

Aug. 2022

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



Inside THE SPOKES

- 4 Stag's Progress (Part III)
- 5 Pittsburgh Grand Prix
- 9 Tech Talk

**Don't Miss RTR's
Next Monthly
Meeting Thursday,
August 11th
Event Details on Page 2**

PRESIDENT'S GARAGE

By Bruce Vaden
RTR President



The heat didn't stop us from enjoying ice cream at Gelati Celesti on Friday, July 22. About 20 club members gathered to sample what is arguably the best ice cream in Richmond. We came in 4 TR6s, 2 TR3s and 2 Spitfires and a few boring modern cars.

Drive your Triumph and bring your spouse to Ken Nachman and Carolyn Southall's house on Thursday, August 11 for our next monthly meeting. If your spouse is coming, please RSVP to Carolyn at 804-349-8991. Tire kicking and refreshments start at 6:30 and the meeting will get going around 7:00. Ken generously hosts our club about 3 times a year and at this meeting you'll get to see Ken's newly acquired TR5. I'll be there.

It's time for a friendly reminder that 6-PACK's 2022 TRials will take place September 22-25 in Lexington, Kentucky. This year's theme is "Triumph's on the Trail". I can personally vouch for the fun you'll have if you decide to go. It would be great if we could have a handful of RTR members attending. Information can be found at www.6-packtrials-2022.com

Finally, was nice to see some familiar faces at Gary Kinney's home that I don't see that often. They came on July 14 for our July monthly meeting. Thanks to Gary for hosting us once again. Hope to see some more familiar faces as we wind down the summer. I'll be back next month with another edition of the President's Garage.

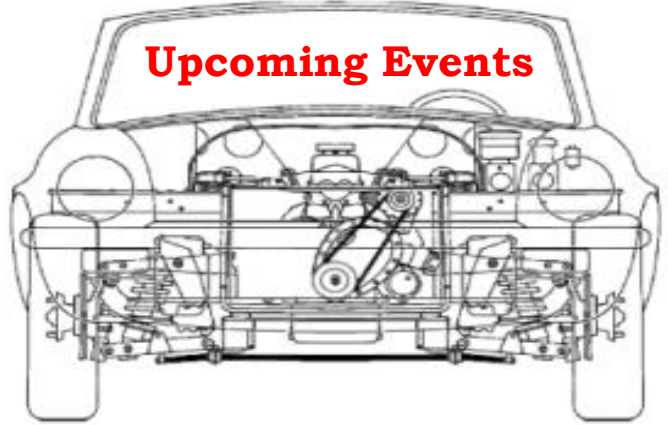
Bruce



On This Month's Cover

Gary Kinney and Dean Tetterton's tech session on coolant electrolysis at the July 14 RTR meeting.

Upcoming Events



Ladies Invited!

RTR Monthly Meeting
Thursday, August 11th
Ken Nachman and Carolyn Southall's House, 7:00 p.m.
Tire Kicking Starts at 6:30 p.m.
2742 Live Oak Lane, Midlothian

RTR's August meeting is once again a "two-in-one" gathering. The guy's meeting will be held in Ken's garage. We'll have a short business meeting followed by a "group" tech session. Pizza and favorite liquid refreshments will be available. Carolyn will host all RTR spouses and significant others for drinks and appetizers on the patio. Drinks will be provided. Ladies, please bring an appetizer to share, and please RSVP Carolyn at 804-349-8991. It also would be very helpful if you bring a portable camp chair if you have one. Contact Ken at (804) 840-1441 or Kennachman@comcast.net if you have questions. We hope you can join us!

Directions: Ken Nachman and Carolyn Southall live in the Oak Park Subdivision just off of Huguenot Road in Chesterfield County. Turn on to Live Oak Lane from Huguenot and follow to 2742.



RTR at Bruster's Real Ice Cream
Friday, August 19th, 7 p.m.
9101 W. Staples Mill Rd.

