

Volume 397  
January 2024

THE RICHMOND TRIUMPH REGISTER

# THE SPOKES



A Monthly Publication of the Richmond, Virginia Chapter of The Vintage Triumph Register and a Triumph Register of America Local Center

[www.richmondtriumphregister.com](http://www.richmondtriumphregister.com)



**RTR Parties  
at The  
Keystone  
Truck and  
Tractor  
Museum**



**Inside THE SPOKES**  
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**Mark Your Calendars For  
RTR's Combined Drive  
Your Triumph Day Run  
and 2024 Annual Meeting,  
Saturday February 10th!**  
Details on Page 2



## PRESIDENT'S GARAGE

By Tim Thacker



Happy New Year to all of you Triumph enthusiasts! We begin the year with some sad news that the Roadster factory burned to the ground on Christmas morning. Like the Phoenix, hopefully they will rise from the ashes and fly again.

On a positive note, I am pushing for a little more aggressive agenda this year when it comes to club activities. I would like to see more drives on the calendar this year. I am being somewhat optimistic this year in hoping to have at least one scheduled drive each month beginning in April. I hope you will make plans to come out and enjoy the fun!

Cheers-Tim

## Roadster Factory Fire

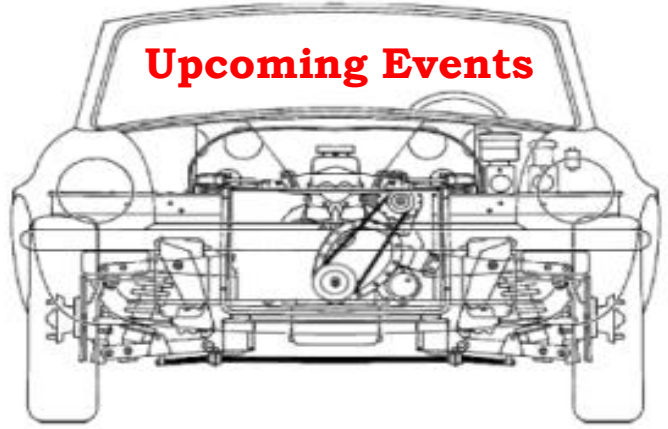
The Roadster Factory in Armagh, PA burned to the ground on Christmas morning. For years TRF has been the go-to source for Triumph parts and so many TRF Summer Party memories. Please keep owner Albert Runyan and his staff in your thoughts as they deal with this tragedy. A real blow to our hobby. Read more about the fire [here](#). G.L.



## On This Month's Cover

More than 50 hearty RTR members braved near monsoon weather on Sunday, December 10th to enjoy great food and good company at the [Keystone Truck and Tractor Museum](#) in Colonial Heights.

## Upcoming Events



## RTR's British Car Breakfast Saturday, January 13th , 9 a.m. Joe's Inn Bon Air

Our next RTR breakfast is Saturday, January 13th at Joe's Inn, 2616 Buford Rd. in Bon Air. At the December RTR Board meeting, it was agreed to extend an invitation to Richmond area classic British car owners, especially our friends with the Central Virginia British Car Club, to join us at our 2024 breakfasts. Don't be surprised to see more British classics at Joe's! For more information, contact Tim Thacker at (804) 502-3532.

## Drive Your Triumph Day and 2024 Annual Meeting Saturday, February 10th 10:30 a.m. to 2 p.m. *Save the Date!*

Mark your calendars for RTR's third annual Drive Your Triumph Day run and 2024 Annual Meeting on Saturday, February 10th. We've combined these two events this year now that the Super Bowl has been pushed back a week to February 11th. We had a great turn-out on a very sunny day for the 2023 run, with 15+ Triumphs participating. All RTR members, spouses and friends are invited, regardless of whether your Triumph can participate in the run. We're planning something similar to what we did in 2023, with a short drive to a Richmond landmark, a group picture of all participating Triumphs, followed by pot-luck lunch at Sue and Glenn Larson's home in Richmond's near west end. Look for more details in the February Spokes.





