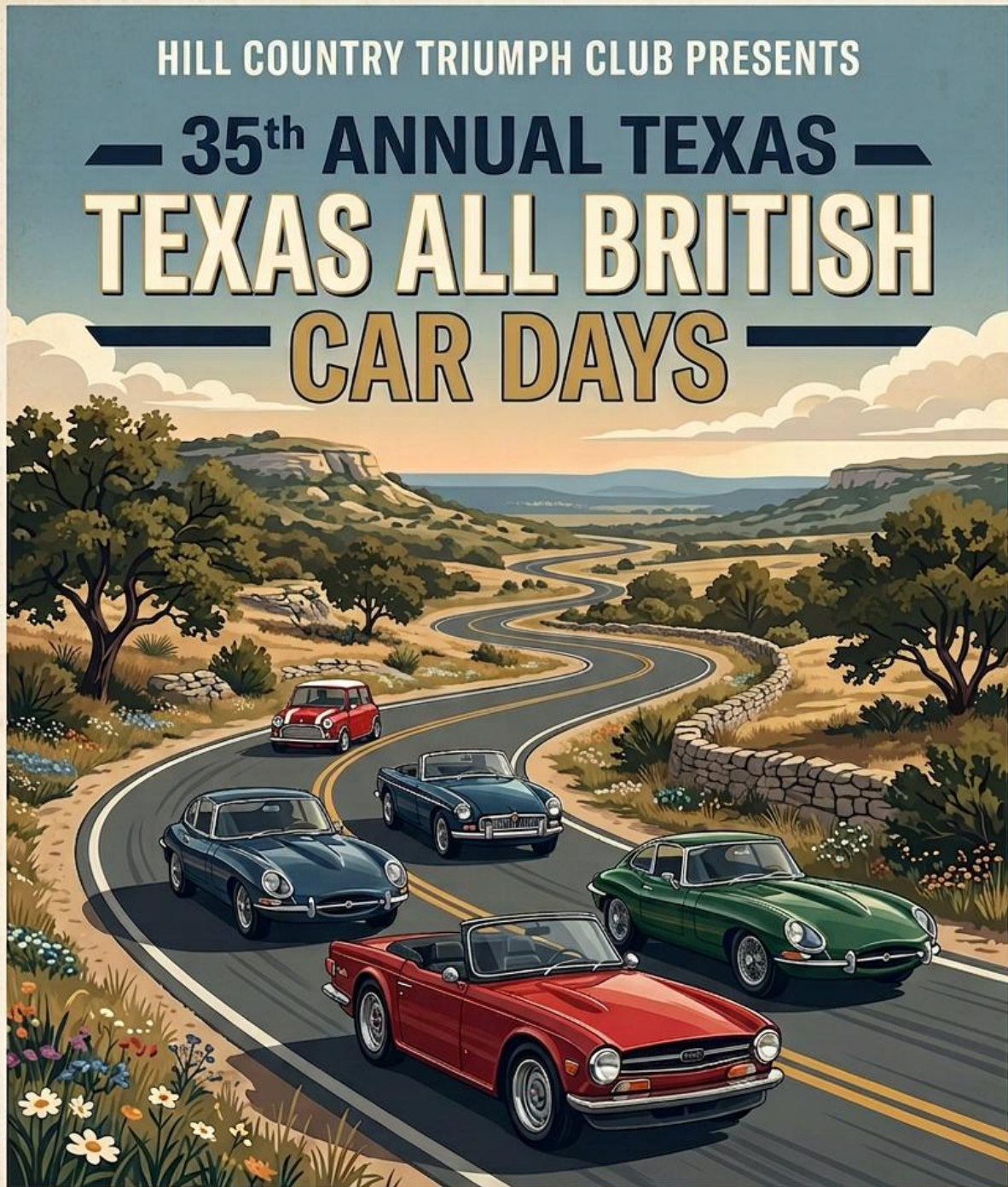
JOIN US FOR DRIVE DAYS, SHOW & SHINE, AWARDS DINNER, AND CELEBRATION

TRials WWW.6PACK.ORG 

6-PACK 6-PACK 6-PACK 6-PACK 6-PACK

Texas All British Car Days

October 9 – 11, 2026



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

GIDDY UP

Benefiting the Eddie Shell & Cloyce McLean Community Foundation



[https](https://www.hillcountrytriumphclub.org)

www.hillcountrytriumphclub.org txabcd

Public Welcome



HCTC October Drive: Brits in the Ozarks

October 22nd - 25th

Brits in the Ozarks (BITO) is hosted each fall by the British Iron Touring Club of Northwest Arkansas in Fayetteville — now in its 23rd year. It's a full weekend: Ozark driving tours on Friday and Saturday, a participant dinner with guest speakers, and a public all-British car and cycle show (150+ cars and bikes) at the University of Arkansas Agri Park on Saturday from 10am–2pm. It's a charity show too — proceeds from entries, donations, and the silent auction benefit the ALS Association.

