

THE SP KES

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

www.richmondtriumphregister.com



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**Buy Your December 10th
Holiday Party Tickets
Today!**

**Join Us for Sunday's
London to Brighton Run!**

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PRESIDENT'S GARAGE

By **Tim Thacker**
RTR President

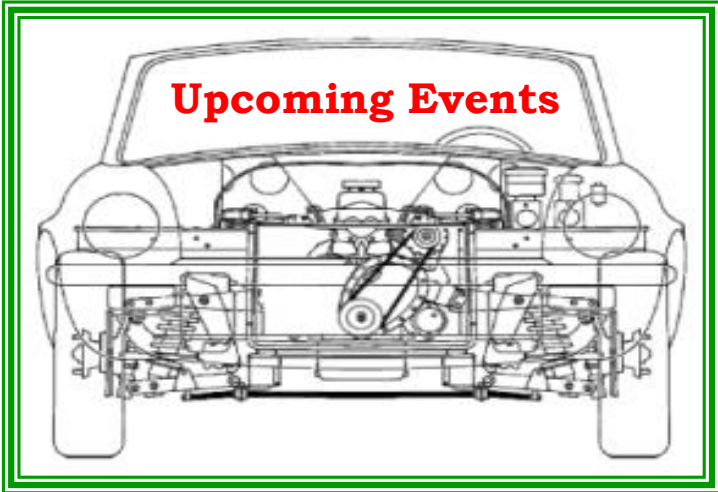


It's hard to believe that the holiday season is less than 2 months away! That also means that the RTR Holiday Party is right around the corner. This year, we decided to try something new and stuck our heads out a little, but we wanted to offer something we thought would be appealing to more of our club members.

The December 10th RTR Holiday Party will be at the Tractor Museum in Colonial Heights. We will have the entire building all to ourselves. We will have a full buffet, drinks, door prizes and full access to the museum. For this event to be a success, we need your support! In fact, don't be surprised if you get a personal invite from your club president. I can promise you that you will have a good time! Come out and support RTR. Please buy your online tickets soon!

And finally, a huge shout out to our own Gary Kinney! He is the newest inductee to the VTR Hall of Fame. He joins Dean Tetterton in this prestigious group of Triumph enthusiasts that are current members of RTR.

Cheers-Tim



On This Month's Cover

RTR members unveil a banner honoring Gary Kinney's selection to the VTR Hall of Fame at RTR's October 12th monthly meeting. A big thank you to David and Bonnie Renn for hosting. David cooked up burgers, hot dogs and chicken. We also had some great tech demonstrations made by Dean Tetterton, Mark Hornick and David. Thanks, guys!

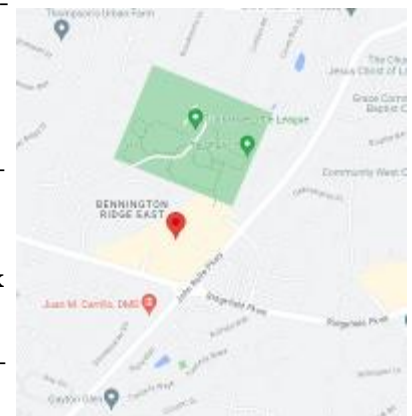


The dash of Mike Newhart's well-traveled 1961 TR3A at RTR's October meeting. Note RTR's VTR 2004 medallion!

RTR London to Brighton Run Sunday, November 5th, 10 a.m.

As detailed in the September Spokes, thousands of spectators line the main roads between London and Brighton in the UK on the first Sunday in November to watch several hundred pre-1905 classic cars take part in the world's oldest motoring event.

RTR members, significant others and friends are invited to meet at the Publix at John Rolfe Center (2250 John Rolfe Parkway) in Henrico County for RTR's first "London to Brighton Run." We will meet at 10 a.m. for a 10:30 start. The run will proceed the short distance to London Rd, then we will make a short detour to Sussex Rd and then follow Pump Rd, Patterson Ave, River Rd, and Huguenot to Brighton Green subdivision, where Brighton Rd is located. Afterwards, those interested can join the group at Kickback Jack's (10330 Midlothian Turnpike) for lunch. Contact Mike Roe at microtr6@gmail.com for information.