Dear Triumph Enthusiast,

Drive Your Triumph Day is just around the corner on Saturday, February 10th. I'm Rye Livingston, a proud member of the Triumph Travelers Sports Car Club located in Northern California, and I wanted to extend an invitation to all Triumph and Standard owners world-wide to join us in commemorating Sir John Black's birthday. This visionary individual orchestrated Standard's acquisition of Triumph post-World War II, paving the way for the incredible cars we cherish today.

Since its inception in 2016, DYTD has gained remarkable traction. I've received hundreds of photos from participants across the globe: England, Scotland, Ireland, Wales, New Zealand, Australia, South Africa, Uruguay, Netherlands, Germany, Switzerland, Finland, Canada, Holland, Czech Republic, and the USA. With this year's event falling on a Saturday, I'm hoping to have even more participants!

Participating is easy. On February 10th, take your Triumph or Standard out for a spin. Whether it's a solo drive on a scenic country road, a leisurely outing to lunch, or a commute to work, seize the moment. Bring along your spouse, friend, child, grandchild, or even your furry companion, and take a photo. The focus should be on the car, ideally with the owner or passenger situated against a cool backdrop, landmark, scenic vista, or even in your driveway. Once you've captured the moment, email a high-resolution photo to [driveyourtriumph-day@gmail.com](mailto:driveyourtriumph-day@gmail.com), accompanied with some basic details: owner's name, year and model of car, and place photo was taken (city, state, country). The photos will then be published not only in our club newsletter and website, but also in USA's national magazine: Vintage Triumph Registry, and on the Drive Your Triumph Day Facebook page. Be sure to contact me with any questions you may have, and thank you in advance for getting the message out to your members and friends to drive their Triumphs and Standards on February 10th.

Best Regards, Rye Livingston  
1960 Triumph TR3A

Find out the latest at the [DYTD Facebook page](#). See the 700+ Triumph pictures Rye posted for the 2023 event [here](#). If you can't join in on the RTR run and group photos, please consider sending an individual picture to Rye.

## 2024 RTR Membership Dues

All paid memberships in the Richmond Triumph Register (except those who joined October 1, 2023 or later) are now due for 2024 renewal. Annual dues remain at \$25 for all RTR member benefits, including the online monthly edition of The Spokes newsletter and password access to back issues available at the Members Only section of RTR's website. Once again this year, there is no option for a mailed paper copy.

The following link provides two renewal methods: online and mail-in.

<https://www.richmondtriumphregister.com/join-our-club>

- To renew on-line, click the "Purchase a Membership" box and follow the prompts.
- To renew by mail, scroll down and click the "download" box, this will download a MS Word document. Click on the document to open it, fill out your information, print, sign, and mail to the address listed at the bottom, include a check for \$25 payable to RTR.

We are always looking for new and creative suggestions for our member meetings, tech sessions and social events. If you have any suggestions, please include them in the space provided on the Membership Renewal Form.

As RTR's 2024 annual Membership Directory will be published in the March issue of The Spokes, your prompt renewal will be greatly appreciated. Pending your 2024 renewal, all current RTR members will receive RTR's February newsletter and have Members Only website access until late February, when all members "in good standing" will receive a new RTR website password and remain on The Spokes 2024 distribution list.

Questions about your renewal? Please don't hesitate to contact me at (804) 774-1750 or [microtr6@gmail.com](mailto:microtr6@gmail.com). Thanks, and I hope everyone has a happy and healthy New Year.



Jay Leno and Donald Osborne test drive a TR5 in the Season 5 finale of the Audrain Mansions and Motorcars [YouTube series](#).

## Triumph in Tartan

By Glenn Larson

One of the perks of editing The Spokes is that I'm obligated to spend hours on the web heading down various Triumph-related rabbit holes. My most recent descent led me to the tartan plaid interiors first offered for the 1977 TR7. According to Gary Axon's article [Seven Classic Cars That Prove Tartan Seats Are Cool](#), "An even more extreme mid-70s wedge than the Lotus Esprit, the revised 1977 Model Year Triumph TR7 dropped its bland dark grey cloth and PVC interior trim for far more lively and 'of-the-moment' tartan seat and door panel trims, with a choice of red, green (and later burnt orange) plaid being offered to sporting TR types." The TR7 article in [Wikipedia](#) states the TR7's interior was "revised in March 1977, with the (1975-76) broadcord seat covers being replaced with red or green 'tartan' check inserts with black



leather effect vinyl edging. The tartan trim is also reflected in the door cards in padded matching red or green tartan cloth inserts in the black leather effect vinyl."

