

The



RAGTOP

Hill Country Triumph Club Newsletter



Celebrating and driving Triumphs since 1990



HCTC shows out at Triumphfest in Flagstaff. Left to right, first row: Jim Wells; Mike McPhail; Kim Welter; Jacques Welter; Joe Payne; Art Graves
Left to Right, back row: Charlie Stewart; Neil Heddon; Gary Payne; Roger Bolick; Photo-bomber; Dick Simonson; Rip Torn

Letter from the President

October 2026

Jacques Welter



I'm determined to get this issue of **THE RAGTOP** out on time and target ... okay, giddy up.

The big event of September was the Triumphest car show, September 17th – September 19th, held in Flagstaff, Arizona. Hill Country sent twelve club members in ten cars including seven TR6s across west Texas, New Mexico, and Arizona. Dick Simonson's Secretary's Report does an excellent job of documenting our journey and there will be a separate article on Triumphest later in **THE RAGTOP** but I'll hit the highlights here.

Triumphest was held in Flagstaff, Arizona, and ran from September 17th – September 19th at Little America Resort. In Flagstaff, HCTC rendezvoused with 131 other Triumph owners for three days of activities, drives, and contests before concluding on Saturday.

To get there and back, the drive was approximately 2,100 miles roundtrip and, depending on your group, took either four, five, or six days on the road to complete. In the end we added a new chapter to HCTC lore, complete with drives, altitude sickness, prizes, breakdowns, roadside fixes, and pirates. I can honestly say a great time was had by all.

The other three events involving HCTC in September were a Georgetown All-British Squadron (GABS) drive to Oscar Store, Oscar, Texas; Brits & Barley – held this time in Marble Falls at Doublehorn Brewing company; and the HCTC Women's Group, meeting at the Dirdie Birdy in the Domain. Turnout from HCTC for all three of these events was excellent.

It's October which means it's time for Texas ABCD. This TX ABCD is going to be ... small. WHY it's going to be small is a tale of too many statewide events crammed into too small a calendar space combined with several other, non-car events that took people away from TX ABCD.

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Letter from the President

Continued

Every weekend of October has at least one car show or big event. The first weekend, Marble Falls & Dallas have their car shows. The second weekend is our TX ABCD. The third weekend is the Houston TX ABCD, The fourth weekend we have Brits in the Ozarks; Brits on the Bluffs; & the South Texas ABCD.

As if that wasn't enough, we have the Red River Shootout football game between the University of Texas & the Oklahoma Sooners on October 10th smack dab on top of TXABCD – an event that Oklahoma City's Triumph Club and DFW's Red River Triumph Club also celebrate with a joint meet up.

Now, in case you weren't keeping score, that's seven auto shows in four weeks plus a major football game all between October 3rd and October 24th.

And then, there was the tale of woe that was VTR Nationals in Kerrville. Originally scheduled to run on October 14th through the 19th, that show siphoned off about twenty cars that usually come to TX ABCD. Many of the folks I talked to said it was an either/or situation where they could go to Nationals or TXABCD but not both ... and when Nationals cancelled due to flood damage, they decided to stay home or just go to the local shows.

Regardless of reasons, it will be a small show this year but I plan on attending and having a good time with those that made the time and effort to come out.

Moving past TX ABCD, HCTC will hit the road for the Brits in the Ozarks show in Fayetteville, Arkansas. This show has become a regular outing for HCTC. Mike McPhail is the organizer, so if you want to go, reach out to Mike and he'll give you the information on dates, drives, and registration. Check the calendar for other events in October !!

I hope to see you out there



Brits & Barley shows out at Doublehorn Brewing Company



National Talk like a Pirate Day ... and Mike McPhail's birthday. L to R: Rip Torn; Joe Payne; Gary Payne; Mike McPhail; Art Graves



The Women of HCTC cut it up at the Dirdie Birdie



After a spirited drive up to Oscar Store, GABS enjoys some Chicken Fried Steaks – best in the Hill Country



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 Coordinator ... **Joe Payne**

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

October, 2026

October 3rd:

- **Dallas TX ABCDE & 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 

November, 2026

November 14th:

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

November 17th:

- **Hill Country Triumph Club Social Hour**
Nosh & Bevv, Austin

November 22nd:

- **Brits and Barley**
TBD

November 26th:

- **Happy Thanksgiving**

November 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

Secretary's Report

October, 2026

Dick Simonson



Following a very hot summer in Central Texas, September ushered in the car show season and the resumption of driving events. The heat's not over, but it is abating and relief is on the way. A number of our club members drove their Triumphs to Flagstaff, Arizona to start things off. October brings the Texas All British Car days in Marble Falls and a road trip for some of us to Springdale, Arkansas for Brits in the Ozarks.

Let's go through the month. On the 5th, we had a Board Meeting. I recap that meeting at the end of my article.

On the 12th, the Club got together at Waterloo for the monthly breakfast meeting. This has become a very popular event, with twenty-three of us attending. The room assigned to us is now stretched to the limits. Jacques brought the group up to date on TxABCD developments. Kim Welter talked about the upcoming women's get together on the 29th at the Dirdie Birdie in the Domain. Nick Roccaforte discussed the month's GABS drive to Oscar and Jacques mentioned the Brits and Barley in Marble Falls. Joe Payne presented Andrew Murphy, as part of his new member package, a tool roll embroidered by Bits of Triumph with the Club's logo. After the usual post meeting tire kicking, a small group headed off to the Oasis for continued discussions.

The monthly social hour was scheduled for the 15th. I'm not sure how that went as most of the regulars

were either on their way to Flagstaff or were leaving early the next morning and did not attend.

The big event of the month was the Club's trek to Flagstaff. The Club was well represented by Jacques and Kim Welter, Mike McPhail, Jim Wells, Joe Payne, Gary Payne, Neal Hedden, Art Graves, Roger Bolick, Charlie Stewart and myself. The main contingent decided to do the drive in two days, leaving Austin on the 16th. Jacques was towing his TR6 and thus providing an emergency trailer if needed. However, four of us in three TR6's, Rip Torn, Jim Wells and Neal Hedden and yours truly decided to break the trip into a more leisurely three days and headed out on Tuesday, the 15th. Day 1 was uneventful and a pleasant drive. We arrived in Lubbock in time for a relaxing dinner. On day two we headed to Albuquerque to link up with the crew that was doing the drive from Austin in one day. Taking a slight detour, we headed to Amarillo to visit with club member Larry Fassauer. Larry welcomed us to his wonderful shop areas and car collection. While there Rip mentioned his starter was misbehaving. Larry said he had a new spare. The starter is held in by a mere two bolts, so lets throw it on. Up on Larry's lift Rip's car went. Three hours later the two-bolt job was completed. Isn't that typical of an "easy" Triumph job. While this was going on Jim Wells decided to take advantage of Larry's facilities and readjusted his front wheel bearings. We were planning to have lunch with Art Graves at the Big Texan in Amarillo. Art was driving across I-40 from Tulsa. That didn't work because of the time and we wound up grabbing a quick bite at What-A-Burger before heading west. That evening, we met up with the rest of the gang at our hotel in Albuquerque.

The combined group headed out early on the leg to



Another great turnout for the Club Breakfast

Secretary's Report 2026

Continued

Flagstaff. The trip wasn't bad, marred only by some rain and endless potholes on the New Mexico stretch of I-40. Hitting a pothole in a TR6 at 70mph is entirely different than hitting one in a Chevy Tahoe. If you were vigilant, you could avoid most of them, but inevitably one would get you. I was continually checking the fillings in my teeth. We arrived at our hotel, the Little America, in mid-afternoon. Jim Wells set the tone by running over a rattlesnake in the hotel parking lot.

Little America was a very nice venue for the three-day affair. It is situated on 500 wooded acres within the city of Flagstaff. There are plenty of nice drives in the area including a couple of national parks. Our group drove to Sunset Crater one day. The event culminated on Saturday with the Funcours and the Awards Banquet. The name Funcours gives a clue that this was a bit more casual than the usual Councours d Elegance at most shows. All of our cars received recognition, with one bronze, two silvers and everyone else getting a gold award.

The trip home turned out a bit more exciting than trip over. We traveled back in three groups. The groups seemed to have one common denominator, however, that was stopping in Winslow, Arizona and paying homage to the Glen Frey statue, standing on the corner looking at a flatbed Ford. The main group planned to stop in Alamogordo, NM the first night and then onto Austin on day 2. Rip and I decided to split the two day drive more evenly and stopped in Clovis, NM for the night and then on to Austin on day 2. Ironically, after Rip's starter replacement, I experienced problems with my starter late in day 1. I found a loose battery connection, tightened it and away we went. Later, it wouldn't start again. In checking the terminals, the battery cutoff fell apart in my hand. I removed it and connected the cable directly to the battery and it fired right up. That night it again failed to start. This time by tapping on the hi-torque starter, it fired up. It started fine in the morning and I got home without further issue. Jim and Neal decided to take three days to get home in a more leisurely manner breaking their trip up with a stop in San Angelo before heading home without incident.

The rest of the folks were planning to drive from Alamogordo through El Paso and home on Day 2. Joe Payne experienced brake problems when his brake servo started acting up and overheating the brakes. After much unsuccessful effort to fix the problem, Joe and Gary left their TR6 in El Paso and headed home with the group, only to drive back with a trailer the next day and retrieve the car. The only consolation is Joe is now a contender for this year's Broken gear Award.



The HCTC crew at Beaver Street Brewing, Flagstaff. F to B: Mike McPhail; Neil Heddon; Gary Payne; Kim Welter; Art Graves; Jacques Welter; Jim Wells; Rip Torn; Joe Payne; Charlie Stewart; Dick Simonson; Roger Bolick



On the drive to Sunset Crater Volcano. Front to back, R to L: Jim Wells; Gary Payne; Art Graves; Neil Heddon; Kim & Jacques Welter; Mike McPhail; Joe Payne; Dick Simonson



Joe Payne's car on the recovery trailer in Alamogordo, getting worked on. Joe & Gary finally stopped in El Paso, where they left Joe's TR6 and rented a car, only to return the next day with a trailer (pictured with Gary driving) to get the wounded TR6 home.



