

April 2023

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.org



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**Don't Miss RTR's
April 13th Monthly
Meeting**

Ladies Invited!

Event Details on Page 2

PRESIDENT'S GARAGE

By **Tim Thacker**
RTR President



Spring is in the air and Triumph season isn't far behind. It's time to dust off those little British bundles of joy and get them ready to hit the road. I have been dusting off my little blue Spitfire for nine years now and it finally looks like she might actually be on the road this season. I know that might be hard to believe but I think this is the year she roars to life. I think only Kerry Stanley's TR3 has been dormant longer than my car!

As the weather warms up, we can once again put those tops down, hit the road and smell all of that wonderful Triumph aroma. You know, the gas and oil and other fluids that typically leak out of your car. The only masks you will need will be the ones keeping the pollen out. Hopefully we will have some nice destination drives in store for everyone this year. The sky will be the limit. We have been cooped up for too long. I would like to envision our drives taking us to some new places! Perhaps a stop at a new restaurant, a winery or even a local/non local craft brewery! Maybe a leisurely picnic lunch run and drive to a local park. We need to look at expanding our horizons and trying some new things! Anything is on the table. Hopefully we can entice some of the members we don't normally see at our gatherings to come out and join us at some of these activities.

After three years of lock down, it's finally time to get out and have some fun!

Cheers!

Tim

On This Month's Cover

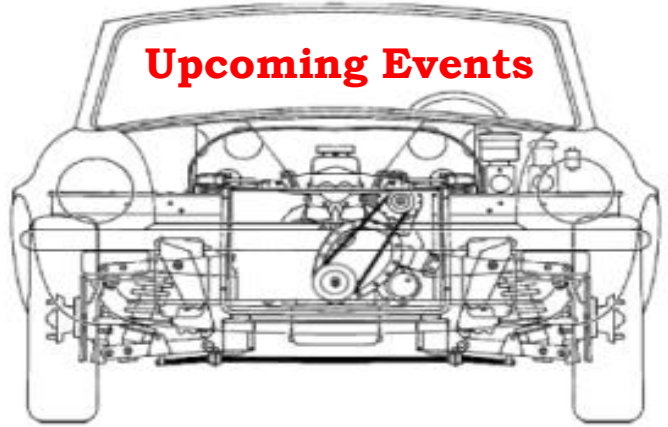
Mike and Janet Roe's newly painted 1979 TR7. Read more on page 7.

March Spokes Member Roster Correction: New RTR member Don Tate's 1968 TR250 was inadvertently left out of the 2023 TR4, TR5 and TR250 Master Marquee List. Sorry, Don!

Bob Ranson

We recently received word that long time RTR member Bob Ranson passed away in 2022. Bob and his wife Julie, who lived in Chesterfield, owned a 1971 TR6 and 1974 TR6.

Upcoming Events



Ladies Invited!

RTR Monthly Meeting

Thursday, April 13th, 7 p.m.

Jim and Nancy Scherer's

Tire Kicking Starts at 6:30 p.m.

1012 Fernview Trail, Midlothian

Due to the success of inviting spouses and significant others to recent RTR monthly meetings, we will continue this for the April meeting. Following a brief business meeting, we will have a very interesting tech session on SU carbs which will include: 1) the components of the carbs, 2) the basics of rebuilding the carbs 3) the various methods of tuning the carbs, 4) a discussion on the Stromberg Carbs,



For the guys, please bring a camp chair. Pizza and drinks will be available at 6:30 in the garage. Nancy will host the ladies with drinks and appetizers. Ladies, please bring an appetizer to share. Please **RSVP** if you plan to bring your spouse or significant other to rosiesch3@aol.com.

Directions to the Scherer's: We are located at 1012 Fernview Trail, Midlothian which is very close to St. Francis Hospital and just off the end of Brandermill Parkway Extension where it meets Charter Colony Parkway. If you cannot find our address in your GPS, please let me know at 804-617-7039.

RTR Breakfast

Saturday, April 22nd, 9 a.m.

Joe's Inn Bon Air

Our next RTR breakfast has been moved forward a week to 9 a.m. Saturday, April 22nd at Joe's Inn, 2616 Buford Rd. in Bon Air. We hope you can join us! For information contact Tim Thacker at thack-et@outlook.com or (804) 502-3532.