**November Monthly Meeting
RTR at TopGolf Richmond
November 9th
6:30 p.m.**

RTR's November 9th monthly meeting will take place at [TopGolf Richmond](#), 2308 Westwood Ave., just off the intersection of Broad St. and Westwood, near Scott's Addition. We'll gather for a bite to eat at 6:30 p.m. and a short business meeting, followed by the chance to hit some golf balls. Come and join us even if you don't plan on golfing. Click here to see the [TopGolf menu](#). The cost for those who want to golf is in the \$10 to \$30 range, depending on a sliding fee scale of up to six golfers per golfing bay and the length of time we rent the bay. If you plan to golf, please RSVP Ken Nachman at kennachman@comcast.net no later than **Tuesday, November 7th**.



**RTR Breakfast
Saturday, November 18th, 9 a.m.
Joe's Inn Bon Air**

Our next RTR breakfast is Saturday, November 18th at Joe's Inn, 2616 Buford Rd. in Bon Air. We hope you can join us! For information, contact Tim Thacker at (804) 502-3532.

***Buy Your Tickets Online Today!*
RTR Holiday Party
Sunday, December 10th, 5:00 p.m.
until 8 p.m.
Keystone Truck and Tractor Museum
880 W Roslyn Rd, Colonial Heights, VA**

RTR is hoping to have 60 or more British car lovers attending. Tickets are \$30 per person, which includes dinner, entrance to the museum and access to all exhibits. Purchase your tickets online [here](#), or mail a check made payable to "RTR" to Jim Scherer, RTR Treasurer, 1012 Fernview Trail, Midlothian, VA 23114. Payment must be made by **December 3rd**.



Mark your calendars, and we hope you can join us. Want more information? Contact Ken Nachman at (804) 840-1441 or kennachman@comcast.net.

**British Cars at the Battersea
Oyster and Barbeque Festival
Saturday, November 4th, 1-4 p.m.
Petersburg**

Battersea is again this year offering one free (\$50 value) admission ticket when you bring a classic British car. You must pre-register your car by contacting Jeff Powers at jeffpowers57@gmail.com. Jeff was hoping to get pre-registrations by October 26th, but check ASAP to see if he will still take reservations. Click [here](#) for more information about the Battersea Oyster Festival.

**British Cars at Richmond
Highland Games in Dorey Park
November 4-5**

Rusty Gross from the Central Virginia British Car Club coordinates the annual British car show at the Richmond Highland Games and is inviting RTR members to show their British cars on either Saturday or Sunday. Contact Rusty at rustygross@comcast.net if you would like to show your car.

Click [here](#) for more information about the festival.

VTR Nationals 2023

It's a Small World!

By Don Tate

The VTR National Convention was held in Dillard, Georgia on September 27-Oct. 1, 2023. It was hosted by the British Auto Owners Group of Middle Georgia and the Georgia Triumph Association.

Ken Nachman and I, along with my wife Anne, were fortunate to attend this well organized and planned event. We were invited by Mike Gassman, owner of Gassman Automotive in Waynesboro, to share in the cost of transporting our cars via Applewood Transport, so on Tuesday, September 26, we met the hauler at Chesterfield Town Center for the load-in. There were already five Triumphs on the trailer. Our driver Zach decided to spend the night there and depart early Wednesday morning and we also left Wednesday for our seven hours of driving plus stops. It worked out quite well as the truck arrived in Dillard just about 30 minutes ahead of us.



Wednesday night was the opening reception with a BBQ buffet outside on the lawn at Dillard House. It was a lovely setting to kick things off. We were joined at our table by some folks from the GTA who were involved in the planning, in particular the numerous scenic drives in the beautiful countryside and mountain roads. In the category of it's a small world, they asked where we were from. When Ken told them Richmond, they replied that one of their members just purchased a Spitfire that was in Richmond at one point. Ken asked some questions about color, etc. and found a picture on his phone of the car RTR refurbished as a club project in 2014. Yep, that's the car! The new owner was hoping to bring it to Dillard but there were some repairs needed to make it roadworthy since it had been sitting for quite a while.