Secretary's Report 2026

Continued

On the 24th, Georgetown All British Squadron members resumed their driving activities after a two-month hiatus, with a drive to Oscar, Texas. Jacques led us on a back roads drive from the Georgetown Costco to the Oscar Store. We had a good-sized group with 16 of us enjoying the Store's lunch fare including their much-vaunted chicken fried steak. GABS is very informal and allows cars of all vintage and marque, as long as the car "identifies" as British. For instance, we had a very nice vintage Corvette and an equally nice Chevy Nova on the drive.

The month closed out with Brits and Barley convening at Doublehorn Brewing Company in Marble Falls on the 27th and the ladies of the HCTC meeting at Dirdie Birdie in for their quarterly get together.



Talking cars after the HCTC Saturday Breakfast



Georgetown All-British Squadron at Oscar Store.

Here's a recap of the September board meeting.

- Prior to commencing the Board Meeting, Jacques brought us up to date on the TxABCD status
- Jacques has had discussion with the National TR Stag group. They will join TXABCD next year to hold their National Show. They are part of VTR and could possibly add 20 - 25 cars to the show.
- Henry will create a post-show survey to be emailed to all registrants
 - A major issue to be addressed for the 2027 show is venue, especially what effect our venue selection has had on attendance.

The Board Meeting was then called to order with the following discussed:

- New member issues. Joe Payne is now the New Member Coordinator. We are defining new members as anyone who has been an HCTC member less than 24 months. There are currently 18 members in this category. A new member questionnaire, previously approved, is now online. Joe asked all meeting attendees to complete the questionnaire online as a test.

Secretary's Report 2026

Continued

- Software. We are in the process of replacing our aMember software package with Wild Apricot. aMember is the software we currently use to track membership, dues, etc. Henry is working on moving to Wild Apricot.
- ByLaws amendment. Rip drafted proposed amendments to the Club Bylaws in August. With input from the Board, the amendments were passed and adopted on a unanimous vote of the attendees. The amendments were to Article 5, Section 12, Club Awards and Recognitions; Article IX, Finances, Section 1, Contracts, Checks, Deposits & Budgeting; and Article XII, Accounting and Disposal of Assets and Dissolution, Section 3, Accounting of Assets.
- 2026 calendar of Events. Jacques is working on next year's calendar. He would like to push more weekend outings.
- Rules for Drives. Rip has put together Club rules to be used in group drives. Those will be published when finalized.
- Durango. Dates for the Durango event have been set as June 7 check-in through June 12 checkout. Travel days before and after would be needed. At the time of the meeting we were looking at some VRBO offerings to accommodate up to 10 people.

As always, I hope to see many of you at one of our events this month.

From the Archives

Art Graves

This article originally appeared in the April 2009 issue of 'The Ragtop'. Another tool tip and commentary from Mike McPhail. I have always resisted getting an air compressor, mostly because of space restrictions and expected usage. However, Mike makes a good argument for maybe a small compressor. We will see ...

- Art



Mike's Favorite Tool - Air Compressors

By Mike McPhail

Full of hot air, you say? Well, that is exactly what it takes to keep these old British cars running! The serious shade tree mechanic cannot do without his trusty air compressor and all of its accessories.

Obviously, you have to have a compressor. Not those wimpy little portable jobs that kids use to air up their bicycles, but a real manly version that wakes up the neighbors when it kicks on in the middle of the night.

The great thing about air tools is that there are so many of them. You can go to Harbor Freight every Saturday for a year and not buy them all! Here is a short list of what I use the most:

- Blower nozzle...Ever hear "blow out with compressed air" well this is the thing does it
- Pressure gauge/tire filler...real men ride bicycles too
- Spray gun...Makes painting a breeze, or fill with solvent and spray that dirt away
- Air ratchet... If you have ever removed and reinstalled an oil pan, this is the thing to have
- Angle drill... This drill really gets the job done, kind of reminds me of seeing my dentist
- Cut-off tool... This is like a Dremel tool on steroids and will cut through metal with ease
- Nail gun...this thing made the hammer obsolete
- Impact wrench...just like the guys use at your local tire shop to strip the threads on your lug nuts. No nut can stand up to the amazing torque this thing puts out, and that includes you!

Compressed air can be used to pressurize your master cylinder to bleed your brakes when the wife is too busy to help. It is great for sending brake cylinder pistons into low Earth orbit when disassembling them for a rebuild, or even for blowing up balloons for that stag party. The list goes on and on!

Of course, the main reason to own this stuff is that the sound made while using air tools impresses your buddies, and frightens the hell out of women and small children!

HCTC & Triumphest

Jacques Welter

Twelve members of HCTC departed September 15th and 16th for points west with a final destination of Flagstaff, Arizona, and a show called Triumphest.

On the road were seven Triumph TR6s – six driven, one towed. Roger Bolick, Neil Heddon, and Art Graves' cars were not ready for a drive of this length, so Art and Roger took personal vehicles, and Neil rode with Jim Wells.

The brothers Payne (what a great movie title) rode together in Joe's 1969 TR6. Charlie Stewart; Rip Torn; Dick Simonson; and Mike McPhail all drove their TR6s. Yours truly and Kim rode in our F250 towing a trailer with our TR6 on it because when you have six TR6s driving 2,100 miles it's nice to have a recovery vehicle in case one breaks down ... something that came in handy later in the trip.

On the outbound side, we had two groups and one individual (Art) each traveling different routes. Rip, Dick, Jim and Neil all left a day early (September 15th) heading up to Abilene for an overnight stay and a new starter for Rip and some hub work for Jim (The Battle of Jim's Hub, Part I). The second party kicked off from Llano on September 16th after eating a nice breakfast at La Hacienda De Jalisco. Both groups + Art rendezvoused in Albuquerque on Thursday night.

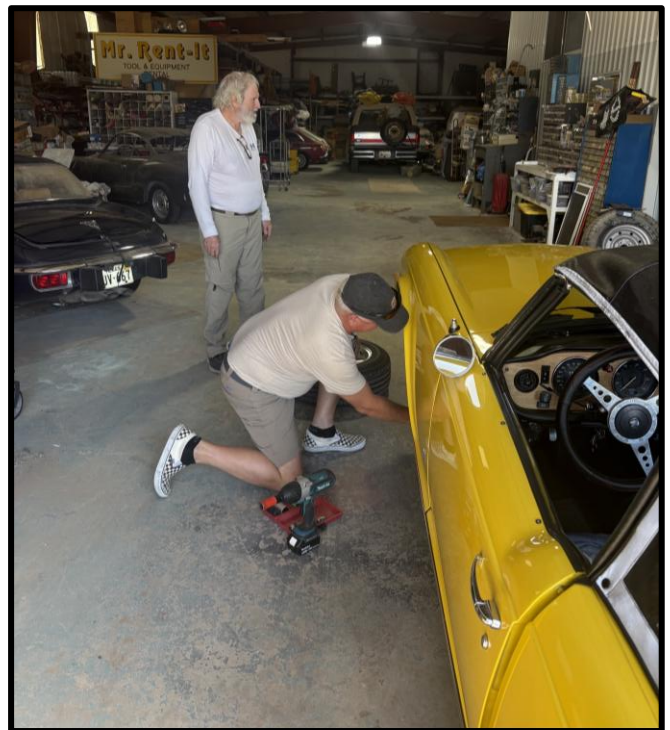
As a quick aside, if you're ever traveling with Art Graves, he is a walking Rand McNally Atlas of restaurants and places to go in every city ... he didn't let us down in Albuquerque. We ended up at the Marble Brewery for good food, fun, and conversation.

On Thursday the now-combined group made Triumphest where 131 other cars were registered. Joe & Gary immediately set up shop in the parking lot, working on getting the overdrive operational on Joe's 1969 TR6. We all ended the day at the Beaver Street Brewing Company (another Art selection) for some frosty adult beverages and some excellent wood-fired pizza.

Our host organization was the Desert Centre Triumph Register of America Triumph Club (DCTRA) and gracious hosts they were. The host hotel, Little America Resort, has hosted Triumphest before and was very accommodating.



Rip gets a new starter from Larry Fassauer



Jim works on his car and its front hub, aka The Battle of Jim's Hub, Part I

HCTC & Triumphest

Jacques Welter

Speaking of accommodating, the weather stayed clear, cool, crisp, and sunny with temperatures ranging from lows in the low 50's to highs in the mid-70's – perfect ragtop weather in the mountain air. Flagstaff sits at 7,400+ feet and while most of us welcomed it as a respite from the seemingly endless succession of 100° temperatures in Texas, Rip developed a serious case of altitude sickness that limited his activities for the rest of the show.

Triumphest started back in 1986 and is organized by West Coast and Desert Triumph Clubs from Arizona to Washington. Like VTR, Triumphest has a funkhana; autocross; fun rally; and show. Unlike VTR, the show uses a Funcours format – cars are not ranked against each other with only the top three receiving recognition. Instead, they are graded and depending on the grade they are classed as Bronze; Silver; and Gold recipients.

Friday dawned clear and cold with temperatures in the low 50's. The day's agenda included the Autocross; the Funkhana; individual drives; and a Welcome Reception.

Only Jim entered the Autocross from HCTC and he placed 2nd with a nice run and a 48+ second lap. After the Autocross, the HCTC group decided take one of the scenic drives to Sunset Crater Volcano National Monument and Wupatki National Monument instead of the Funkhana. The drive took up most of the afternoon but was well worth it as the roads were ideal for our roadsters and the scenery fantastic.