RTR's final ice cream run of the summer will take place on August 19th at a new location. Drive your Triumph and join RTR for a scoop or two at Bruster's Real Ice Cream at 9101 W. Staples Mill Rd., in

the Staples Mill Plaza Shopping Center near the intersection with Hungry Rd. in Henrico County. Hope to see you there!

RTR Breakfast Saturday, August 27th, 9 a.m. Joe's Inn Bon Air

The next RTR breakfast is 9 a.m. Saturday, August 27th at Joe's Inn (www.joesinnbonair.com), 2616 Buford Rd. in Bon Air.

RTR Annual Picnic Sunday, Sept. 18th, 4 p.m. to ? At the Colemans 9314 Sentry Station Road Mechanicsville

Mark your calendars for this fun-filled annual gathering, hosted by Cely and Jim Coleman. More details in the September Spokes.



Lee Kitchen

Long-time RTR member Lee Kitchen passed away over the July 4th weekend. Lee and his wife Birdie were active members of the Richmond Triumph Register for twenty years, until moving to a South Carolina retirement community about four years ago. Lee, a

1979 TR7 coupe owner, served on the RTR Board for many years as our Car Club Council representative. He served in the US Coast Guard during the Korean War and was an active sports car racer in the 1950s and 60s. RTR member Eric Crenshaw recalls Lee raced an Austin Healey 100 mostly in the northeast, including at Marlboro, Bridg-hampton, Watkins Glen, Nelson Ledges and Limerock. While a memorial service had been scheduled at All Saints Episcopal Church on River Road here in Richmond, it has been postponed due to Birdie's ill health. We'll inform RTR members once we have a rescheduled service date.



SVBCC British Car Festival Waynesboro, VA Saturday, Oct. 1st



The Shenandoah Valley British Car Club invites you to celebrate the 41st Annual British Car Festival! One of the oldest car shows on the East Coast, the SVBCC British Car Festival remains a favorite car gathering! Festivities begin with Crullers & Coffee at the Car Show on Saturday, Oct. 1st. Staged among the massive trees and lovely views of Ridgeview Park in Waynesboro, British classics, British motorcycles as well as British DNA & kit cars are welcome! There is an on-site food vendor, lots of door prizes, and special car displays! Get registration information & form, directions, maps, & show updates [here](#). Registration forms may also be printed to mail with a check. GPS Coordinate for Ridgeview Park: 620 South Linden Avenue Waynesboro, VA 22980 (I-64, Exit 94, Follow Signs) A portion of 2022 Car Show profits will go to the Blue Ridge Area Food Bank. Last year, we raised a \$2250 donation!

Always a great show! The preregistration deadline is September 26th.



Two "shagadelic" Jags at the July 27th CVBCC mini car show. Oh, behave!

A Stag's Progress (Part III)

By Glenn Larson

A quick recap on the status of my 1973 Triumph Stag's restoration. Much has happened since the car arrived in our garage back in November, but progress has been tempered with a bit of frustration and a lot of waiting. It's always two steps forward and one step back with our Triumphs, isn't it? Here's a summary of progress so far:

Engine

As reported in the April Spokes, my engine has been at the machine shop since early March. About three weeks ago, and after four months of patient waiting, I finally got a call from the machinist saying they had inspected the block and head. The inspection revealed the head and block are in reasonably good shape (45,000 miles on the odometer), but as I expected, they will have to bore the cylinders and install one sleeve on cylinder number 4. I'm now in the process of purchasing a +0.20 piston set, a cylinder head rebuild kit and other assorted Stag engine rebuild bits from suppliers in the UK, as none of the US Triumph suppliers have that stuff.

Front Suspension

Most of my time working on the Stag in the last few months has been focused on the front suspension. It has MacPherson struts, a set-up much different from my Spitfire, but I was able to disassemble them, then reinstall new shocks using my home-made rig (see May Spokes). The biggest challenge so far has been the two front suspension track control arms. The arms have a ball joint and rubber bush, both of which were perished. I was able to pop out both ball joints from the suspension assembly with a ball joint separator (\$10 at Harbor Freight) and carefully drill out the old rubber bushes, but the ball joints needed to be pressed out, and I had no



way of doing that in my garage. Dean kindly offered to do both on his floor shop press, so off the control arms went to his garage.