For 1978-79, with the introduction of the TR8, Wikipedia states the" seat trim was again revised, with a plaid cloth in navy blue or tan, with matching coloured leather effect edging, and matching door cards. A further trim change during production at Solihull (the final location of TR8 production) saw the use of a ruched velour in blue or tan on the seats, with matching inserts on the doors."



As British Leyland (hence Triumph) struggled in the late 70s, numerous marketing promotions were offered, including a limited series Levi's trimmed TR7!

Alas, none of these various tartan trims are available today as reproductions for those TR7 and TR8 enthusiasts who want originality. That being said, you can buy [TR7 socks](#) (Yes, that's what they're called.) in a variety of tartan colors.



**NEW IMPROVED**

**NEW SPEED ENHANCING STRAIGHTENED**

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**NEW LOWER SUSPENSION**

**NEW RICH TUNO SPEAKERS**

**NEW TARTAN PLaid INTERIOR**

**OPTIONAL AUTOMATIC**

**THE SHAPE OF THINGS TO COME**

**TRIUMPH TR7**

Make Triumf recognition put the TR7 TR7's cornering prowess in the same league as the Lotus. Europe's and the Ferrari's. This year, we improved it. By lowering the suspension and adding wider steel-lifted roads!

After the TR7's final year of Sports Car Club of America competition in '76, it is a dual-champion. This year, we improved the champion with a two-speed transmission as standard equipment.

And for those who prefer not to shift, our new reflex optional automatic.

Tan and Driver seat. The TR7 TR7's sitting suit is comfy. The cockpit is spacious (wider than either a Corvette's or a Zett's) every dial is visible. Make Triumf called it: "One of the most comfortable two-seater cars ever designed." This year, we've improved it with choice of a sporty new tartan plaid interior in addition to the solid brushed card panels with color-coordinated meshed pile carpeting. We've even included a handy rally light to our modern

either passenger or driver. Last year, the TR7 broke all our sales records. This year, we'd like to improve on that, too. But that's up to you. The New Triumph TR7. The improved shape of things to come.

For the name of your nearest Triumph dealer call: 800-447-4765. In Illinois call: 595-525-4400.

Triumph: British Leyland Motors Inc., Lewis, NJ, 07005

## RTR Tech

### The Triumph TR6 Door Check Strap

By Jim Barker

When I first purchased my 1969 TR6 there was a bit of jury-rigging (well, a lot of jury-rigging) noted at the time of my inspection, and it was understood that there were likely things not visible (there were a couple but not many). One of the visible items was that a previous owner had attempted to prevent the driver's door from opening too widely using a nylon strap. This replaced the original 'check strap' which prevents the door's skin from rubbing against the front fender edge, causing a paint rub and (if drastic) a crease or dent to form. Paint damage is one thing if the rub is not harsh, which could be compounded and blended. A crease or dent would require body work. Luckily I noticed it almost immediately after the nylon strap broke, and I had to be sure I held the door when opening it.

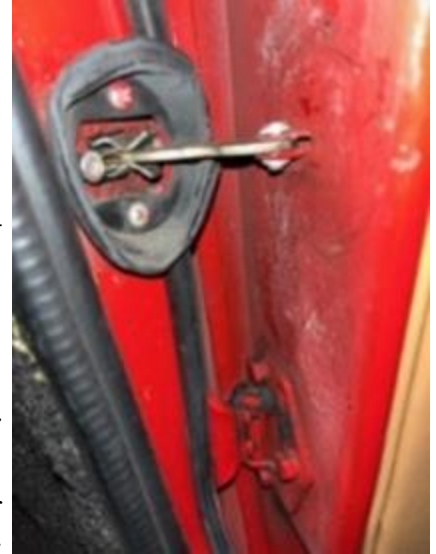
I read about the repair on the internet for this situation, and you should too if you attempt a repair. The door end of what is called the door check mechanism was broken off – the loop was completely missing. Replacing it entailed breaking out what looks like a butterfly on the inside of the door (Moss part no 803-031) and welding in a new 'bracket'. I didn't have the skill or the desire to remove and weld in a new bracket, so for months my careful opening of the driver's door went on....and on.