After returning to the hotel and cleaning up, we hit the Welcome Reception. Unfortunately, the food ran out in the first 25 minutes and there were not enough tables or chairs in the room so many of the audience left before the first day's awards were handed out. The highlight of the night for HCTC was Jim receiving his Autocross award for his excellent run earlier that day. We all ended the day in Jim & Neil's room for a night cap and conversation (although it is rumored a contingent made its way out to barhop).

Saturday dawned clear, cold and perfect for the show. The judging started at 8:30 in the morning and didn't end until almost noon.



Jim Wells shreds the Autocross in the car Peeps on his way to a 2nd place finish



The HCTC crew at Wupatki National Monument



Wupatki pueblo ruins

HCTC & Triumphfest

Jacques Welter

Judging was described earlier but another significant change over VTR is the ability to use display aids for the car along with the ability to show the car with the top down without loss of points. The display aids were impressive, with original tool rolls; signage; and information displays.

The show broke up around 1 pm, just in time for Jim to begin Round Two in the Battle of the Wheel Hub. Fortunately the recovery vehicle carried a floor jack and jack stands making the work a little easier.

HCTC also had a milestone to celebrate after the show – it was both Mike McPhail's birthday and Talk Like a Pirate Day and Art Graves brought enough bandanas, eye patches, and false mustaches to make the moment memorable ... Arrrrr matey !!

The second after-the-show activity was heading back to Beaver Street Brewing for some more delicious wood-fired pizza and cold, frosty adult beverages. This trip everyone participated. A good time was had by all, but all too soon it was time to head back to the hotel to get cleaned up for the Awards Banquet.

As mentioned earlier, the Funcours judged every car and then graded it into four classes: No Award; Bronze; Silver; and Gold. All the cars from HCTC won an award: Charlie Stewart received Bronze; Rip Torn and Dick Simonson received Silver; and Jim Wells; Mike McPhail; Joe Payne; and Kim Welter all received Gold.

Sunday was getaway day, with a two-day drive in front of us. Rip and Dick decided to head home via Clovis, NM and left around 6:30 am; while everyone else headed home via Alamogordo, NM, and departed around 8:00 am.

We weren't more than two hours down range when Jim Wells car started acting up and we entered Phase III of The Battle of the Wheel Hub. We pulled over in Winslow, Arizona, where Jim jacked the car up one more time and worked on the rear wheel hub. After a quick examination and consult from both Mike and Art, Jim officially pronounced he didn't know what was wrong but we'd have to proceed at a slower pace.

HOWEVER, all of us were eager to go see the statue of "The Troubadour" in Standin' on the Corner park. There's also a statue of Glenn Frey in the park, as well as a mural of a girl in a flatbed Ford. After pictures, we got on the road again, headed for Alamogordo.

Trouble for our caravan struck again outside of Socorro, New Mexico, where Joe Payne's Red Peril's brakes started overheating (full story later in The Ragtop). Joe swapped places with Kim Welter's TR6 on the trailer and we trailered him to Alamogordo, NM.



Looking toward the front of the show field ...



Kim Welter standing in front of the back half of the show field



HCTC takes a Pirate stance. L to R: Joe Payne; Neil Heddon; Gary Payne; Jim Wells; Mike McPhail; Jacques Welter; Kim Welter; Rip Torn; Art Graves; Dick Simonson

HCTC & Triumphest

Continued

Once in Alamogordo we caught dinner, Joe worked on his car, and we all planned for the next days' departure. Art left for points north and east, headed for Tulsa; Mike, Gary, and Joe left for points south and east, headed for Dripping Springs & Bee Caves via El Paso; Kim, Jacques, Neil, Jim, and Charlie headed for Burnet, Belton, and Temple with Jim & Neil stopping in San Angelo; and Charlie, Kim, and Jacques heading for home. By the 22nd, all of HCTC that had participated in Triumphest were safe and home.

The next Triumphest is in San Diego and that's just a bridge too far for me, but maybe the Road Warriors will take it on.

#



HCTC Standin' on a Corner in Winslow, Arizona



The Battle of Jim's Hub, Part III



HCTC at the show field. L to R: Dick Simonson; Jacques & Kim Welter; Charlie Stewart; Jim Wells; Mike McPhail; Rip Torn; Joe Payne

HCTC & Triumphfest

Continued



On the road to Albuquerque, NM, with Joe Payne



On the road in New Mexico ...



... and Arizona



At the Waupitki ruins



HCTC on the scenic drive



Hanging out in the parking lot in Albuquerque, NM

HCTC & Triumphfest

Continued



HCTC at Beaver Street Brewing Company



The Battle of Jim's Hub, Part II ...



Hanging out in Jim and Neil's room



Jim showing off his Award



Bill Waller drops in. Bill was at a Bluegrass festival



Mike at Standin' on the Corner Park, Winslow, Arizona, taking it easy



Kim & Jacques posing by Glenn Frey's statue in Winslow, Arizona



Rip helps out on The Battle of Jim's Hub, Part II

News from Mike's Motors

Mike McPhail

What an amazing turnout for Triumphest! Thirteen HCTC members attending a show one thousand miles from here. Seven TR6s made the trip... some with navigators. Two Japanese cars provided additional transportation, and one member just happened to be in Flagstaff for a music festival.

You may wonder if that many Triumphs could actually make it to Flagstaff and back without a serious breakdown. The answer is yes and no... everyone made it to Triumphest, but one car faltered in El Paso coming home.

Enough spare Triumph parts were carried along to build another car, but the problem was with an aftermarket rear disc-brake conversion. It has been suggested that a completely stock car is best for maximum reliability, and that does seem to be the case.

My pimento red 1974 TR6 has been to Flagstaff three times now and against my own advice it has been thoroughly modified. The aluminum radiator, alloy wheels, Miata seats, lightened flywheel, fast-road-cam, rear tube-shocks, electric fuel pump, etc. really do make the car better with little danger of additional unreliability.

On the first trip out West the TR6 was new to me, and I was disappointed at the lack of power and hard starting at the 7000-foot altitude. The solution, it seemed, was fuel-injection! The Patton TBFI system was the hot set-up at the time and was duly installed.

There were great expectations on the second trip to Triumphest in Flagstaff. Unfortunately, the Throttle Body Fuel Injection system didn't like the rarefied air either. Since that trip some hardware problems were discovered and this time the TBFI performed admirably. The engine pulled away from my carbureted companions on long mountain grades and a remarkable 35 MPG was achieved on the downhill run from Flagstaff to Alamogordo!

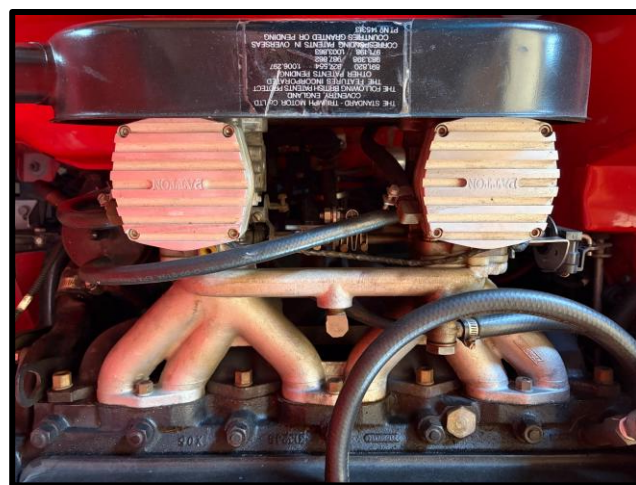
So, in conclusion... keep your carburetors! The fuel-injection adds a level of complexity that is bound to eventually leave you stranded.



Bragging rights ...



Chip Programming Unit



Throttle Bodies

Women of HCTC Outing

Kim Welter

Four!

The Women of HCTC got together for our quarterly outing on September 29th for a meal and some putt-putt golf !! There were 10 members at our outing: Kim Vazques, Amy Murphy, Karen Green, Lorna Duke, Julie Roccaforte, Francis Julien, Norma Brand, Barbara Wolfe, Cheryl Torn, and myself. Swinging golf clubs were involved, but I'll get to that later.

We met at the Dirdie Birdie Restaurant in the Domain, located in Austin, for a yummy lunch. The menu offered a range of delicious sandwiches, lovely salads, smaller portions of shrimp or chicken bites, and carrot cake with espresso ice cream for dessert. We had good fun and interesting conversations about the upcoming events: Texas All British Car Days, drives with other Clubs, our next get together, as well as, our understanding of what is going on with the vintage British cars we are all so fond of.

After lunch, we proceeded to the other side of the restaurant where we geared up for the indoor putt-putt course. The cozy par 1-3 layout was fun and sometimes challenging for some of us who haven't had the opportunity to swing a club in years. That said, I noticed quite an amazing number of hole-in-one shots. There were varying designs on each hole with moving windmills, bridges, vacuums, slots, and a swing simulator hole. Well done to all the attendees!

The plan is to meet again in January 2027 after the New Year. If you would like more information about the HCTC Women's Group, contact Kim Vazquez or Kim Welter.



F to B: Francis Julien; Barb Wolfe; Cheryl Torn; Julie Roccaforte; Lorna Duke



F to B: Kim Vazquez; Amy Murphy; Kim Welter; Norma Brand; Karen Green

Prepping for Triumphest ... and maybe the Broken Gear Award

Joe Payne

Triumphest 2026, destination Flagstaff, Arizona and the promise of cool mountain air, scenic drives, cold beers and the company of the finest people that one could hope to meet. My brother Gary went along for the adventure and the trip was set.

This was a repeat performance from Triumphest 2021 also hosted in Flagstaff at the Little America Hotel. Little America Hotel is a beautiful site with 500 plus acres, great layout and an accommodating attitude for a car club event.