Dean's floor press made short work of removing the first ball joint, but the second would not budge. Fif-

ty years of corrosion had more or less fused the ball joint to the control arm housing. Part of the problem was positioning the "punch," in this case a large wrench socket, to press out the ball joint. After multiple unsuccessful tries, Dean decided on the "nuclear" approach and cut the top of the joint off so he could get better access with a socket on the press.



Dean was eventually able to press out the second ball joint after grinding off its top to better accommodate a socket. Here is a photo of the "easy" ball joint (lower left), the "Difficult" ball joint (lower right) with one of the replacement ball joints.



Once the ball joints were pressed into both control arms, it was time to tackle the bushes. It became apparent that Dean's floor press was not the best way to press in the bushes, as there was no way to keep the bush centrally aligned as it was pressed into the control arm end. I therefore went to Plan B back in my garage.

Years ago, working on my Spitfire's suspension, I discovered a simple bush pressing technique using a long bolt, washers, and large wrench sockets. It's basically the same principle used on a floor press, but on a bench vise with the bolt properly keeping the bush aligned as it is pressed into the control arm. The trick is having sockets large enough to accommodate the bush without distorting it during the press. In my case I had one socket that worked for one end, but not for another. What I found for the other end is a hole saw casing (the ones used to install door locks, etc.) that I ground the teeth off of. The picture below is of all the components before I



assembled them in the vice. This picture is of the bush being pressed into the control arm. Using a bit of grease and freezing the bushes overnight helps ease the bush into the control arm cavity. Piece of cake!



Brake Rotors

I was all set to reassemble the front suspension this week (July 28th) when I realized the front brake rotors had not yet been resurfaced. Turns out hardly anybody in Richmond resurfaces brake rotors any more as they are much cheaper to replace new. OK if you own a Ford, but new Stag rotors sourced from the UK would have cost me more than \$200. I finally found the NAPA machine shop on Chamberlain Ave. would machine them for \$50 with a one day turn-around. Thank you NAPA!



RTR Breakfast Saturday, July 30th

A great crowd (26+) for RTR's monthly breakfast at Joe's Inn Bon Air.

Steven & Carol Johnson and their 1962 TR3A



Tyler Hancock's 1972 TR6



Jim Barker and his 1969 TR6

Pittsburgh Vintage Grand Prix

By Ken Nachman

No, it wasn't my first trip to the Pittsburgh Vintage Grand Prix, so I had some idea of what to expect. I was there in the 1990's when a few RTR members drove to Minnesota for a VTR convention. It has done nothing but get larger in the last 30 years.



My Grandson, Karol (aka [British Car Fan](#) on YouTube) and I left early Friday morning to pick up Glenn Larson for our trip to the PVGP. The 3 of us decided to drive my Honda Passport – more room and we would be able to leave a car for Sue Larson to drive while we were gone. We encountered typical I-95 traffic until we reached Andrew Larson's house near the DC beltway. All the GPS apps showed that this was the fastest route to our hotel in Monroeville, PA. We had a treat checking out Andrew's Japanese car collection and his fantastic garage setup.



Karol checking out Andrew's right-hand-drive [Autozam AZ-1](#).

We left with Andrew and Glenn following in Andrew's Tacoma pickup. Andrew drove separately so he could visit with friends and might leave later than the rest of us. We found an Arby's for a delicious lunch, then hit Breezewood and the Pennsylvania Turnpike towards Monroeville. We arrived at the luxurious Red Roof Inn Plus. We decided to go into Pittsburgh and see the Pirates vs Marlins major league baseball game. We found a nearby \$10 parking deck and walked to the stadium over a bridge. Everything at a major league ballpark is expensive, but it was a great experience even though the Pirates lost 8-1 to the Marlins. We ate dinner at the park. I had a chicken tender dinner with no plasticware and enjoyed squeezing the catsup out of those little packets. The roads in Pittsburgh were in a constant state of repair and if you add the traffic, it became quite a challenge. Then of course there's more, shortly after leaving the ballpark the Honda showed that the left rear tire was low. It was late and we were exhausted so I decided to deal with the tire in the morning. In the morning the tire was completely flat. I found a tire repair shop around the corner

from the hotel and was able to leave the Honda there while we all rode to the PVGP with Andrew in his truck.