When I was at a Central Virginia British Car Club gathering, looking over a member's Austin Healey 3000, I noticed it had what is described as a 'door check shoe' (Moss part no 806-815). I thought at the time that this would be a good way to solve the problem I had with the check strap on my TR6's door. I searched and found the part, ordered it, received it, and with full intention to install, but set it aside for a year.

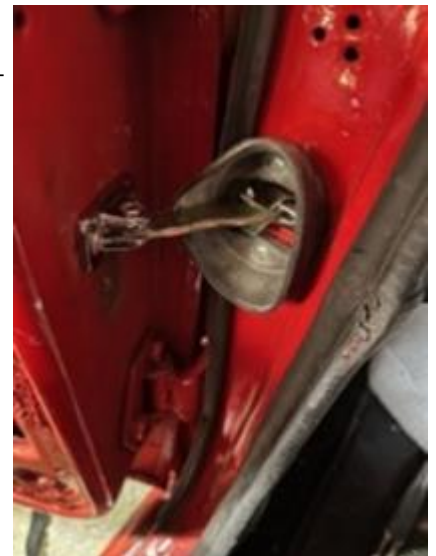
Well, I finally decided to try to see if it would actually work – with all the new parts (Moss part no 803-030, 803-035, 680-290, pop rivets) for the door check and the 'shoe' in hand. It was a relatively easy fix using a 3/16 in drill bit (get a good bit for metal) and sheet metal screws lined up the door check mechanism through the A pillar. You have to remove the panel or carpet from the outside of the tunnel. First install the spring clip (803-305) with pop rivets, then feed through the door check mechanism (803-030). It is next to impossible to pull through the check itself without using the leverage of the door. Be sure the lever points to the outside of the door (car).

This is when you test mount the shoe to the door – align and level the check strap and the shoe to allow marking the drill point for the inside screw.

Pull the mechanism and shoe out of the way and drill a hole to receive a screw. I used a pop rivet to test mount the shoe to make sure the clearances were adequate. Screw the shoe in place, then level and mark for the outside screw. Drill the second hole and mount the shoe. I'm told the Healey has a plate on the inside of the door for strength at the shoe. A fender washer could be used with a bolt and nut instead of a screw, but I felt the butterfly' and screws would be sufficient (not like I'm going to abuse it, but if it fails later, I'll bolt it). Be gentle with the door (unless it's already dented, but be gentle anyway when drilling since you have to hold the door fully open for access). Attach the Gaiter (680-290). Pull the check strap through and attach it to the shoe, pull it as the door opens for that TR6 pop sound. There it is then, an alternative TR6 door check bracket.



An original TR6 door check setup.



TR6 with AH3000 door check.



**SHOE, chromed**

**\$18.49**

PART #	APPLICATION
806-815	Application - See "Fitment" Tab

AH 3000 check strap shoe.

## The Spokes Indexing and Tech Articles Project

**By Glenn Larson, Spokes Editor**

One of the major benefits of Richmond Triumph Register membership is web access to back issues of The Spokes, including a wealth of tech information about repairing and maintaining our Triumphs. While all issues of The Spokes are now online back to January 2020, we hope to add many more years (Back to 1986?) in the next few months. Each January I plan to produce an annual index of major Spokes articles from the previous year, with a highlight on tech related articles. Here's the index for 2023, which is now also posted on the [www.richmondtriumphregister.com](http://www.richmondtriumphregister.com) members only page. Over the next few months, this online index will be expanded to include featured tech articles and tips from back issues of The Spokes, with the eventual goal of going back to 1986 (hopefully). Stay tuned!