The next morning was an early start with a 'Breakfast Run' to Julep Farms, just a few backroad miles from Dillard House. While waiting in line to enter, Anne and I met a good friend of Ken's, a fellow

TR5 owner named Cameron who was looking for Ken. Cameron also has a Valencia Blue TR 250 that won first place in the Modified Touring Concours. Not sure what made it 'modified' as it appeared to be restored to original specs and was very nicely done.

The afternoon highlight was the Kaya Wine Tour which is in Suches, GA. The road to Suches is considered Georgia's best driving road and I believe them! I haven't driven the Tail of the Dragon but it is nearby so I have to believe the Road to Suches is similar! By the time we arrived at the Kaya Winery, I had enough of the twists and turns! We had lunch outdoors in the Pavilion and it was a beautiful setting. Most of us opted for a more direct return trip. Overall the journey was well over 125 miles.

Friday's activities included the Autocross/ Funkhana in the morning plus a self-guided driving tour, a tech session on cam timing and a drive-in movie in Tiger, GA. It was a fun evening with the drive-in venue reserved just for us so imagine a drive-in with (almost) all Triumphs! The movie was Gran Turismo, which is based on a true story of a video gamer who becomes a professional race car driver sponsored by Nissan.

Saturday was the main event of the convention with 244 cars participating in the car show. There were seven TR 5's and 15 TR

250's which I was told is an exceptionally high number. I saw two Stags but heard there were three. Among the participants was RTR member Scott McCombe with his TR3. Scott advertised times that he would demonstrate how to hand crank an engine so I made sure to watch.

His car, which is familiar to many of you, looks fantastic! Another

car of interest to me was a Spitfire that was customized by two guys who grew up in Richmond while their father taught at St. Christopher's. I told them I grew up in Mechanicsville and believe it not, the name of their neighborhood is 'Mechanicsville'. Again, it's a small world! They did a beautiful job. While there were too many cars to pick a favorite, if I had to choose it might just be the 1935 Gloria. So many beautiful details from the hood ornament to the spare tire mount, yet as Aristotle said, 'the whole is greater than the sum of its parts'. There were 2 works-in-progress cars. One was a new modern chassis with a V6 engine with a TR6 body waiting to be installed. Never did see the owner next to it and there was no signage to tell you about the project but it sure looked like it's going to be a very nice handling car with lots of power. The other was a TR4 that had a GT6 top grafted onto it! While it





was not entirely complete, I have to say I thought it looked like it could have been a Michelotti design. I wonder if he would agree. Speaking of Michelotti, there was a wonderful display about him with several of his sketches just outside the Hospitality Room. There was one sketch of a Triumph 2000, second series that he supposedly did on a Sunday afternoon while watching a football game. I assume it was a soccer game?



After the car show there was a Poker Run and an Ice Cream Run so a full day of activities!

Sunday was the traditional group photo which is quite the effort to get that many cars aligned in concentric arcs. It took a while but from what I could tell the photo should be a keeper! Prior to the entire group photo, the TR5s had their own group photo and afterwards the TR 250s. After the photos were complete, Ken and I drove our cars back to the hauler for the return trip to Richmond. The afternoon consisted of a TSD Rally, Driving Tour and the



VTR General Meeting. We took a side trip to Bridal Veil Falls. In the evening, we had the Banquet which consisted of many, many awards. I was waiting for them to announce the winner of the most awards! Thankfully, they had 'runners' who delivered the plaques and trophies to the winners just to speed up the process. There was one award given that *Don and Ken*



was significant for many reasons, not the least of which because it is so well deserved. By now, most of you have probably heard the news that our very own Gary Kinney was inducted into the VTR Hall of Fame! Congratulations, Gary!

As you can tell, this convention was very well planned with lots of activities with many that involved driving our cars. What could be better, especially in such a beautiful setting?

See more of Don's VTR photos [here](#). Additional photos for this article taken by Ken Nachman and Glenn Larson.

Car Club Council Report By Jamie Walker

On October 23rd, I attended the quarterly meeting of the Central Virginia Car Club Council. President Fred Fann and the balance of the current officers were re-elected without opposition for another term. The bank account balance for the council is just over \$6700. A budget for the May 2024 Breakthrough Car Show at Pamplin Park was approved at \$1500; the majority of this expenditure will be for trophies and dash plaques.