My trusty 1969 TR6 had made the journey before and without a hitch but some things needed to be attended to and had the following on the prep list:

- Temperature gauge not working, so R&R needed
- New exhaust system and replace a genuine Triumph factory racing header with original exhaust manifold.
- Brake inspection, the amount of assist from the Nissan booster and master cylinder had never provided what I felt was adequate boost with the 4-wheel disc brake conversion performed in 2011. (I used the Toyota 4-pot calipers for the front and Nissan 240SX calipers for the rear wheels. This is a well documented conversion for the time and the one Ron Harrison recommended when I acquired the car from him and had his shop build the car. Other upgrades included many Good Parts upgrades including: CV axles, Nissan limited slip differential kit, head valves, springs, guides, seats and seals, plus roller rockers. Other upgrades included aluminum Wizard radiator with electric fan).
- Brake and clutch fluid flush and an oil change
- Cooling system flush
- Rear tube shock inspection and potential replacement. The RATCO coil in spring rear suspension had been fitted in 2011 but wasn't performing very well and the bottom of one the shocks had evidence of a major bump with a resulting bend, not good.

Parts were ordered in advance and some time secured at Mike's Motors for some of the planned work at his shop, plus a good overall inspection.



Shocking Shock



High-performance manifold and exhaust

Prepping for Triumphfest ... and maybe the Broken Gear Award

Continued

A new temperature sending unit solved the non-functioning temperature gauge. Seemed easy peasy but wait, not so fast Batman, there were other issues to be solved. The electric fan was not running and it was determined that a return to the original factory fan was in order as it is more than adequate and trouble free. If only a donor fan assembly was available... and thank you, Jim Wells to the rescue. The radiator appeared to have a leak and my brother happened to have a new, in the box Wizard radiator which he graciously supplied for the effort. I think I will count this as an early Christmas gift... Ho... Ho... Ho!. I used CRC Thermocure flush and was very satisfied with the result. Clean water from the block and elimination of the rust brown color that my green radiator fluid had changed into had disappeared.. I will report on the long term outcome, but Thermocure really seemed to do a great job of cleaning the cooling system. Also, I acquired a radiator flushing tool that combined water and compressed air into one tool that looks somewhat like a Flash Gordon ray gun (it's ok new members, raise your hand if you don't know who Flash Gordon is), Jacques Welter's will buy you beer as he tells you all about him.. Thank you Jacques!

Next on to the exhaust system. The needed exhaust manifold was acquired from Bob Kramer... thank you Bob ! With the patience and care of a surgeon, Mike marked the pipes for a custom and hand fitted system, now very solid and aligned better than when it left the factory. In British terms, I would consider it a bespoke exhaust system given the care and attention of its installation.

Lastly, while at Mike's Motor I swapped out the Nissan brake booster for a replacement TR6 booster in hope of achieving better braking assist, which it did provide.

Now, with the major categories addressed at Mike's shop, the return to Joe's garage for the remainder of the preparation was all that was left. Downhill you say?



Flash Gordon's radiator flushing kit



Prepping for Triumphfest ... and maybe the Broken Gear Award

Continued

The bleeding of the brake and clutch systems was straightforward. The engine oil-change, no problem, but the transmission oil-change was a different matter. The filler plug would not budge when approaching from below with the transmission tunnel cover in place and was starting to round the edges of the plug. Darn the luck, now I was facing one of the least favorite jobs known to Triumph TR6 owners: pulling the transmission tunnel cover. Passenger car seat out, carpet up, some expertly timed swearing and the oil plug was out and the oil was changed. I opted to replace the original plug with a 6point hex, $\frac{3}{8}$ inch NPT fine-thread bolt sourced from Breed and Company Hardware shop.

Next up, the shocks. One was broken and not working so replacement was required. What a difference when not riding on just a spring.

Now, with all the prep completed on the eve before September 16th departure, a stop to fill up on gas and be ready for my 5:15 AM departure to pick up brother Gary in Cedar Park then on to join the team in Llano for our group 8:00 AM departure.

So, while gassing up, what was that tiny stream of green fluid slowly emerging from under the front of the car? Surely it couldn't be a leak... could it?

Back to my shop and on the lift... a pin-hole leak on the lower radiator hose had developed. Fortunately, I had a spare in my box of emergency equipment and the repair was completed later that evening.

September 16th: packed, gassed-up, and on time for the 5:15 take off to Cedar Park. All is well except for the overdrive not working and the 2-day drive of approximately 1,200 miles ahead. Let the drive to Flagstaff with average RPM's between 3400-3800 be a testament to the ruggedness of Triumph sportscars. It was more noisy than I liked and gas mileage suffered but we were able to keep up with the team. One thing was clear, with an ETA of approximately 1 PM in the afternoon for Flagstaff, there would be time for transmission tunnel cover to come off.



On the road to Flagstaff, Arizona

Prepping for Triumphest ... and maybe the Broken Gear Award

Continued

Arrival Flagstaff and the work began. What originally was to be focused, “let's get this fixed”, became a social event. If you want to meet fellow car enthusiasts, open the hood, start taking your car apart and a supportive and well-meaning crowd is guaranteed to form. Illuminaries like Richard Good, the Chapman brothers and many others offered words of advice and encouragement.

Confession: the issue with overdrive was self induced. When refitting the tunnel cover I knocked one wire from the switches on top of the transmission and had one wire pull out from its terminal spade connector. I should have checked the overdrive for the little click that indicated a working solenoid and functional electrical circuit. Phil Jaegeling, a noted Triumph expert, stopped and we had a very enjoyable conversation on all things Triumph. He assured me you will do this once without checking for solenoid function but will never do it again. Phil, thank you, and I agree. Fellow HCTC members likewise supplied support and a few cold beers which made this miserable task manageable. Special thanks to Mike McPhail who entrusted me with his little parts-dense and tool box which had the needed electrical spade connector. I believe the full contents are classified so I am not able to speak at length about this. If interested, I suggest buying Mike a few beers and maybe you too might be able to see this Holy Grail of Triumph emergency necessities.

So, ready for the happy ending mis amigos? Ahh, not so fast!

The rest of Triumphest went great with beautiful drives, cold beers and much camaraderie. I and other drivers noticed power was down a bit, but this was expected with altitudes from 7,000 feet or greater, but not a concern.

September 20: departure day and off we go to our stopping point, Alamogordo. Two hours out from Alamogordo and I hear a squeaking sound from the rear of the car as we make a gas stop... both rear wheels are hot! Jacques and Kim graciously suggest placing the “Red Peril” on their trailer and let Kim enjoy driving her TR6 so we can all make it on time to Alamogordo.

Inspection of the Triumph that evening was not conclusive as to the issue, but consensus was it could be a brake problem induced by the brake booster swap, eBrake system parking brake engagement, or rear hub bearings.

The next morning, after some brake adjustments, Gary and I took off along with Mike McPhail with the goal of driving approximately 85 miles to El Paso, and then re-evaluate. We made it to McDonalds for breakfast and yes, the wheels were still hot, especially the left rear. With the car up on the jack, the eBrake system seemed to be the culprit and we tried a couple of options to make the car drivable with 600 plus miles to go. Mike, as always, provided much expertise and potential solutions to make it back to Austin. After 2 hours we decided the wisest course of action was Plan B and wished Mike a safe drive home and thanked him for his support and time.

Prepping for Triumphest ... and maybe the Broken Gear Award

Continued

Plan B: park the Triumph at the airport, get a rental car to return home, then take my trusty Toyota pickup plus a trailer, return the rental car and bring the Triumph back home. It worked as planned, but three 600 mile trips... El Paso to Austin... Austin to El Paso... back to Austin... aren't exactly fun, but having Gary along made the trip great. We had the opportunity to talk in the comfort and quiet of the pickup which was a nice bonus of the circumstance. Let the record show we returned back to Austin at 6 AM September 23rd.

In conclusion, Triumphest was a great event and drive and with the finest of people... fellow Triumph enthusiasts. A positive attitude helps when the chips are down and a cold beer makes the chips taste better. Lastly, always take the road of adventure and the unexpected... you will learn something and have an experience that many others may only dream about!

Now about the Broken Gear award....

Giddy Up!

Joe

PS-Lessons Learned

Plan enough time after major repairs to drive and proof the car prior to the event.



Late night pit stop with the Red Peril on a trailer headed home

From Drums to Discs: A one-day upgrade for your Triumph

Rip Torn

If your classic Triumph still pulls up short at stoplights with all four wheels drumming to their own beat, this one's for you. Mike's Motors and Garage recently swapped the rear drum brakes on my car for a disc conversion, and the difference is night and day.

The Shop:

The work was done at **Mike's Motors and Garage**, a local shop that has become a go-to for the Hill Country crowd. Mike (and I, his crew) know our way around British iron — no explaining why the SU carbs need an occasional tap with a screwdriver handle, no puzzled looks at the spin-on oil filter adapter.

The Kit:

Parts came from **Goodparts** in the form of their rear disc brake conversion kit. Everything needed was in the box: calipers, rotors, brackets, hoses, and hardware. Goodparts kits are well regarded in the Triumph world for being genuinely bolt-on — no custom machining, no hunting for obscure fittings mid-job.

The Job:

From drum to disc in one day. We pulled the rear hubs, swapped in the new rotors and calipers, bled the system, and had the car back on its wheels by late afternoon.

For a conversion that once meant a full weekend of a hobbyist's time in the garage, having it done professionally in a single day is a real convenience.