Glenn is an amazing navigator. We zigzagged through Pittsburgh neighborhoods and streets and arrived at parking near Carnegie Mellon University. For \$25 per car, we were able to park and had access to shuttle buses to the different parts of the show. We jumped onto an early bus and in minutes we were at the British stop. Cars were still arriving, there was some shade, and there was plenty to see. We all decided to venture our own routes through the shows as everyone had different tastes. British Car Fan said he was working on one of his famous videos. The cars were divided up by groups, Triumph, Jaguar, Morgan, Lotus, Bentley, Rolls, etc. In some marques there were sub-groups: TR6, E-Type, etc. Then there were other shows at the same time: German and there was a huge Porsche show, Italian, Swedish, American, Japanese, and at the same time there was a vintage race on nearby city streets. It limits the racecars to 2.5 liter engines. As the day progressed, more cars arrived. It was too much to digest. My tastes were for the British, Italian, and the Porsche groups and I tried to see those, but there were so many cars. I had to admit that I could not see it all.

Did I mention that it was hot? The temperature started rising and later in the afternoon it was almost unbearable. The show fields were very hilly and were hard to navigate from one to another. There was a "Media Center Building" that was air conditioned – I went there and the signs on the doors said media only. I told them that I could go in and cool off or they could call the paramedics. They allowed me to cool off.

We called it quits at about 3 p.m. and decided to head back to the luxurious Red Roof Inn Plus. As we were standing in line for the shuttle bus, it became cloudy and then overcast. We could tell that there was a storm coming. The show cars started to head home. We made it to Andrew's truck just as it became windy. Then as we were fighting with the Pittsburgh detours the sky opened and we were in the middle of a huge storm. Highway signs were blowing over and trees were falling. It took a little time, but we arrived back at our hotel as the storm was subsiding. I picked up the Honda from the tire repair shop. We rested a little and then looked for a place for dinner. We were surprised that many of the town's restaurants were closed. We realized that the storm had knocked out the power to part of Monroeville. We finally found a suitable place, Dads Grille, and had a lovely dinner.

We left bright and early. We had a delicious breakfast at the local Micky D's and decided to detour to visit the Flight 93 Memorial in Stonycreek Township, PA. I had never been there before and was very moved by the memorial and its presentation. They had a very well-done museum on the attacks. We planned on a quick lunch in Berkely Springs,

THE SPOKES

WV but the town must have had some kind of a festival that day so we decided to eat further down the road. We found a sub shop near Winchester, VA and then headed home. Our Southbound traffic was reasonable, but northbound traffic (especially I -95) was backed up from Fredericksburg to Ashland.

We arrived home safely with the Honda running on fumes. Gas is much less in Virginia. Long drive, but good company and lots to see. Thanks to Glenn for being our guide! I have already put next year's Pittsburgh Vintage Grand Prix on my calendar!

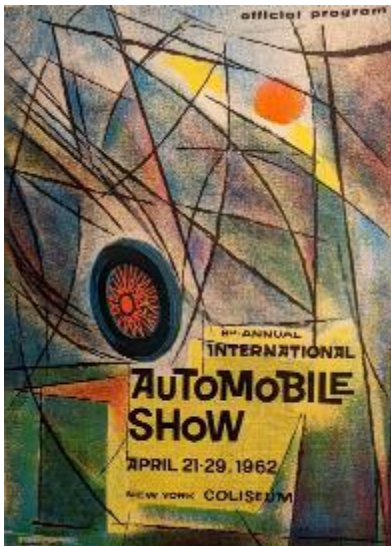


See more photos I took at the Pittsburgh Vintage Grand Prix [here](#). G.L.