### **RTR Tech TR6: No Compression on #6 Cylinder By Mike Roe**

While driving back from Cars & Coffee last October I suddenly noticed a change in how the TR6 sounded. I got home ok, but it seemed down on power and was trying to die when idling. To diagnose, I started it up on a fast idle, then pulled each spark plug one at a time to see if the idle changed. When I pulled plugs 1 thru 5, the idle dropped noticeably. When I pulled #6 there was no change, so #6 was not pulling its weight.

Pulling the spark plug and laying it on the engine revealed a strong spark, and the car is fuel-injected, so the "squish" portion of suck-squish-bang-blow (Otto cycle) was not happening. A compression test revealed 10 lbs. on #6, so obviously something was amiss.

I finally got around to pulling the head over the break and found this on #6 exhaust valve. A portion of the valve broke off, so it is not sealing against the valve seat. Should be a pretty quick fix, then I should be good to go!



Volume	2023 Issue	Page	RTR Tech	Topic
385	January	3		2023 RTR Elections
385	January	4		Holiday Party Pics
385	January	5	Yes	TR5 Tuning
385	January	6		Too Cold for Triumphs
386	February	2		Last Garage
386	February	4		Triumph at Air & Space
386	February	4	Yes	Wire Stripping Hack
386	February	4	Yes	Magnetic Tool Holder
386	February	6	Yes	TR7 V8 Project – Paint!
386	February	7	Yes	A Stag's Progress Pt. V
387	March	3		2023 Annual Meeting
387	March	9		DYTD Pictures
387	March	11	Yes	TR7 V8 Project – Paint!
387	March	4		RTR and DYTD 2023
387	March	5		RTR 2023 Roster
388	April	4		More DYTD Photos
388	April	5	Yes	GT6 Gearbox - Pt. 1
388	April	5	Yes	Acetone Dissolves Blue Goo
388	April	8		Postcard Corner
388	April	6	Yes	A Stag's Progress (Pt. VI)
388	April	7	Yes	TR7 Paint Done!
389	May	4		RTR's New Website
389	May	6	Yes	GT6 Gearbox - Pt. 2
389	May	7		Here and There
390	June	5		Triumph Accessories
390	June	6		Alaskan Triumph Search
390	June	9		TSOA Newsletters
390	June	2		C&C Canceled
391	July	3		Christmas Party in December !
391	July	4		TRs at AACA Show
391	July	5	Yes	Triumph Key Replacement
391	July	6		Roadster Palooza
391	July	7	Yes	TR6 Phone Holder
392	August	3		Triumphs on the Telly
392	August	4		Moss C&C Highlights
392	August	5		A New Triumph?
392	August	6	Yes	Stag Saga Pt. VII
393	September	6		Triumph Archives
393	September	8		Autojumble Adventure
393	September	4		London to Brighton
393	September	5		C&C is Back!
394	October	6		RTR Out & About
394	October	7		RTR UK Top Five
394	October	8		Classic-fieds
394	October	4		Kinney in VTR H.O.F.
395	November	6		Waynesboro Highlights
395	November	4		VTR 2023 Report
395	November	7		Six Pack Show
395	November	8	Yes	Stag's Progress Pt. VIII
396	December	6	Yes	What's In Your Toolbox?
396	December	4	Yes	Greasing a TR
396	December	7		TRs In The Movies
396	December	8	Yes	TR6 PI

## Out and About With RTR



We're pleased to see Gary Kinney's VTR Hall of Fame Banner (Highlighted on the cover of the November Spokes) is now on the wall of his hospital room. Here's Gary with sons Gary Jr. and David. VTR members can read more about Gary in the latest issue of "The Vintage Triumph" magazine. Gary hopes to be out of the hospital in the next few weeks, with a planned move in March to Dallas to be closer to his sons and family.



RTR member Mike Roe, who also belongs to the Capital Triumph Register, drove his wife Janet's 1968 GT6 in CTR's Fall Foliage Tour to the Shenandoah Valley and Blue Ridge Mountains on October 22nd.