Discussion moved to the upcoming election and the current gridlock in the VA General Assembly. Gov Younkin is trying to repeal legislation committing Virginia to compliance with (i.e., regulation by) the California Air Resources Board (CARB) as has been in the news off and on for some time. The crux of this is that Virginia vehicle owners are currently subject to laws and regulations passed by California legislators. Regardless of your political bent, it's hard to think of a good reason why our own state government would cede legislative authority to another state, particularly with the economic effects of something as important as transportation.

The website is www.carclubcouncil.com where you can find the newsletter, a calendar of car events, articles on all things classic car, websites for the other 47 clubs, show pictures and more.

SVBCC British Car Festival Waynesboro, VA October 7th By Ken Nachman

The delayed by a year 41st annual SCVCC British Car Festival was held Saturday, October 7th at Ridgeview Park in Waynesboro. A few of the not very brave RTR members bailed because of the forecast of a morning shower or two. I was not deterred and neither were Tim Thacker, Eric Crenshaw, and Ken Simms (in Eric's Subaru). We also had Steve Terrell in his 73 TR6. We left from the gathering point at the Broad Street WaWa and took the easier Rt 250 to Charlottesville then I-64 to Waynesboro. I found out that the TR5 can cruise effortlessly at 62+mph. It started raining shortly after we left and rained until we reached Afton Mountain. They made the mistake of letting me lead. Steve rescued the group and led us to the showfield.

The weather turned lovely. A bright and warm sunny day greeted us at Ridgeview Park. There was a wonderful variety of British cars and I was especially delighted to see the Triumphs divided into four classes. There were no TR3s in attendance, but a large contingent of TR6s, few Spitfires, and the TR4, TR4As, and my TR5 were grouped together. It was wonderful to see many old friends, especially John Lye with his

Golden Retriever and his 2011 Lotus. A few hearty members of the CVBCC showed up and the voting began. At the awards, Jim Cheatham and I seemed to be the last Richmond club members to still be in attendance. We collected awards for folks who had departed early. I guess they were trying to avoid another spell of rain? Jim took 1st in his class with his beautiful MGA Coupe, and when the TR5's class came up, the organizers apologized to me. They did not have a First Place award for the TR4-5 class so they offered me two TR3 awards from last year's cancelled show. So I guess $3+3=5$. Also the RTR received the Club Participation Award. We had a good laugh and had an uneventful trip home.



John Lye with his Golden Retriever and his 2011 Lotus. A few hearty members of the CVBCC showed up and the voting began. At the awards, Jim Cheatham and I seemed to be the last Richmond club members to still be in attendance. We collected awards for folks who had departed early. I guess they were trying to avoid another spell of rain? Jim took 1st in his class with his beautiful MGA Coupe, and when the TR5's class came up, the organizers apologized to me. They did not have a First Place award for the TR4-5 class so they offered me two TR3 awards from last year's cancelled show. So I guess $3+3=5$. Also the RTR received the Club Participation Award. We had a good laugh and had an uneventful trip home.



Six Pack Trials Indiana, PA September 21-24 By Ken Nachman

The adventure started when I picked up my TR5 from Sandy Thompson at Coventry Motors in Trappe, MD after writing a large check. The car was loaded onto my trailer and I departed for the 6-Pack Trials in Indiana, PA. This location is very familiar



because it is near the home of The Roadster Factory. Many RTR members drove north numerous times for The Roadster Factory Summer Party which was held yearly until about 10 years ago (see old issues of the Spokes for more info). The 6-Pack Trials move locations and each year is held in a different location. Two years ago it was held near Richmond.

After an uneventful five hour drive, the TR5 greeted me with a dead battery. I had plenty of help and eventually decided to purchase a new one. Once that was done, the TR5 drove beautifully. There were many activities for the attendees. I went on a 120 mile drive out to a Frank Lloyd Wright house over beautiful roads. Met Chef Rush of YouTube fame and saw lots of old friends, including John Sweiger and former RTR member Joe Davis with his yellow TR6. I also met Michael Siegmond with his red TR5, which is the first TR5 that I had ever seen. (Years ago, Charles Runyan had a TR5 that was in pieces). Michael's TR5's commission number is only 18 from mine. It was possibly built the same day as mine. It started to rain during the middle of the car show and didn't stop until I was close to home. I was pleased that the TR5 did not leak and the wipers worked!