RTR Odds and Ends



Ho Yong Oertwig reports that she and Stephen have added another Triumph to their fleet, a 1967 2000 MK1 saloon.



Wandering around in a Lexington, Virginia antiques store with my wife Sue, I found this catalogue for the 1962 "6th Annual International Automobile Show" at the New York Coliseum. "Standard -Triumph" was well represented at the show, featuring the TR3, the newly introduced TR4 and 1200. What's a Triumph 1200? According to Wikipedia, "Standard-Triumph experienced financial difficulties at the beginning of the 1960s and was taken over by Leyland Motors in 1961. This released new resources to develop the Herald and the car was re-launched in April 1961 with an 1147 cc engine as the Herald 1200."

beginning of the 1960s and was taken over by Leyland Motors in 1961. This released new resources to develop the Herald and the car was re-launched in April 1961 with an 1147 cc engine as the Herald 1200."



Kudos to Moss Motors for their [Spitfire 60th Anniversary Items](#), including this cool hat.

David Renn posted this picture on Facebook of the Triumph TR6 themed plate and beer mug his wife Bonnie, a very talented potter, recently made. Perhaps she now should make a Mini plate, as the Renns recently won this 1997 Mini from a [contest](#) in the UK. They plan to travel to England in September to pick it up!



A big thank you to Charlie Edmonson for sending me this Triumph Stag birthday card (I turned the ripe old age of 69 on June 30th.). Where in the world does one find a Triumph Stag birthday card?



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:

- 1970 Triumph Spitfire. Dirty, engine seized, but in sound shape, a bunch of stuff was done. You can have it for \$1500, but if I get to cleaning it up I will want \$2000.
- TR3 cylinder head, complete. \$50?
- 4 moveable pads. \$50
- TR3 drive shaft \$20
- TR3 rear end, complete. \$50
- 2 TR3 transmissions, 1st/reverse gone, \$20 ea.
- Pair of TR# seat frames. \$20

I will have more later, but small stuff. Contact Dave Upton at daveupton@gmail.com.

Free for Loan: This Gunston Colortune kit is available for loan to any RTR member. The Colortune plug kit is a simple and effective way to tune all

Triumph engines. It is easy to use and works on the principle that the combustion flame burns a particular color depending on the fuel mix. The Colortune is a spark plug with a glass insulator viewing window so the flame is visible. These kits currently retail for around \$100. I picked this one up for free recently, and already have another, so am happy to loan this one out. Contact Glenn Larson at glarson182@gmail.com.



Wanted: TR3 engine draft tube. Contact Bob Powell at 804-389-2555 or rlplkp@comcast.net

RTR Member Tech Talk

Tach Needle Bounce

My tach needle is bouncing. I have read in some forums that you can add some lube to the cable and that might fix it. If this can fix it, what lube should I use. Some suggest lithium grease. And yes I know a new cable is about 20 bucks. But I wanted to see if this will get it working again.

Ken Simms

DJ Romero replies: Personally, I use a graphite grease, but lithium will work as well. Check the routing and make sure it isn't bound. Lastly, check the ends to make sure they aren't rounded off. Good Luck!

Mike Roe replies: DJ is spot on, lithium can get sticky at cold temps, which exacerbates the issue. The key is to make sure you have no kinks or tight bends in the cable.



Often the bouncing is also due to oscillating drag between the spinning magnet assembly and the ferrous cup attached to the needle (inside the speedo). This is usually caused by the square-end drive spring putting pressure on the speedo gauge input. Either bias the drive spring towards the angle drive or (carefully) grind a teeny bit off the squared end.

If you want to cheat there is a GPS conversion with a stepper motor that turns your existing need-

le according to gps-indicated speed (and drives odometer). Pricey, but dead nuts accurate. Good luck!