Goodparts Disc Brake Kit



Mike at home in Mike's Motors

Top: Drum off and hub exposed
Bottom: Spindle prepared

From Drums to Discs: A one-day upgrade for your Triumph

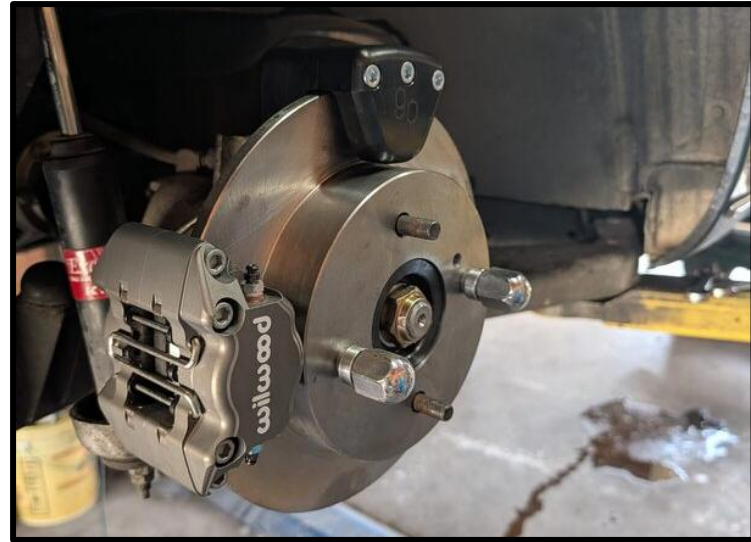
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The Result:

The verdict from behind the wheel: the stopping power transformation is dramatic. Where the drums faded and required planning ahead, the discs deliver confident, straight, repeatable braking. This is the second phase of my brake upgrade — I converted the fronts to Toyota 4-piston discs several years ago. With the rear drums now gone as well, pedal feel is firm and the car stops like a much newer machine. For anyone driving their Triumph regularly — especially on the hill roads we favor — it may be the single best safety upgrade available.

Thanks:

A shout-out to Mike's Motors and Garage for a clean, same-day job, and to Goodparts for making a kit that fits the way it should. If you're considering the conversion, this pairing comes recommended by someone who's now braking with confidence.



Finished product



Mike examines the assembled unit



Finished product

The \$200 Legend: The Epic Journey of the HCTC TR6

Bob Kramer

Every great endurance racing story begins with a highly questionable financial decision. For the Hill Country Triumph Club, that moment came 16 years ago, when Bob Baker helped me haul a \$200 TR6 rust bucket out of noted British marque specialist Ron Harrison's yard in Salado, Texas.

My goal was to build a low-buck 24 Hours of Lemons car as a club project and encourage people to go racing. I had my eye on a couple of guys who just needed a little shove to get started, and I especially wanted to get my VTR autocross rival, Don Carter, behind the wheel on a real road course. We had plenty of eager drivers; we just needed a car. At the time, Lemon's racing was a true budget operation, and we managed to patch the car together for a grand total of \$5,000. We quickly learned that racing with a bunch of buddies brought a special camaraderie to the mix and made every race weekend memorable.

With the car ensconced in my garage in Volente, I presented the concept to the prospective team members. I took the lead on the original build, sometimes staying up well past midnight after everyone else had headed home, but it was far from a solo effort. Turning a forgotten, rusted-out road car into a track-ready machine required massive amounts of elbow grease, welding wire, backroom engineering, and what we call skilled fabrication. Major engineering contributions from Greg Blake and Roger Bolick, along with endless hours of wrench-turning from a dedicated HCTC crew—including Bob Blake, Richard Ceraldi, Don Couch, Robert Mackenzie, Bob Baker, and others—got the car grid-ready. Well, close anyway.

Chapter 1: The Sherlock Homeboyz (2010–2012)

The car made its endurance debut in the summer of 2010 under the team name Sherlock Homeboyz. It wore classic, low-buck Lemons attire: mismatched panels and headlight buckets bolted on backward and painted to look like bloodshot eyeballs. Our rolling miracle took on fields of much more modern—and less rusty—clunkers at MSR Houston and, later, at the North Dallas Hooptie at Eagles Canyon Raceway.



Starting point



Chump TR6 – not yet Beandito



On jack stands getting work in the pits

The \$200 Legend: The Epic Journey of the HCTC TR6

Continued

We quickly earned a reputation for mechanical resilience, keeping a 40-year-old car alive under grueling track conditions. For us, resilience meant that it was going to break, repeatedly, and we were going to fix it, repeatedly. Teamwork makes the dream work, right?

During its first outing, the car suffered a couple of “offs,” one of which introduced us to our recurring nemesis: lug nuts. We had wheel spacers on the front hubs to keep the 7-inch wheels from hitting the upper A-arms, but we didn’t need spacers on the rear. The wheels required shouldered lug nuts, which I had pulled from my crusty spares. To prevent them from bottoming out on the rear wheel studs, I manually ground about 1/16 inch off the shoulders. The front spacers provided enough clearance, so I left those lug nuts as they were.

Naturally, we mixed them up during a pit stop. Using the unmodified nuts on the rear wheels resulted in a loose wheel and a broken stud that took hours to repair. Lug nut problems would become a “thing” for this car.

At Eagles Canyon, we brought in some new drivers, one of whom was promptly deemed a rolling roadblock by the Lemons stewards. We were black-flagged and banished to the penalty “shed” until we painted a massive facsimile of an Alfa Romeo logo on our trunk lid. We also debuted a rear wing, but its mounting hardware proved much stouter than the panels it was bolted to, and we nearly lost it on track. Driving around with it “hanging on loosely but not letting go” fit right into the less-than-serious Lemons racing vibe.

Chapter 2: The FOGHAT Transition

After a few years of Lemons campaigning, I sold the TR6 to Dave Foreman, who became the driving force behind its next chapter. Dave spearheaded and financed the effort as the car transitioned into the ChumpCar World Series under a brilliant new moniker: FOGHAT Racing—Five Old Guys Have A Triumph.



Beginning the transformation into the Beandito

The \$200 Legend: The Epic Journey of the HCTC TR6

Continued

To help the car handle the series' escalating pace, Greg Blake undertook a series of major upgrades. He completely rebuilt the inline-six engine with a Goodparts GP3 camshaft, oversized pistons, and SU carburetors, and upgraded the rear axles with heavy-duty Goodparts CV-joint units. It's a testament to Greg's craftsmanship that the same engine is still in the car, screaming down the straights today. The body received a spray-can Forest Green makeover with yellow racing stripes. Decals covered its many mounting scars, and the headlight buckets came off.

Led by Dave, the FOGHAT team added new drivers for its foray onto the high banks of Texas World Speedway (TWS). I wasn't on the roster for that event, so I wasn't there to prevent a repeat of the "keep the lug nuts organized" fiasco. And yup, it happened again.

By then, Dave was thoroughly hooked on racing. As Texas endurance racing opportunities expanded to include the World Racing League (WRL), he purchased an E36 BMW to compete in SCCA and NASA events and brought both the BMW and the TR6 to the track. Both cars ran under Dave's Beanitos/TLB Motorsports banner, with roughly 12 drivers sharing the two cars. One sweltering weekend taught us a hard lesson: in Texas track temperatures above 100 degrees, our differential oil overheated and escaped, and the polyurethane differential mounts melted.

Eventually, the vintage racing bug bit Dave even harder. He went all-in and purchased a top-of-the-line, race-prepared Spitfire. With one car too many, he decided to sell the TR6. I bought it back, determined to keep it on its original mission and in the hands of Austin's HCTC drivers. Dave later traded up from the Spitfire to a beautifully prepared Porsche 914 and continued racing in vintage events and the SCCA.

Chapter 3: Getting Serious in the WRL

With the car back in HCTC hands, it was time for a major evolution. We wanted to shed the remaining Lemons-inspired hokeyness and give it a cleaner, more purposeful look. Richard



The Beandito in the rain at COTA

The \$200 Legend: The Epic Journey of the HCTC TR6

Continued

Ceraldi helped me strip the car down and replace the heavy steel fenders and doors with lightweight fiberglass pieces. I sprayed the exterior with Rust-Oleum Automotive White, which contrasted nicely with the International Harvester Red interior tub and roll bar. The red-and-white scheme quickly became the car's signature look. To honor Dave's contribution, we put a large Beanitos logo on the hood and christened the car the "Beandito" for its races at Circuit of the Americas (COTA).

Thus prepared, we continued campaigning in both WRL and ChumpCar, which eventually became ChampCar. The TR6 tackled COTA a couple of times, though it wasn't always smooth sailing. During one outing, a heavy collision with a BMW caused extensive front-end body damage. Another time, we blew up a differential. But the club's spirit never wavered. With Greg Blake and me leading the effort, the team found a replacement front clip, hammered out the damage, welded in new structure, and got the car back on track.

Chapter 4: Stardom at Harris Hill—"That's a Bad Idea ... What Time?"

When ChampCar began hosting events closer to home at Harris Hill Raceway (H2R) in San Marcos, the TR6 found its perfect playground. We ran a few times as The Sleeping Policemen and once as Sam's TR, honoring the late Sam Halkias, the legendary SCCA national champion TR6 driver.

Ultimately, the beautiful insanity of what we were doing—and the money I was pouring into it—led us to adopt the name the car carries today: the Bad Idea TR6. It's a fitting, tongue-in-cheek nod to the absurdity of endurance racing a vintage British sports car. The car quickly became a fixture at H2R and a spectator favorite in the ChampCar community.

One of its most memorable milestones came during a miserable, rainy race weekend at Harris Hill. Greg Blake assembled a crew of family and friends to run the car, and the wet weather didn't dampen their excitement. The ChampCar media team was so taken with our vintage Triumph splashing through the elements that they mounted broadcast camera equipment in the cockpit and used the HCTC TR6 as the primary live feed for the event's internet broadcast.



Beandito's after a collision at COTA



Better than before ... Beandito ready to roll

The \$200 Legend: The Epic Journey of the HCTC TR6

Bob Kramer

Chapter 5: The 2024 Evolution—Chasing Outright Speed

By 2023, we had decided it was time to stop merely participating and see how fast and competitive we could make this chassis. Our “bad idea” became a glorious exercise in wallet depletion and stupidity as we went all-in on an ambitious engineering and aerodynamic overhaul.