AACA Eastern National Fall Meet Hershey, PA

October 3-6

By Glenn Larson

Known throughout the classic car universe simply as the “Hershey Show,” it carries the reputation as being the largest antique auto swap meet in the world. “Antique” is a key word describing Hershey. It’s run by the Antique Automobile Club of America. Most of its 1000+ vendors sell antique treasures from before I was born, and the majority of attendees can certainly be considered “antiques.” I’ve never seen so many mobility scooters in one place! Fellow RTR member Charlie Edmonson and I had a great time sifting through miles of ~~junk~~ treasures and enjoying the unique atmosphere that is classically the Hershey show.

It’s important to emphasize that one doesn’t go to Hershey in expectation of finding tons of Triumph parts, or any British car parts for that matter. Hershey is 99.9 percent American stuff, though I did snag an original early 1960s era Triumph Sports Owners Association (the precursor to VTR) grill badge for \$15, perhaps my best find in my five Hershey visits.



Friday’s rain threatened AACA car show was well attended. We saw a TR7 and a TR3 on the field, but the 1975 Triumph MK2 2500S estate wagon was our show-stopper. One of only three left in the US and 100 in the world (according to its owner), the 2500S shares a six cylinder engine and gearbox with the TR6 and a similar Michelotti styled front end with a Triumph Stag. The Stag’s instrument panel is also identical. Way cool!



A Stag’s Progress, Part VIII: Down the Home Stretch, or Just Down?

By Glenn Larson

The closer I get to finishing my 1973 Stag restoration, the slower the progress, or so it seems. November 4th marks the second anniversary of the Stag first arriving in our garage. Will it be running by then? Probably not, but almost. Following the gearbox travails of earlier this summer, I’m now to the point where I can hopefully try to start the engine as soon as I finish sorting its electronics and fluids.

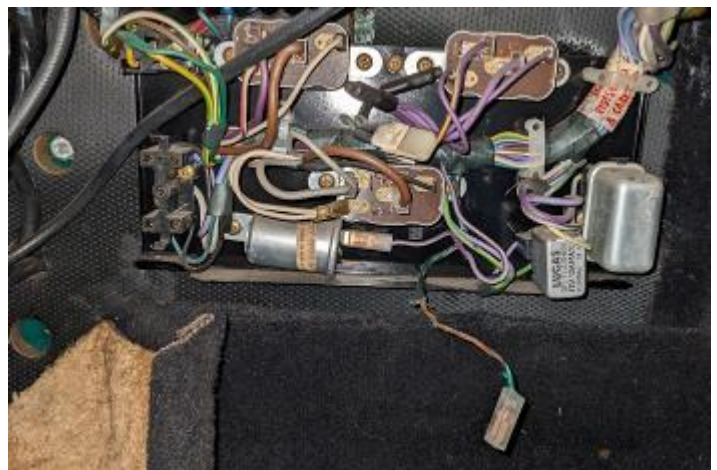
No doubt that the Stag is the most complicated car Triumph ever built. With AC, power brakes, power steering, and power windows, there are hoses and electrical relays everywhere. With my new aluminum radiator now in place, I had to scramble to fit all the hoses and lines, as the Federally speeded US



import cars had smog lines not listed in the Rimmer Brothers parts inventory.

With the carbs and hoses now in place, my next hurdle is sorting the Stag’s electronics. My Spitfire had three fuses, but the Stag has twelve. Here’s a picture of the relays under the dash. Notice the disconnected “toasted” wire. Don’t all Triumphs come

(Continued on page 8)





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(Continued from page 7)

with at least one toasted wire? Fortunately, the one toasted wire I've found so far is only for the ignition buzzer, you know, the annoying one that buzzes if you don't remove your key. No problem leaving it disconnected, especially since it doesn't look like the toasting process affected any of the other wires in the loom. But what made it toasty? Could it be that at some point in it's life a prior owner decided to put a 35 amp fuse in a five amp circuit? Here's what I discovered; seven of the twelve fuse holders contained 35 amp fuses in slots requiring a much lower amperage. Ugh! I was careful to replace all the old



fuses with the proper "slow-blow" British fuses, which are different than the common Buss type glass fuses found here in US auto parts stores. Read more about the difference [here](#). Please check the fuses in your Triumph if you want to avoid toasty wires!