Leaky Diff

Bill Moore writes: A couple of weeks ago, I decided to finally remove my TR6's differential, as it had been substantially leaking for some time and after many sleepless nights worrying if I could actually do it. Once removed, and watching numerous videos, I called my old standby, Eric Crenshaw, for help.

We worked for the better part of a Friday, removing and replacing the front seal. This was completed only after going to Harbor Freight to get a seal puller, and stopping at Burger King for Eric to get lunch. We did get both axle shafts removed but not separated. Luckily, I have a mechanic neighbor that has a press, and he saved me.



Once seals were complete and oil filled, it took me no time to realize putting the diff back in was not a one man job. I made arrangements to get my son, and XWIFE'S husband down and get started. Since I had only removed the muffler but not the tailpipe, that led to some contortionist moves to finish the job. Once all was bolted in, I waited until the next day to bolt the drive shaft, axles, and muffler into place. Finally came the , excuse my French, BUTT CLINCHING MOMENT FOR THE TEST DRIVE! Success I suppose, no abnormal sounds, or leaking fluid was noted.



**Moss Motors is a Proud Supporter of
The Richmond Triumph Register
www.mossmotors.com**



RTR July Meeting By Glenn Larson

Another great monthly meeting at Gary Kinney's house on July 14th, with more than 20 RTR members and friends attending. After much pizza and favorite golden beverages were consumed, Gary and Dean Tetterton "conducted" a tech session on coolant electrolysis. They explained how antifreeze conducts electricity, and that stray voltage will travel through it to find a ground. This can cause radiator corrosion and grounding problems. Who knew? Find out more about coolant electrolysis on line [here](#).

Following the tech session, we spent some time talking car stuff in general. Pete Churins and I talked about pulling the twin Stromberg 175 carburetors off his 1972 TR6. Pete had asked me to come down to his garage that morning in Charles City County to help find a gas leak. We quickly determined both carbs needed rebuilding. At the meeting, Mike Roe suggested getting in touch with Ken Dolhonde (aka "Pool Boy") at kencorsaw@aol.com. Mike said Pool-boy was the go-to guy for Strombergs in the SixPack community. It was also suggested that Jim Weschler, who works with Bruce Woodson at Mercer and Woodson Automotive, is a good local carb rebuilder.

We also continued a conversation about nuts and bolts that had started as part of the club's June meeting tech session. Dean brought in examples of [ARP nuts](#)/bolts and crush nuts, as well as double nutting. He said that while nylock nuts are adequate for general use, ARP and crush nuts are even better, especially for racing. (Note: Ken Nachman subsequently sent in this [fastener guide](#) that shows nuts and bolts to scale.)





THE SPOKES

Published by the
Richmond Triumph Register
Chapter of the Vintage
Triumph Register
Established October, 1986

Glenn Larson, Editor
Sue Larson, Proofreader
3923 W. Franklin St.
Richmond, VA 23221

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.

Postcard Corner By Charlie Edmonson

July has been a TRIumphant month for TRIUMPH postcards. While I acquired five new cards, I'll highlight two of them this month. Imperial Motors in Wilmette, IL opened in 1953 and sold and serviced Triumphs, MGs, and Jaguars. This card lists them as the oldest Jaguar dealer in the Mid-West. In addition, they also provided Peugeot sales and service. The dealership continued to sell Jaguars until 2017, when they closed due to excessive remodeling costs.



The Herald and Vitesse (Sports Six in the US) card is a welcome addition as you can see the similarities and differences between these two cars and includes lots of information on the card's reverse. Note the driving lights on the Herald. The Sports Six has a sunroof but no outside rear-view mirrors.