For Hill Country Triumph Club members, it's the natural fall pilgrimage: two days of twisting Ozark roads, British iron on display, and good company — the same spirit the club lives by, just a few hundred miles north.

For more information, please contact Mike McPhail or Rip Torn.

We hope to see you out there



HCTC Event: British Motoring Festival

The British Motoring Club of New Orleans (BMCNO) hosts its signature springtime event, the British Motoring Festival, each year in early March on the streets of Covington, Louisiana. Set along the historic blocks surrounding the Covington Trailhead Museum and Visitors Center on the city's North Shore, the festival brings together an impressive field of British marque vehicles — Jaguars, MGs, Triumphs, Austins, Land Rovers, and more — for a full day of judged classes, door prizes, music, and community hospitality. The 2026 edition drew 153 vehicles under ideal weather, and the club is aiming to surpass 200 entries for 2027, which takes place Saturday, March 6, 2027, with a Friday-evening welcoming party for registered guests at Covington's Firehouse Event Center.

For Hill Country Triumph Club members, the festival offers a natural extension of the club's own Texas show circuit and a chance to connect with Gulf South enthusiasts in one of the region's most charming historic downtown settings. Covington's walkable streets, nearby restaurants, and relaxed festival atmosphere make it an easy weekend destination, and BMCNO's consistent growth — from local car day to a multi-club draw — mirrors the kind of momentum our own Texas All British Car Days has enjoyed. Details, registration, and sponsorship forms are available at bmcno.org, with entry typically opening in January ahead of the March show

BRITISH MOTOR FEST & WWII MUSEUM

DESTINATION: Covington & New Orleans, LA





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

1973 TRIUMPH TR6 FOR SALE - \$10,000

Contact Nick Tyler @ 737.704.8525 or email at ntschedules@gmail.com if interested

I have decided to sell my '73 TR6. The car was completely rebuilt by the previous owner and includes the following items of note along with some upgrades:

- Nissan differential and CV rear axles
- Rebuilt Engine with GoodParts GP2 cam and 9.7:1 compression. Approximate rebuilt mileage of 12,000.
- Frame gusseting
- Leather covered Miata Seats
- All lights and gauges work as they should. Even the trunk lamp.
- The distributor was rebuilt as a vacuum advance type. It was previously vacuum retard.
- The clutch operation has been upgraded to GoodParts roller bearing style.
- The paint is a nice gunmetal grey metallic
- All new carpets and vinyl interior pieces
- Dash was refinished
- New trunk cards and carpet
- High torque starter and Optima battery
- Two sets of 16" Konig Rewind wheels. One set has Yokohama Advan701 summer tires, and the other set has Continental Extreme Contact All season performance tires. Both tire sets are 205/55/16's, with very low mileage.

There is more but it is now time to tell you why this beautiful car is being sold for \$10,000. The 1st/2nd synchro went out in the gear box. The gearbox is a Triumph 4-speed with J-type electric overdrive. The overdrive works fine. The engine starts and runs fine. I have just not found the time to remove, repair and replace the gearbox due to other projects always taking priority. This car needs to go to someone that will take care of it rather than continue to sit, waiting for me to get around to it.



Classifieds

Nick Tyler's TR6 for sale - Continued

She is presently running with Mikuni HSR carburetors. The original Zenith Stromberg's come with the sale, but need the butterfly shafts re-bushed if you ever want them to run a consistent tune. She has been stored in an air conditioned garage the whole time. Top is in good shape and as you can see by the next picture, she comes with a nice vinyl cover for when the top is stowed away.

The car runs beautifully on the road. **I am very firm on the \$10,000.**



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



I have a brand-new complete set of Spitfire seat covers from Watford Classics in the UK for sale.

Unfortunately they will not fit my 1970 Triumph GT6.

The head rests I received are separate pieces that fit on adjustable head rests. My GT6 head rests are built into the back panels. Since they are not returnable, I will sell for \$250.00.

Please contact me at either [832-493-2288](tel:832-493-2288) or email at roccafort1@sbcglobal.net.



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



STEPHANIE NICHOLS Independent Insurance Agent



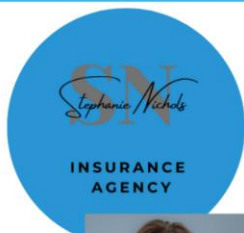
512.248.1998



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

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).