Dean Tetterton works on Glenn Larson's Stag dual Stromberg carburetors during Glenn's first attempt to restart his Stag on December 16th after a two year rebuild. While we didn't get the Stag started, we did make progress. Doctor Dean immediately diagnosed that my rebuilt carburetors were pushing fuel into vent hoses due to an improperly set butterfly valve (my bad!). Once the carbs were off we also determined the coolant leak from the intake manifold I had discovered the day before had to be rectified before the carbs went back on. Hopefully nothing overly traumatic, but it will take a few weeks to sort, as new gaskets, etc. need to be ordered from England. I guess I'll just have to start my Stag Haynes Manual jigsaw puzzle in the meantime. G.L.



RTR member Chris Bullock, accompanied by his son, drove his 1969 TR6 in the December 21st classic car Christmas parade organized by our CVBCC friends at Chestnut Grove Assisted Living in Glen Allen.

## Postcard Corner By Charlie Edmonson

I've had the good fortune to recently acquire three new Triumph postcards. The cream and blue brand new TR3's are pictured at Newport Beach as part of the TR3 introduction by Cal Sales of California. Note the red hardtop and the shiny tires, which could indicate these cars had not yet been driven very much at all. A 1977 Triumph 2500 TC Police car and a 1972 Morris Minor post office van are featured on the second card. Note that the Triumph has the same grill as a Stag...but probably not as fast! The Mayflower card is the most interesting. While the photo is great, the reverse of the card is the most interesting with the formal announcement of a Standard & Triumph Service Week, intended for owners to receive a "general check over" of their car as opposed to actually having to repair anything!



## Elusive Triumph Surfaces As Rare Barn Find in Rhode Island

Long time RTR member Stephen "Must Buy Them All" Oertwig has bought another Triumph. He adds a rare Triumph model that traces its heritage back to 1886 when Siegfried Bettmann coined the Triumph name that graces British cars people drive today. It joins his diverse collection of Sports 6, GT6, Heralds, 2000s and Stags.

Oertwig had been looking for this elusive model since 2004 when he saw one at the Vintage Triumph Register Convention in Wisconsin. Online auctions were out of Oertwig's price range with some advertised for as much as \$500. A friend found one advertised in a barn in Rhode Island for \$50. It was a deal that could not be passed up.

Oertwig's latest Triumph has two wheels only, but does feature a Sturmey-Archer three-speed axle. The specific model is unknown at the time, but Triumph experts think it is a Triumph Roadster made in the late 1960s because of the reflectors on pedals, cable anchor bolts and C34-style chain set. It does have the white-tailed rear fender, which was a mandated safety feature in England.

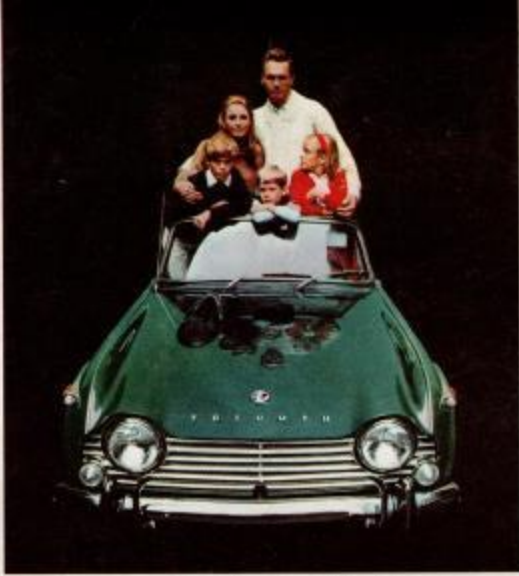


Triumph Cycle Company does not have much in common with Triumph cars. Production of Triumph bicycles ended in Coventry in 1954 when Raleigh bought the company. Production moved to Nottingham, legendary home of Robin Hood. The city formerly had a major bicycle manufacturing industry sector. Raleigh Bicycle Company was established in 1886 and Sturmey-Archer, the developer of three-speed hub gears, was founded in the city.