Williamsburg British Car Club British and European Car Show Saturday, April 22nd

The 23rd annual Williamsburg British Car Club British and European Car Show will take place on Saturday, April 22nd at the Shops At High St., Williamsburg. This year, the featured Marque is MG automobiles. Registrants/Exhibitors: 9:00 a.m. show field opens to registered cars for field placement.

Spectators: 10:00 a.m. to 2:00 p.m., open to spectators, food from on-site restaurants available. Special note: this year ALL voting will be done by our panel of experienced judges. This way we can take the burden off our participants and spectators and ensure the awards will be presented close to the 2:00 p.m. ending time. All European cars are welcome to register. Pre-registration prior to April 8, 2023: \$25.00; after April 8, 2023 and day of the show: \$30.00. Download a pre-registration form at: <https://www.wmbgbrit.com/>



25th Annual Britain on the Green April 30, 2023 Gunston Hall, Lorton, VA

The Capital Triumph Register is proud to announce that the 25th annual Britain on the Green (BOG) will be held at historic Gunston Hall, the colonial home of George Mason, in Lorton, VA, on Sunday, April 30th. BOG, which welcomes all British cars and motorcycles, is well-established as one of the premier all-British shows in the metropolitan DC area. In addition to hundreds of beautiful British vehicles on display, we'll have live music, a Food Truck Alley, a sponsor/vendor midway for your automotive needs, activities for children, and tours of the Gunston Hall mansion and gardens for participants and spectators.

Cars registered by April 15th will receive the collectable 25th anniversary show poster by famed artist Joseph Craig English.

Further information on Britain on the Green can be found at: <https://www.britainonthegreen.org/>



RTR March 9th Meeting

15+ RTR members gathered at the Larson garage for RTR's monthly meeting on March 9th. It also happened to be Gary Kinney's birthday, which we celebrated with cake. Cake, pizza and beer—it doesn't get any better! RTR's popular 50/50 raffle was revived for this meeting, and guess who won that? Quite a day for the birthday boy!



Drive Your Triumph Day Photos

Dear Drive Your Triumph Day Community:

I've received several inquiries from around the world asking when the photos from the February 10th DYTD will be available to view, and I apologize for the delay. Shutterfly is discontinuing their Share Sites, so I've been researching new services to share the photos. Then a big storm in California caused a loss of power and internet at my home for eight days. I also received more photos to process than last year which is great.

I'm not sure this is the best and final solution, but I've created a Facebook page for Drive Your Triumph Day. You do NOT need to have a FB account to view 748 photos from around the world, click here:

https://www.facebook.com/Drive-Your-Triumph-Day-118050974550900/photos/?ref=page_internal

On the home page, click on "photos." From there you can scroll down through all the photos, or better yet click on the first one and it will open up in its own page with the information regarding whose car, year and model, and most interestingly, where in the world the photo was taken which I find fascinating. If you do have a Facebook account, log in and you can make comments, along with checking to see comments and questions about your car.

Thank you to all of you who contributed photos of your car for Drive Your Triumph Day 2023. Your participation has made this year's event a huge success. I look forward to seeing your Triumph on the road for many more years to come. Speaking of next year, Drive Your Triumph, February 10, 2024, falls on a Saturday. I hope to see many more participants enjoying their Triumphs on a drive or in their garage.

Regards, Rye Livingston

Triumph Travelers Sports Car Club
1960 Triumph TR3A
DriveYourTriumphDay@gmail.com

Thank you to the many RTR members who submitted DYTD photos to Rye. Here are some DYTD highlights from around the world I found scrolling through the 748+ submittals. G.L.



Pre-war Triumphs in front of the British Motor Museum in Gaydon, UK.



Stags at the British Motor Museum.



Along Rt. 66 in Oklahoma.



TR7 in South Africa

GT6 Gearbox Part 1: Disassembly By Mike Roe

As many of you heard, I lost 2nd gear on my GT6's transmission during our trip to 6-Pack Trials in Lexington, KY last fall. I brought the transmission to a monthly meeting at the end of last year to show what had happened (Broke two teeth on 2nd main



shaft gear.). After getting the TR7 sent off to paint, I directed my attention to disassembling the transmission to see what needed to be replaced. In the meantime, my buddy Doug Jensen out in Utah pulled the transmission from a junkyard GT6 and sent me 3rd gear main (erroneously), then 2nd gear main (after discovering his first error). It's good to have friends like that!