RTR 2022 Officers

President	Bruce Vaden	(804) 330-2487	shelleyv8@comcast.net
Past President & TRA Rep.	Ken Nachman	(804) 840-1441	Kennachman@comcast.net
Vice President	Tim Thacker	(804) 502-3532	thackett@outlook.com
Secretary	Jim Coleman	(804) 569-9135	JimByJove@comcast.net
Treasurer/Membership	Jim Scherer	(804) 594-5694	rosiesch3@aol.com
6 Pack & Wedge Rep.	Mike Roe	(804) 774-1750	microtr6@gmail.com
Spokes Editor	Glenn Larson	(804) 350-6820	GLarson182@gmail.com
Historian	Eric Crenshaw	(804) 320-1951	ericcrenshaw@gmail.com
VTR Representative	Jim Coleman	(804) 569-9135	JimByJove@comcast.net
Activities/Webmaster	Tim Thacker	(804) 502-3532	thackett@outlook.com
Car Club Council Rep.	Jamie Walker	(804) 350-8941	greenspit79@gmail.com

FORD & THOMAS

TOTAL INSURANCE SERVICES

**VINTAGE & PERSONAL AUTOMOBILE INSURANCE
LIABILITY - COLLISION - COMPREHENSIVE
AGREED VALUE GUARANTEED-AVAILABLE**

J C TAYLOR- FORMOST- HAGERTY- SAFECO



**YOUR FULL SERVICE INDEPENDENT INSURANCE AGENCY: HOME, AUTO, UMBRELLA
AS WELL AS YOUR BUSINESS INSURANCE NEEDS**

**LET US HANDLE YOUR VINTAGE/ANTIQUE AUTOMOBILE INSURANCE
CALL TYLER, LARA, LAURA OR SHARON TODAY!**

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.

Month	Date	Event	Day	Contact	Phone
Aug.	6	Cars and Coffee - Regency Mall, 1420 N Parham Rd - 8 to 10 a.m.	SATURDAY	http://carsandcoffeerichmond.com/	
	11	RTR Monthly Meeting - Ken Nachman's House - 7 p.m.	WEDNESDAY	Ken Nachman	(804) 840-1441
	19	RTR at Bruster's Ice Cream on Staples Mill Rd. - 7 p.m.	FRIDAY	https://brustersonline.com/	
	20	Cars and Coffee - Regency Mall, 1420 N Parham Rd - 8 to 10 a.m.	SATURDAY	http://carsandcoffeerichmond.com/	
	27	RTR Breakfast - Joe's Inn Bon Air - 9 a.m.	SATURDAY	https://www.Joe'sinnbonair.com/	
	26-28	Virginia Festival of the Wheel - Charlottesville	FRI-SUN	https://www.vafestivalofthewheel.com/	
	29-1	VTR National Convention, Galena IL	MON-THUR	https://www.vtr2022.org/	
Sept.	3	Cars and Coffee - Regency Mall, 1420 N Parham Rd - 8 to 10 a.m.	SATURDAY	http://carsandcoffeerichmond.com/	
	3-4	Va. Scottish Games British Car Show - Great Meadows, The Plains	SAT-SUN	https://www.vascottishgames.org/	
	18	RTR Picnic at the Colemans - 4 p.m.	SUNDAY	Jim Coleman	804-569-9135
	17	Cars and Coffee - Regency Mall, 1420 N Parham Rd - 8 to 10 a.m.	SATURDAY	http://carsandcoffeerichmond.com/	
	15-18	Southeast British Car Festival, Dillard, GA		https://peachtreemg.com/Dillard-2022	
	17-18	Stratford Hall Wine Festival & Car Show, Stratford, VA 10 a.m.	SUNDAY	https://www.stratfordhall.org/	
	22-25	Six Pack Trials - Lexington, KY	THU-SUN	www.6-pack.org	
	24	RTR Breakfast - Joe's Inn Bon Air - 9 a.m.	SATURDAY	https://www.Joe'sinnbonair.com/	
	24	Wings, Wheels and Keels - Topping, VA - 8 a.m. to 4 p.m.	SATURDAY	http://www.wingswheelskeels.com/	804/694-5995
Oct.	1	Cars and Coffee - Regency Mall, 1420 N Parham Rd - 8 to 10 a.m.	SATURDAY	http://carsandcoffeerichmond.com/	
	1	SVBCC British Car Festival - Waynesboro, VA	SATURDAY	www.svbcc.net	540/456-8436