We wanted more grip. All the quick Miatas had splitters and wings, so we figured, why not us? I fabricated our first front splitter and paired it with a custom plexiglass rear spoiler. Under the skin, the drivetrain received a major upgrade: a TR6 transmission with J-type overdrive and a custom close-ratio gear set.

The biggest mechanical leap came when Greg, Don, and a host of other dedicated friends and family members helped install an early version of what became the RAMTECH fuel injection system on our straight-six. We also fitted the largest fuel cell the rules allowed and set up engine management with a MicroSquirt ECU and its software.

Our strategy was simple: put fast drivers in a balanced car with improved aerodynamics and stretch our track time to full two-hour stints. In endurance racing, the math never lies: less time in the pits means more time completing laps. We assembled teams of experienced drivers and steadily brought down the lap times.

Chapter 6: Shaking Up the Record Books

Despite the punishing pace and tortured hardware, the strategy paid off with our best endurance finishes to date. We added a couple of drivers from Malcolm Duncan’s family, and his son Grant built a complete rear wing assembly. He also replaced the original splitter with one fabricated at their shop: an aggressive, 12-inch version extending well out in front of the car.

The extra speed brought extra problems. We had installed a Goodparts brake pedal box with Tilton master cylinders, only to find that the metal behind the brake booster was crumbling under repeated hard braking. The front suspension also needed to be rewelded and reinforced to cope with the additional loads. Going fast was putting even more stress on our antique race car.



The Bad Idea TR6 in the rain at Harris Hill

The \$200 Legend: The Epic Journey of the HCTC TR6

Continued

Then there were the wheels—and those 16 little lug nuts. Greg had a fancy set of Revolution wheels, lighter and prettier than our original slotted mags. Their hubs were extremely thick, roughly 2 inches, and we couldn't find suitable lug nuts. We borrowed Spitfire-sized ones from Don Couch, but the shoulders were too short, and the nuts worked loose. With our past lug nut troubles fresh in our minds, we ordered a very expensive set of the proper length from the UK.

We were now seeing blistering lap times in the 1:33s and 1:34s, and the drivers were pushing the car hard. They were cooking the front brakes, hammering the splitter into the ground, and returning to the paddock convinced the shocks were done for. Meanwhile, electronics originally intended for street-car use became a persistent nuisance, with failed sensors and occasional wiring mishaps.

In our last race of 2024, a front wheel bearing failure forced a frantic trackside replacement of the right-front vertical link and trunnion. When we checked the car back at the shop, we found that the other side had suffered badly, too. The brake pads were worn down into the backing plates, and the wheel bearings were thoroughly destroyed. Between the fast pace and the loads from that massive splitter, it was clear we needed to make some serious adjustments.

Chapter 7: The 2026 Overhaul and Last Weekend's Grid

That brings us to last weekend's race. Ahead of the event, I used an AI program to help assess suspension loads and possible changes to address our brake and bearing failures. Based on that analysis, I cut the front splitter back to 8 inches, added cooling ducts to the front valance, and ran airflow tubes directly to a pair of cut-down TR6 disc brake backing plates.

We also took a closer look at the replacement wheel bearings we had been buying from Moss and BPNW. The bearings we examined were Korean-made “will-fit” replacements in Lucas packaging, and they hadn't held up to our racing use. Whatever the label said, we needed something better. I sourced replacements from RockAuto, choosing SKF when Timken was out of stock, and upgraded the front axles to thicker, heavy-duty Goodparts units. After a host of other modifications to meet the changing rulebook, we were ready to go.



In the pits

The \$200 Legend: The Epic Journey of the HCTC TR6

Bob Kramer

From the beginning in 2010, my ultimate goal has been to get people behind the wheel on a real racetrack, help fulfill a lifelong dream, and give them the spark to go racing on their own. Scheduling conflicts kept us from racing in 2025 because we couldn't assemble enough drivers. This year, though, we put together a team that fulfilled every one of those original goals.

My son Andrew returned after several years away from the sport. My nephew Ryan flew in from California for his first race weekend, and he's already counting the days until he can do it again. Veterans Greg and Chris Hatfield—our Wi-Fi communications and in-car video guru—were back in the seat. Greg's son Will brought Vishant, a teammate from his Texas A&M Aggie Lemons team, while Chris recruited his coworker Shayan. Fellow CVAR racer Jared, an open-wheel Formula Vee driver trying a production sports car for the first time, rounded out the lineup.

The younger guys brought tremendous energy and enthusiasm to the pits, and their help with the heavy lifting was a welcome bonus. Before long, they had gathered around the engine-management laptop and seemed to know exactly what the fuel injection maps were doing. Me? Not so much.

One of them turned a blistering low-1:34 lap, and everyone who drove the car recorded laps under 1:40. A failing temperature sensor caused a rich-running condition, prompting several pit stops to adjust the engine-management software. Despite those interruptions—and a last-lap spin by an overly excited driver—we finished Saturday in 14th place.

Sunday brought more of the same. We found a spare temperature sender in our stash and replaced the failing one. After about three hours of flawless running, however, other problems cropped up. We battled another control-unit issue that may still trace back to the wiring harness, then returned to the track only to encounter brake trouble. A locknut had backed off the brake-bias adjuster, and we found that the right-rear brake cylinder had over-stroked. With less than two hours remaining, we called it a day and counted the weekend as a grand success.



The Bad Idea TR6 blisters through another lap

The \$200 Legend: The Epic Journey of the HCTC TR6

Continued

and counted the weekend as a grand success.

The high point came after Saturday's race, when officials directed us to impound for a post-race inspection. Gotta catch those cheaters! We had never done well enough to attract that level of scrutiny, so it was a proud and unforgettable milestone for the whole team.

Of course, I'd be remiss if I didn't mention the weekend's lug nut issue. Mike Munson, a friend and SCCA TR6 racer, donated a second set of slotted mags so we could keep a spare set of wheels and tires ready. They looked almost identical to our existing wheels, but these were Western Mags, whereas we had been alternating U.S. Mags with the Revolution wheels. It never occurred to me that the Western hubs might be a fraction thinner.

After a few sessions, we thought a wheel bearing was failing. Instead, the lug nut shoulders were—you guessed it—a little too long and were bottoming out on the drums. As usual, the front spacers kept that end of the car out of trouble. With plenty of experience diagnosing this particular problem, we added a second lug nut washer at all 16 positions. Problem solved.

Final Thoughts

Sixteen years after leaving Salado as a \$200 shell, this car stands as a rolling monument to HCTC camaraderie, the team's relentless engineering, and the enduring power of a British straight-six. Dozens of new drivers have turned laps in it, and many have become bona fide racers in their own right.

Thank you to everyone who has turned a wrench, driven a stint, or cheered us on from the pit wall over the past 16 years. Here's to the next green flag!

P.S. If you have a son, daughter, niece, or nephew who's interested in getting behind the wheel—or if you “wanna go fast”, get in touch.



It takes a village ... working on the Bad idea TR6



In the Impound after finishing 14th

Back to the Future - installing a flux capacitor on a TR9

Or how I quit worrying and learned to love machine code

Rip Torn

Gazing at my fellow Club members at our last meeting I realize there were many years of Triumph experience in that room. Some, like our events coordinator Mike, have the entire map of the United States memorized, plus every back road and shortcut. Others can field-strip a Spitfire engine and rebuild it without once looking at a technical manual. I have none of those skills — but I want to share a shortcut technology that has changed how I work on, and enjoy, these little cars.

So what is this “AI” everyone keeps mentioning?

It’s software that has read an enormous amount of text — shop manuals, forum posts, parts catalogs, old race reports — and learned to answer questions about it. It doesn’t “know” your car the way Mike McPhail knows your car. But it has effectively memorized every edition of every TR4 manual ever printed, plus decades of SixPack.org threads, and it can pull from all of that in about three seconds.

Think of it as the perfect club librarian: never tired, never impatient, and never once says “I told you last month.”

Where it genuinely helps

Sourcing parts. This is the big one for us. Ask it which Moss Motors part number crosses to the door handle on a 1972 TR6, and it will scrape the internet for multiple sources — and often find a cheaper UK supplier — before your tea is cold.

Understanding the manuals. The factory workshop manuals were written by British engineers in the 1960s who assumed you’d brought your apprentice with you. AI can translate “decoke the head” into plain English, and even walk you through a compression test step by step. And it isn’t limited to paper — its sources now extend to video as well, so it can pull from YouTube channels full of Triumph rebuilds and repair walk-throughs and tell you which clip actually shows the job you’re attempting.

Fault diagnosis. Describe the symptom — “idle drops when hot, smells of petrol, right side of the carb feels warm” — and you’ll get a short, ranked list of likely causes, starting with the cheapest fix. It is usually right about the cheap ones.

Writing things. Asking it to draft a flyer for a club drive or summarize a lengthy technical article for the Ragtop takes minutes, not evenings. (I’ve been asked to disclose whether this very article was drafted by one. I’ve been advised to say no.)

More uses than you’d think

Beyond the wrenching stuff, AI has quietly become a creative tool too. It can generate graphics and event posters from a plain-English description, upgrade the Ragtop’s artwork and layouts, clean up and colorize old photographs from decades past, and plan a trip — give it a starting point, a destination, and how many days you have, and it will sketch the route, the stops, and the hotels. Mike’s back roads, but printed out.