Disassembly went easily enough. There's a chap by the name of Elin Yakov who has a channel called "Elin Yakov's Rusty Beauties" on YouTube. It's crazy that a gentleman from Eastern Europe who has relocated to Canada has the best instruction videos on Triumph rebuilding, but he does a great series on the GT6 transmission that takes much of the mystery out of disassembly.

Nothing really stood out to me after I had everything apart until I had the parts from Spitbits and started reassembling the input shaft. At the interface of the



input shaft and the main shaft, there was a bushing (top) where there should be a cage bearing (bottom). Our club expert, Dean, confirmed the cage bearing is correct. Apparently, bearings were hard to find in the 80's and 90's, so some shops machined bushings and inserted them. The lay gear in my gearbox also had a bushing on one end, where there should be 25 loose needle bearings (photo). I further confirmed this by disassembling an overdrive GT6 gearbox I had purchased some time ago; it had proper bearings throughout.

The lay gear bushing was tight, however the main shaft had quite a bit of clearance in the input shaft. My theory is this clearance allowed the main shaft to deflect under load and reduce the mesh of the main shaft with the lay gear, which subjected the teeth of 2nd gear to excessive bending moment so that two teeth sheared off.

I'll be reassembling soon and will do another writeup when done!

Tech Tip

Acetone Dissolves Blue Goo By Mark Hornick

Recently I experienced a problem with my engine, more simply the loss of compression (40 PSI) in the #2 cylinder. The other three cylinders were at 130 PSI. Time to remove the engine head and determine the problem to be fixed. After removing all hang-on items, it was time for the head. Not so fast. One of my manuals said to use a strong block of wood and give it a good whack with a hammer. Still no movement. After a call to a highly knowledgeable member of our club, several suggestions were made. Since I didn't have an engine hoist or an overhead beam for support I decided to sleep on it.

My solution was acetone injected through a glass hypodermic syringe with a needle. Aiming at the gasket between the head and the block, I injected the acetone. The acetone dissolved the blue goo also known as Blue Gasket Sealer which was used instead of a proper head gasket between the block and head. Yes, there was no head gasket between the head and the block! The reason the syringe should be glass is so the acetone will not dissolve the plastic syringe. A good protecting case for your new tool in your tool box, is a large cigar case. P.S.: Remember the acetone is flammable.



Not Mark's cylinder head, but you get the idea.

A Stag's Progress (Part VI)

By Glenn Larson

I read recently that the typical car has about 30,000 parts. I can verify that number, because I believe I've replaced about that many in my 1973 Stag over the last 18 months. Progress on its restoration continues to be steady, but in a three steps forward, one step back kind of way. I do see the light at the end of the tunnel, and am hoping it's not a train about to run me over!

As you may recall from past installments of my Stag restoration journal, the car is in overall great shape, with the exception of the engine's blown head gasket and general mechanical issues from sitting unused for more than ten years. As many of us know from working on cars whose components are now 50+ years old, it's a false economy not to replace just about every rubber O-ring, paper gasket or non metal component you come across. Here's an example of the oil transfer housing O-ring that literally crumbed

upon removal. Fortunately, Rimmer Brothers in the UK has an amazing selection of Stag replacement parts. If only the shipping was cheaper!



While my primary focus has been on engine reassembly since getting the motor back from the machine shop last November, I've also tackled the Stag's brakes, clutch hydraulics, gearbox and other mechanical components.

1973 Stags had a four speed manual gearbox as standard, with an overdrive or automatic transmission option. One of the reasons I bought my Stag is that it's a four speed manual, but I hope to someday add overdrive. When we removed the engine and gearbox last spring, Dean Tetterton and I checked the gears, which looked OK (Here's hoping!). I did replace both the rear and front oil seals. I have a new clutch plate (of course), but upon inspection of the clutch cross shaft, I realized it had been previously badly repaired with no replacement bushings! No wonder the shift felt sloppy. New bushings, cross shaft and a fork pin are now installed. A big thank you to Dean for loaning me his home-made tool for securing the driveshaft flange in order to get at the



rear oil seal. Much better than paying for a specialized tool! Now that the gearbox is ready, I can reinstall the flywheel. A big shout-out to Brandon at Automotive Manufacturers down on Lombardy near VUU. Brandon bench tested my alternator for free, and then resurfaced my flywheel in under an hour for a very reasonable price. RTR toured

the shop about 15 years ago, and nothing has changed or been moved since. Dean's racing business card from many years ago is still on the bulletin board.