Plans are to clean the bicycle up and make it drivable while retaining the patina. Oertwig will take it to the [Vintage Triumph Convention 2024](#) on Sept. 8-12 in Nashville, Indiana.





**But what Triumph do you drive when you have kids?**

## The new Triumph 2000 sedan.

You might call the Triumph 2000 sedan the fitting answer for a sports car-minded family in a tight spot.

(That's 3 kids and a one-car budget.)

The 2000 offers the same real sports car features of the famous TR-4A. Like accurate rack-and-pinion steering. Four forward synchromesh gears. Bump-smoothing four-

wheel independent suspension. Dependable disc brakes. Standard features, by the way, not found on most higher priced sedans.

Plus a stingy 6-cylinder engine that squeezes about 26 miles from each gallon of gas.

Yet streaks to 50 mph in only 9.4 seconds. All this in a roomy four-door, 5-passenger

body. With luxurious reclining front bucket seats. Safe, child-proof door locks. Enormous trunk. (Swallows 5 large suitcases, bag of golf clubs.) And optional automatic transmission or overdrive.

So if you like sports cars but you love kids, look into the Triumph 2000.

It's the only fitting answer.

Suggested retail price FOB: \$2099 plus state and/or local taxes. Slightly higher in West. Look for dealer in Yellow Pages. Overseas delivery available. Standard Triumph Motor Co., Inc., 575 Madison Avenue, N.Y., N.Y. 10022.





**Moss Motors is a Proud Supporter of  
The Richmond Triumph Register  
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## More RTR Holiday Party Pics



## Welcome New RTR Members

Thomas Brennan  
15903 Hampton Glen Lane  
Chesterfield, VA 23832  
804-396-8095  
brennan15903@verizon.net  
1968 TR250

Brian and Mary Ann Coey  
5413 Mica Drive  
Prince George, VA 23875  
briancoey6@gmail.com  
804-691-2969  
1976 TR6, 1997 Mini Cooper

William Merone  
2984 Cove Trce  
Charlottesville, VA 22911  
434-962-0261  
william@merone.com  
1971 Spitfire Mk IV

Carter and Emily Sensabaugh  
2402 Chimney House Terrace  
Midlothian, VA 23112  
charless20@aol.com  
703-909-5746  
1976 TR6

*The Richmond Triumph Register's membership continues to grow, up more than 27 percent since 2017!*

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## THE SPOKES

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GLarson182@gmail.com  
804/350-6820

The Spokes welcomes any submitted material for publication. However, neither its editors nor the RTR accepts responsibility for the accuracy of article content or safety problems resulting from suggested modifications. Articles may be submitted in person, by mail, or by email; material submitted by email is encouraged. If any material must be returned, please include a self-addressed envelope of appropriate size with sufficient postage.

### Introducing the 1992 Triumph XL90

The Triumph XL90 design study was first displayed at the London Earls Court Motor Show in 1967. The scale model shown in this ad emphasizes Triumph's future thinking regarding safety and reliability 25 years into the future. That would make it a 1992 Triumph?

The XL90 study included these concepts: "a sealed-for-life 6-cyl 1998cc (from a Triumph 2000) 90hp engine, a 4-speed manual or 3-speed auto transmission, pneumatic controls for suspension and brakes, hand-grip steering, ultrasonic wind-screen cleaning, light sensitive window tinting and automatic guidance and speed control for fog and motorway driving."

Read more about the Triumph XL90 [here](#).



**The shape of Triumph to come.  
And how it helps us put you safely ahead today.**

This is the Triumph XL90—a car at least twenty-five years ahead of its time. Today it exists merely as a scaled model. In about ten or fifteen years these are still only sketches in a designer's notebook. The experiments in the surface suggest alternative shapes. But all of them could be... and probably will be... the future of Triumph cars at the Motor Show of 1992.

Automatic suspension. Light sensitive window tinting. And automatic guidance and speed control for fog and motorway driving. At Triumph we always think like the XL90: give us a perspective, practical look into the future: as a time when design will have taken great strides, yet when many of today's Triumph cars will still be going good service. This helps us to invent realistically the cars being made in the future... and to put them quickly into practice, well ahead of the rest.