Back to the Future - installing a flux capacitor on a TR9

Or how I quit worrying and learned to love machine code

Continued

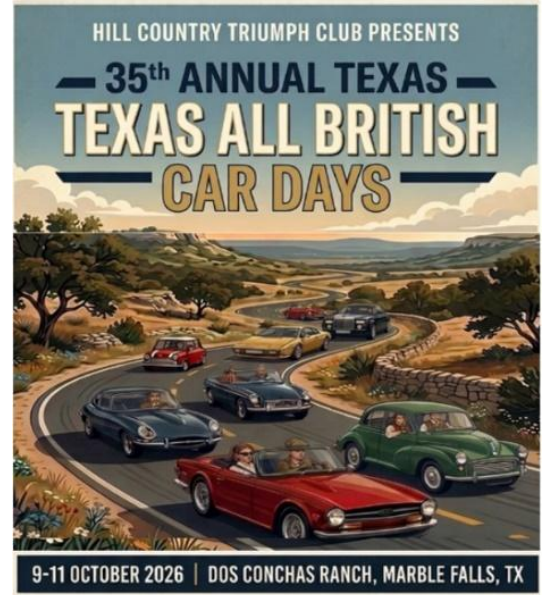
Three examples I have done myself

An event poster in an evening. The HCTC Texas All British Car Days 2026 poster I made started as a one-sentence description typed into an AI image generator. A few rounds of tweaks later — “put the TR6 closer, make the bunting red and blue” — and I had a print-ready 8.5×11 poster with the club logo on it. (You can judge the result yourself: [Texas All British Car Days 2026.png](#).) What used to be a week of fiddling with a graphics program took an evening, and it looked better than anything I could have paid for.

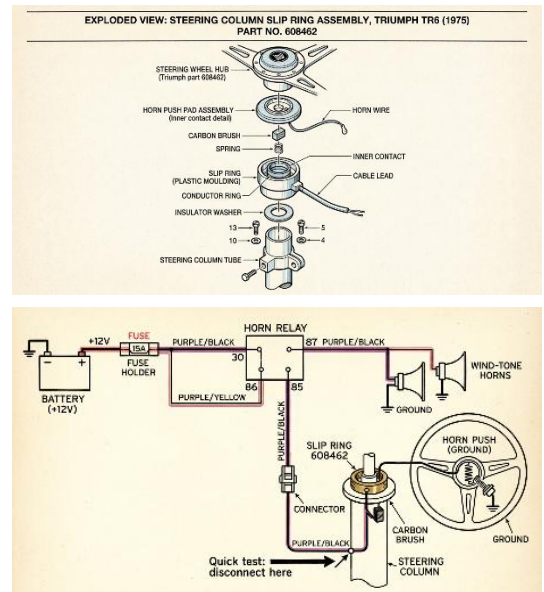
The horn that wouldn't quit honking. My 1975 TR6's horn and headlight switch gave up in the same week. Rather than guess, I described the symptoms to an AI and asked for the likely causes on a car of that vintage, in order of probability. It walked me through testing the wiring, cleaning the contacts, and identifying the faulty switch — and pointed me to the exact replacement part. I documented the job, and the [PDF of the repair write-up](#) is now part of my TR6 library — this time with real graphics in it: a circuit diagram showing where the ground path runs, and an exploded view of the slip ring that was the culprit.

The Triumphest drive plan. Planning the run to Flagstaff, I used the AI to turn my rough list of stops into a full drive plan and run sheet — the final instructions I could copy and paste for each leg — leg distances, fuel stops where premium was actually available, hotels. Before any of that paid off, I had to tell it the calculation parameters: amount of usable fuel, grade of fuel, miles per gallon,

The final queries, straight from my keyboard: The final queries, straight from my keyboard: 1. “Calculate alternate route from Flagstaff back to Cedar Park direct. Remain overnight at midpoint. Calculate fuel stops. Avoid interstate and average 65 miles an hour where able, make separate run sheet.” 2. “Calculate Return Dr., Flagstaff to Alamogordo to Big Spring to Belton, Texas. Same parameters.” 3. “Flagstaff to Clovis New Mexico to Cedar Park” 4. “How does Flagstaff to Lubbock to Cedar Park compare?” 5. “Show drive Flagstaff to Cedar Park” 6. “Ignore legs to Flagstaff” 7. “Highlight the fuel stops.” 8. “Minimize page count.”



TX ABCD Poster



The horn circuit: the horn push grounds the circuit through the slip ring on top of the steering column. Quick test: disconnect the wire at the slip ring — horn stops, fault is above; keeps blowing, fault is down the column

Back to the Future - installing a flux capacitor on a TR9

Or how I quit worrying and learned to love machine code

Continued

comfortable range, and bio-break range — the numbers only I knew about my own TR6. Once it had those, No spreadsheet, no map spread across the kitchen table.

Then I fine-tuned it. I went into GasBuddy.com for each town along the way, took a screenshot, and pasted it into the instruction box — the AI read the prices right off the picture and folded them into the run sheet. Along the way I fed it my own readings too: mileage and gallons from Lupton at 4.55, Tucumcari at 4.19, Amarillo at 3.79.

For the hotels, I had them in an Excel spreadsheet — I copied the file in, and the AI extracted the relevant data and combined it into the plan. The plan wasn't just a route anymore; it was a route with what gas would cost at each stop and where I'd sleep. that would tolerate a car on a trailer, and sensible margins in case of the inevitable roadside delay. It didn't replace experience; it organized it.

Where it falls flat

Torque specs and critical measurements. It will occasionally state a wrong figure with total confidence. Always — and I mean always — check the actual manual before you torque a con-rod or set valve clearances based on what a chatbot told you.

Age-specific detail. Cars like ours changed mid-year, mid-month, and occasionally mid-assembly-line. The AI may know the general story but not the factory-options quirks that make your car different. That's what club registers and members who owned the car new are for.

Parts identification by photo. It will cheerfully identify a Stromberg carburetor as a Zenith, or get the year wrong off a commission plate. It's helpful, not gospel.

Flagstaff > Cedar Park — Direct Return Run Sheet

Sun Sep 20 - Mon Sep 21, 2026. Replaces Days 6-7 of the Full Loop (no Alamogordo stop).

Route: Flagstaff > Gallup > Albuquerque > Mountainair > Vaughn > **ROSWELL (overnight)** > Carlsbad > Fort Stockton > Junction > Fredericksburg > Cedar Park. Vehicle: TR6, ~9.5 gal tank, ~180 mi range (~21 mpg). Cruise 65 mph where able. I-10 used only Fort Stockton-Junction (use frontage where practical) — all other miles on US highways / old Route 66. Prices checked Sep 15 — recheck GasBuddy each morning. Gain 1 hr entering CDT on Day 2.

Day R1 — Sun Sep 20: Flagstaff to Roswell (~480 mi, overnight midpoint)

Time	# mi	Leg	Stop / Action	Notes
7:30 AM MST	0	-	LEAVE Flagstaff — FILL Sam's Club, 1851 E Butler Ave	\$3.57 — cheapest AZ gas
~8:40 AM	58	+58	Winslow — "Standin' on the Corner" (optional)	Old Route 66 east; no AZ fuel (~\$4.50)
~11:30 AM MDT	145	+87	Gallup — FILL Walmart Supercenter, 3000 E Hwy 66 + lunch	\$3.699 — fill full
~2:00 PM MDT	265	+120	Albuquerque — top-off only (I-25/Los Lunas or Costco)	~\$3.90-4.31 — splash ~3 gal to reach Mountainair; use frontage/old 66
~3:20 PM MDT	345	+80	Mountainair — top-off (US-60 town station)	~\$3.60 — covers Vaughn stretch
~4:30 PM MDT	395	+50	Vaughn — stretch break (US-60/285 junction)	No fuel needed
~5:45 PM MDT	480	+85	ARRIVE Roswell — FILL TO BRIM (US-285 corridor, Walmart/ Sam's)	~\$3.00-3.10 — cheapest on the whole return; full for tomorrow
Evening	-	-	OVERNIGHT Roswell (midpoint) — book	~\$100-120 est. — book ahead (alien-fest season)

Back to the Future - installing a flux capacitor on a TR9

Or how I quit worrying and learned to love machine code

Continued

The feel of the car. No AI can tell you what a TR6's tach needle fluttering at 3,000 rpm in fourth gear actually means. That still requires hands on the wheel and ears on the engine — the parts of this hobby that got most of us into it in the first place.

The bigger picture

Triumph survived until 1981, and the parts suppliers who keep our cars alive have survived on a network of small specialists, swap meets, and word of mouth. AI isn't going to replace any of that. What it will do is make the people in that network faster and better informed — the same way the electric drill didn't replace the mechanic, it just let him get more done in a Saturday morning.

A few of us are already using it to translate German and Italian parts catalogs, keep better club records, and plan our drives. It's another tool in the garage. A strange, occasionally brilliant, sometimes wrong tool — but one worth learning to use before the next show season.

And if the machine ever does figure out how to set Triumph points by feel, I'll let you know. I expect to be retired well before then.



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, October 10th

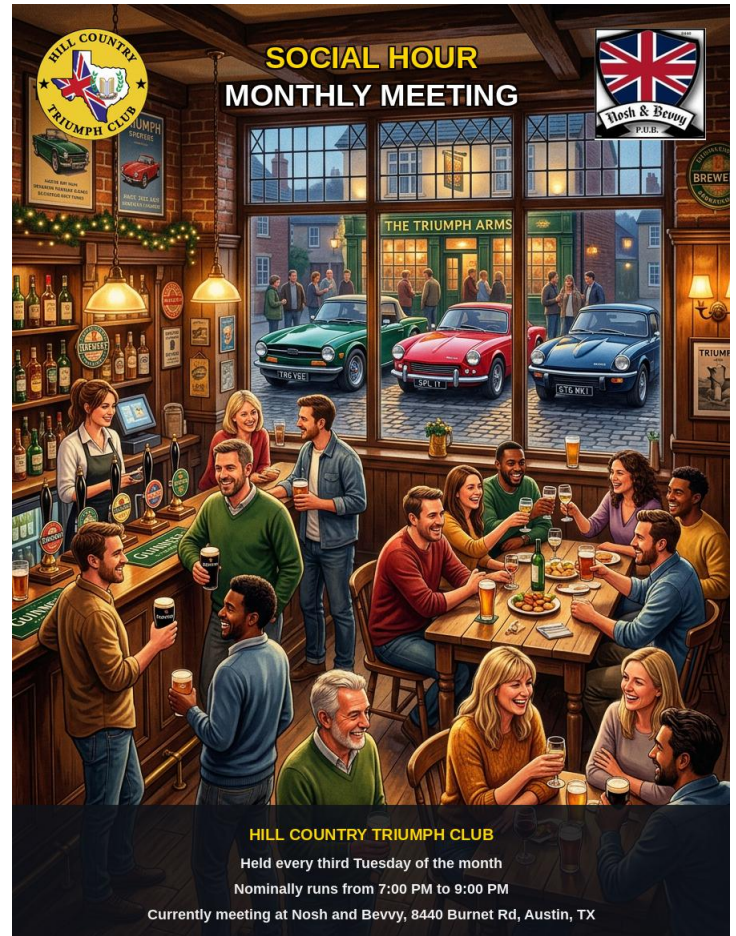
The HCTC Breakfast Meeting starts off right at the Waterloo Icehouse, Capital of Texas Highway and FM 100. Come join the Club for breakfast, and some good company and conversation. Your arrival for 9:30—9:45 as the breakfast starts by 10:00. We hope to see you.