It's the little things that really slow down a car restoration. During the three times I had my gearbox out of the car this summer (see the August Spokes), I never thought to loosen the side oil filler plug. After all, a four sided steel plug fitted into a next to impossible access location in an aluminum casing, most likely with an air wrench, will be easy to remove, right? Wrong! I spent two weeks trying to figure out a way to remove that plug without rounding it too badly. PB Blaster and other penetrating oils (I've got quite a collection) didn't work. Then I went to the October RTR meeting and saw Mark Hornick's demonstration of Zep 45 Sidewinder Super



Penetrant. Mark's magical mystery penetrating oil is amazing! So much that those present at the meeting got together and ordered two cases of the stuff. (Those of you who missed out can still order an individual can for around \$15 to \$20 on the Internet, including [Walmart](#).) With can in hand, I gave the plug a liberal dose of Zep 45 along with a little heat. Dean Tetterton had loaned me a four point socket, but the plug was too rounded for it to fit, so I resorted to a bolt remover socket. As soon as that socket got a grip, the plug screwed right off! Thank you Mark for discovering this new miracle bolt removal cure!

On a side note, it's amazing to me that there is still classic British car sales brochures to be found in Richmond area antique stores. I was perusing around the Cold Harbor Antique Mall in Mechanicsville recently when I stumbled across this Triumph Stag brochure. A real find for three bucks!



In the next week or so I hope to try to start the Stag's engine. This is uncharted territory for me, as my first (and last) engine rebuilt. I just hope I put everything together properly over the last two years. Wish me luck!





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Odds and Ends



The skeleton in a truck above was spotted by Ray McCaskey at the September 30th Wings, Wheels and Keels show in Topping, Virginia. Putting these popular Home Depot purchased "Skellies" in vehicles must be a thing, as evidenced by this one of many pictures I found on the web.



This Matchbox Collectors edition 1969 TR6 can be found on [eBay](#) for around \$12.



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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.

Nov.

3-5	Hilton Head Island Concours, SC	THUR-SUN	www.hhconcours.com	
4-5	British Cars at Richmond Highland Games - Dorey Park	SAT-SUN	rustygross @comcast.net	
4	British Cars at Battersea - Petersburg - 1 to 4 p.m.	SATURDAY	jeffpowers57@gmail.com	
5	RTR London to Brighton Drive - 10 a.m.	SUNDAY	Mike Roe	804-774-1750
9	RTR Monthly Meeting - Richmond Top Golf - 6:30 p.m.	THURSDAY	https://topgolf.com/us/richmond/	
11	Cars & Coffee Richmond, Stony Pt. Fashion Park - 8 a.m.-10 a.m.	SATURDAY	www.carsandcoffeerichmond.com	
17-19	Coastal Virginia Auto Show - Virginia Beach	FRI-SUN	https://cvautoshow.com/	
18	RTR Breakfast - Joe's Inn Bon Air - 9 a.m.	SATURDAY	Tim Thacker	804-502-3532
25	Cars & Coffee Richmond, Stony Pt. Fashion Park - 8 a.m.-10 a.m.	SATURDAY	www.carsandcoffeerichmond.com	

Dec.

9	Cars & Coffee Richmond, Stony Pt. Fashion Park - 8 a.m.-10 a.m.	SATURDAY	www.carsandcoffeerichmond.com	
10	RTR Holiday Party - Keystone Tractor Museum - 5:00 p.m.	SUNDAY	Tim Thacker	804-502-3532
16	RTR Breakfast - Joe's Inn Bon Air - 9 a.m.	SATURDAY	Tim Thacker	804-502-3532
23	Cars & Coffee Richmond, Stony Pt. Fashion Park - 8 a.m.-10 a.m.	SATURDAY	www.carsandcoffeerichmond.com	