Triumph puts you safely ahead TRIUMPH

### RTR 2023 Officers

<b>President</b>	Tim Thacker	(804) 502-3532	thackett@outlook.com
<b>Vice President</b>	Terry Smoot	(804) 330-7310	smoottjgm@gmail.com
<b>Secretary</b>	Jim Coleman	(804) 569-9135	JimByJove@comcast.net
<b>Treasurer/Membership/TRA Rep</b>	Jim Scherer	(804) 594-5694	rosiesch3@aol.com
<b>Spokes Editor</b>	Glenn Larson	(804) 350-6820	GLarson182@gmail.com
<b>6 Pack &amp; Tech Advisor</b>	Mike Roe	(804) 774-1750	microtr6@gmail.com
<b>Historian</b>	Eric Crenshaw	(804) 320-1951	ericcrenshaw@gmail.com
<b>VTR Representative</b>	Gary Kinney	(804) 334-2605	gkinney72@gmail.com
<b>Activities</b>	Ken Nachman	(804) 840-1441	Kennachman@comcast.net
<b>Car Club Council Rep.</b>	Jamie Walker	(804) 350-8941	greenspit79@gmail.com
<b>Past President</b>	Bruce Vaden	(804) 330-2487	shelleyv8@comcast.net
<b>Webmaster</b>	Ken Simms	(804) 516-6052	ken.simms56@gmail.com

# THE SPOKES

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**Phone 804-266-7696 6809 Stoneman Rd.**

### CALENDAR OF EVENTS

If you know of an event, or have an idea for one that might be of interest to our members, contact us with details (or rumors). Please use the contact to confirm event status before making any trips. RTR sponsored events are in yellow.

#### Jan.

13 RTR Breakfast - Joe's Inn Bon Air - 9 a.m. SATURDAY <https://www.Joe'sinnbonair.com/>

19-28 DC Auto Show <http://www.washingtonautoshow.com/>

20-28 Barrett-Jackson Auctions - Scottsdale, AZ [www.barrett-jackson.com](http://www.barrett-jackson.com)

#### Feb.

3 Cars & Coffee Richmond - Stony Pt. Fashion Park - 8 a.m. to 10 a.m. SATURDAY [www.carsandcoffeerichmond.com](http://www.carsandcoffeerichmond.com)

10 RTR Drive Your Triumph Day Run and Annual Meeting SATURDAY Glenn Larson 804-350-6820

10-25 British Muscle: The British V8 - Simeone Museum, Philadelphia PA SATURDAY <https://simeonemuseum.org/>

16-18 Virginia International Auto Show, Richmond Convention Center FRI-SUN <https://virginiaautoshow.com/>

17 Cars & Coffee Richmond - Stony Pt. Fashion Park - 8 a.m. to 10 a.m. SATURDAY <http://carsandcoffeerichmond.com/>

24 RTR Breakfast - Joe's Inn Bon Air - 9 a.m. SATURDAY <https://www.Joe'sinnbonair.com/>

29-Mar. 1 Amelia Island Concours - Amelia Island, FL THUR-SUN <https://www.ameliaconcours.org/>

#### March

2 Cars & Coffee Richmond - Stony Pt. Fashion Park - 8 a.m. to 10 a.m. SATURDAY <http://carsandcoffeerichmond.com/>

14 RTR Monthly Meeting - Location TBD - 7 p.m. THURSDAY Tim Thacker 804-502-3532

16 Cars & Coffee Richmond - Stony Pt. Fashion Park - 8 a.m. to 10 a.m. SATURDAY <http://carsandcoffeerichmond.com/>

23 RTR Breakfast - Joe's Inn Bon Air - 9 a.m. SATURDAY <https://www.Joe'sinnbonair.com/>

30 Cars & Coffee Richmond - Stony Pt. Fashion Park - 8 a.m. to 10 a.m. SATURDAY <http://carsandcoffeerichmond.com/>