HCTC Social Hour Nosh & Bevv Tuesday, October 20th

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.

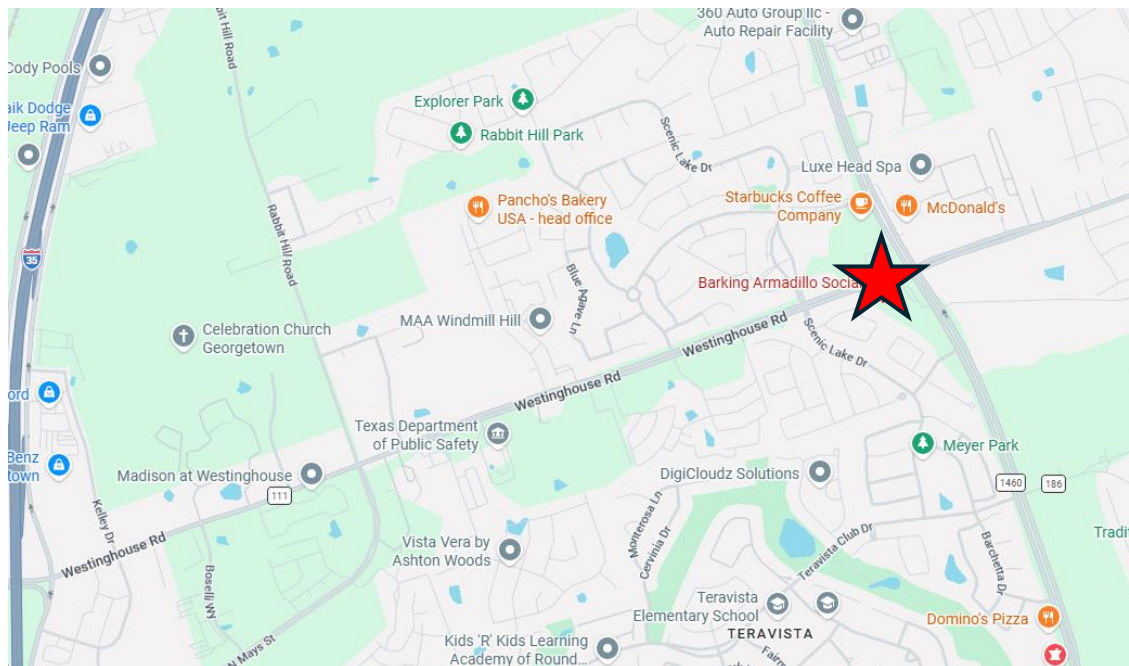
We will (generally) meet the last Sunday of the month, but this can vary given holiday schedules. At the end of every meeting, we will decide where the next meeting will be using a master list of brewing companies that we've compiled, and we'll try to spread it out. For example, if we head south one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

October

WHERE: Barking Armadillo Social, Georgetown, TX

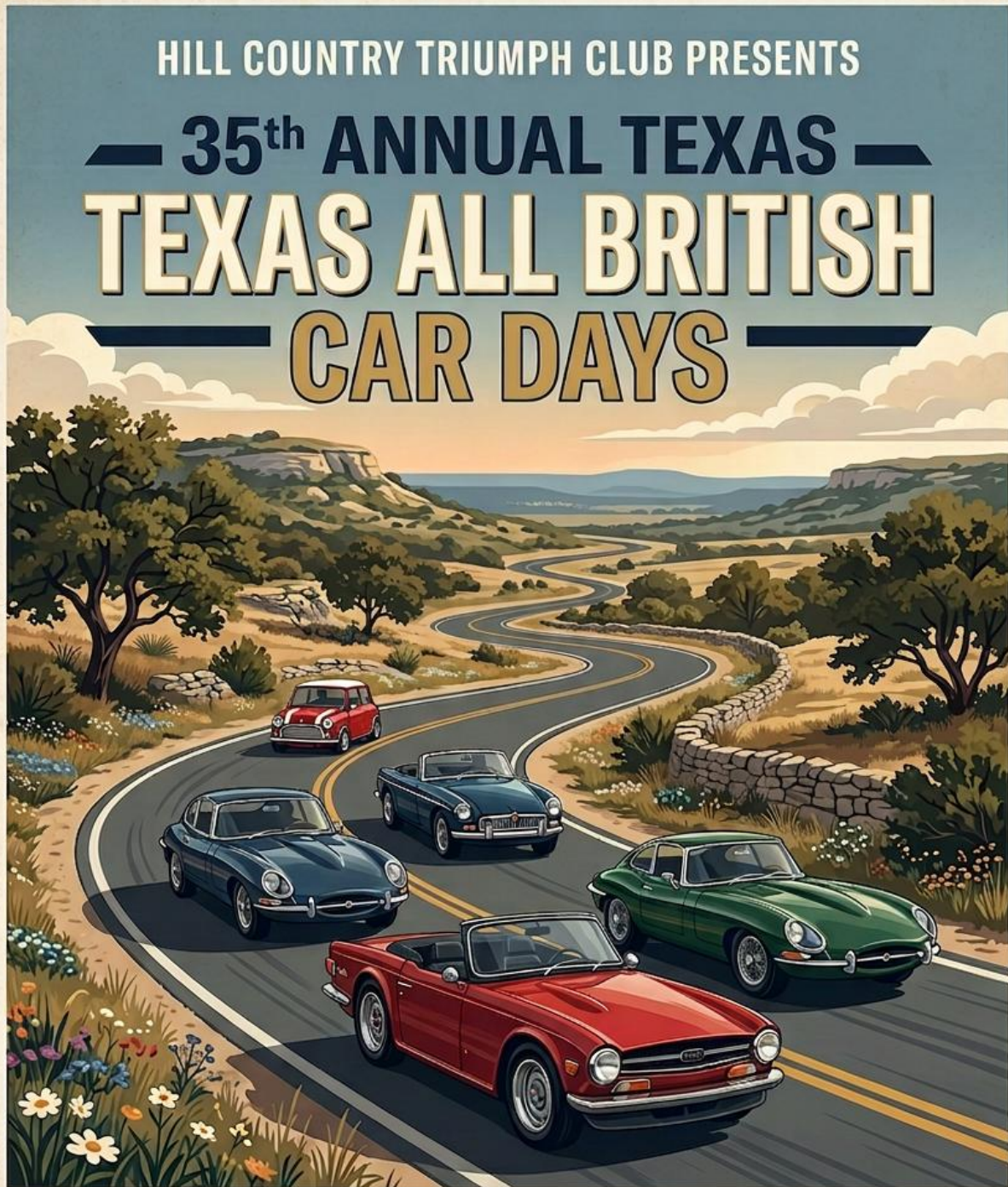
2080 Westinghouse Rd #110, Georgetown, Texas 78626

WHEN: Sunday, October 25th, starting at 2:00 pm



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>

www.hillcountrytriumphclub.org

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

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

1970 TRIUMPH GT6+ FOR SALE - \$26,900

Contact Nick Roccaforte, 832-493-2288

roccaforte1@sbcglobal.net

Unfortunately I will need to sell my GT6. I am having more back, nerve and hip issues and not able to drive the GT6 without pain.

I have rebuilt the car to original specs and have really enjoyed it and would not offer it for sale if it were not for my physical limitations.

VIN: KC 78467 L

Odometer 13,486 on rebuilt engine

(Original mileage not known)

Clear Title

- 2.0 L in-line 6, 4-speed with overdrive
- Roto Flex rear axle
- Original wood grain dash
- All working gauges
- Detachable radio
- Carpet in excellent condition
- Upholstery in great shape
- Includes a spare tire
- Original jack and tool set included
- Includes Galatic Premium car cover
- Includes original GT6 manual
- Show quality saffron exterior/black interior
- Rust free car

New and or replaced items:

- New Clark& Clark bonnet lift kit
- New points, plugs, wire set
- New Flame Thrower coil
- New polished valve cover with silicone gasket
- Recent oil and filter change
- Installed new Mishimoto oil catch can
- Recent fuel filter changed
- Tuned dual Stromberg carburetors with new air filters
- New clutch and master cylinder with engine seals
- New master brake cylinder and brakes
- Resealed transmission
- Replaced overdrive unit including all seals
- Rebuilt differential including all new gaskets
- Repacked spindle bearings
- Replaced rear hub bearings and pinion seal
- Installed new rear Spax shocks.
- Fabricated wooden replacement spare tire cover
- New VTO wheels with Hancock V4 175/55 R15 tires



Classifieds

Nick Roccaforte, 832-493-2288
roccaforte1@sbcglobal.net



Classifieds

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

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 roccaforte1@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



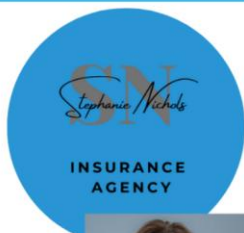
512.248.1998



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).