The braking system now has a new master cylinder, along with new pads/shoes both front and rear. The rear brakes on the Stag are tricky because of a fiddly automatic adjuster.



Thank goodness for the many how-to videos posted by

the Stag crazy Brits.

The pistons and crankshaft are now back in the engine. I've been impressed by the quality of the machining done by the guys at Competition Engine Service, but I still wanted to check the crank bearing tolerances using Plastigauge. Find out more

about [Plastigauge here](#).



Now that my water pump has been rebuilt, the final stage in my engine's reconstruction is installing the timing gears and chains, then the heads. Not a simple undertaking, but made easier by numerous YouTube videos, including a series produced by Rimmer Brothers featuring their in-house mechanic "Hans."

Watch it [here](#). Very entertaining! Just ensuring all the bolts going in the



right place is a major undertaking, let alone making sure top dead center is maintained. I'm hoping for additional expertise as I tackle reassembly. I can use all the help I can get!

TR7 V8 Project – Paint Done! By Mike Roe

It's now the third week of March and I got a call from Venturi stating that they're done with paint! Only remaining item was windshield. Jason wasn't going to remove the windshield, but upon inspection he found that it WASN'T SEALED around 1/2 of the perimeter. Unfortunately, as he was carefully prying loose the windshield it cracked.

Fortunately, I had pulled the windshield from the "Shag" TR7 (ref. 2021 article) so we had a ready replacement. I was out of town when they finished, but

Jason was kind enough to drop the car off at our place (Janet was home) since we live about 1/2 mile from his shop.



I'm very pleased with the results, especially the attention Jason paid to the engine bay, trunk, and door jamb area. If you don't lift the carpet, it

will be very hard to tell that the car was originally another color. He also did a great job removing 40+ years' worth of door dings and other damage, and the finish looks very good.

Total time from dropping off to picking up was about 10 weeks (he had a couple of "emergencies" come up that stopped work a bit, and the paint supplier had to special order more pigment). He also did a very nice job repairing the bent lower valence (photos in previous article). I would recommend Jason and Venturi Auto to anyone that wants a quality yet reasonably priced paint job for their vehicle.



Now, on to assembly!



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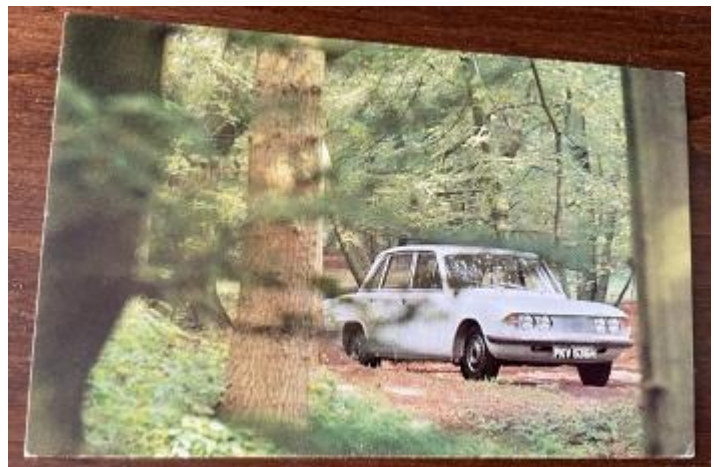


Postcard Corner By Charlie Edmonson

I was delighted to recently acquire these two Triumph cards. The newer card features a Triumph 2000 MK 2 and with a 6 cylinder 2-litre engine, according to the card, you'll achieve "sports car performance with the smooth silent comfort of a limousine." The 2000 was manufactured from 1963-1977. Here is a Standard Triumph 8 (or possibly a 10)

perhaps adding one more horsepower, which, for these cars, even one more horsepower would help, as the engine was only 803 CC.

Top speed was 61 mph, and 0-50 took over 25 seconds. The Standard 8 was last produced in 1959 and was replaced by the larger and more refined Standard 10. A related British but non-Triumph card features a couple standing next to their Daimler which is parked beside a river. Their dress and the general style of this card just seems to capture the former glory days of British sports cars and the people who enjoyed them.



Visit The Official TRA 2023 Website: <https://www.miamivalleytriumphs.org/tra-2023>

CLASSIC-FIEDS

Classic-Fied ads are FREE for any paid member of the Richmond Triumph Register. Please check your ads and notify the Spokes editor of changes or ads to be removed. Sell most anything within reason. Ads are run for two months unless canceled.

For Sale: New chrome wire wheel set (48 spokes, 4"x15") with spline hubs, spinners, & nuts: current price at TRF is \$2166. Asking price \$1200. Selling for a friend. Contact Lionel Mitchell at haymarket4@verizon.net if you have questions, would like photos, or would like to see the parts in person in Haymarket, VA.



THE SPOKES

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BY DESIGN VTR NATIONALS 2023

Vintage Triumph Register National Convention

SEP WED 27 SEP THU 28 SEP FRI 29 SEP SAT 30 OCT SUN 1

Celebrating the Vision of Giovanni Michelotti

This year's event will be held at The Dillard House in Dillard, GA. The Dillard House boasts breathtaking views of the surrounding Blue Ridge Mountains. These beautiful cars, many of them from the mind of Giovanni Michelotti, were designed to draw you to such places and experience all that they were created for. Your drives will take you to places of beautiful waterfalls and folklore and even a day experiencing a German-inspired mountain village. Come prepared to satisfy your driving desires, take in the breathtaking scenery and enjoy southern cooking like you never have before.

FOR MORE INFORMATION VISIT

VTR2023.ORG

HOSTED BY THE GEORGIA TRIUMPH ASSOCIATION AND THE BRITISH AUTO OWNERS GROUP

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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.

April			
1	Cars and Coffee - Regency Mall, 1420 N Parham Rd - 8 to 10 a.m.	SATURDAY	http://carsandcoffeerichmond.com/
13	RTR Monthly Meeting - Jim and Nancy Scherer's House - 7 p.m.	THURSDAY	Jim Scherer 804-594-5694
14-16	The Gathering - Shelton Vineyards, Dobson, NC	FRI-SUN	www.triumphclub.org
15	Cars and Coffee - Regency Mall, 1420 N Parham Rd - 8 to 10 a.m.	SATURDAY	http://carsandcoffeerichmond.com/
15	Beverly Hills Shopping Center Cruise-In - 10 a.m. to 2 p.m.	SATURDAY	-
22	RTR Breakfast - Joe's Inn Bon Air - 9 a.m.	SATURDAY	Tim Thacker 804-502-3532
22	British and European Car Show - Williamsburg, VA	SATURDAY	www.wmbgbrit.com
29	Cars and Coffee - Regency Mall, 1420 N Parham Rd - 8 to 10 a.m.	SATURDAY	http://carsandcoffeerichmond.com/
30	Britain On The Green - Gunston Hall, Lorton	SUNDAY	http://www.capitaltriumphregister.org
May			
11	RTR Monthly Meeting - Ken Simm's House - 7 p.m.	THURSDAY	Ken Simms 804-516-6052
12-14	Import/Performance Nationals - Carlisle, PA	FRI-SUN	http://www.carsatcarlisle.com/
13	Cars and Coffee - Regency Mall, 1420 N Parham Rd - 8 to 10 a.m.	SATURDAY	http://carsandcoffeerichmond.com/
13	Breakthrough Car Show, Pamplin Park, Petersburg	SATURDAY	http://carclubcouncil.com/carshow/PP02.pdf
20	RTR Breakfast - Joe's Inn Bon Air - 9 a.m.	SATURDAY	Tim Thacker 804-502-3532
21	Jefferson 500 at Summit Point, WV	SUNDAY	http://www.summitpoint-raceway.com/
24	CVBCC Mini Show - Brandermill	WEDNESDAY	
27	Cars and Coffee - Regency Mall, 1420 N Parham Rd - 8 to 10 a.m.	SATURDAY	http://carsandcoffeerichmond.com/
27-4	British Car Week		www.britishcarweek.org