

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

**2024 RTR Dues
Deadline is
February 25th
Renew Today!**



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**RSVP For RTR's Drive
Your Triumph Day Run
and 2024 Annual Meeting
Saturday February 10th!**

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PRESIDENT'S GARAGE

By Tim Thacker



We are less than 2 weeks away from our Annual RTR Meeting and Drive your Triumph Day. This year, we have combined the 2 into 1 day. I am especially excited this year because I will finally be able to attend both.

The best part of this year's gathering is that I will get to savor Sue Larson's world famous BBQ. I didn't think this was going to be possible 2 months ago, but my subliminal hints to Glenn about having the meeting at his house paid off. Now all we need is some good weather and the day will be perfect.

Tim

Triumph Parts Pick and Pay Saturday, February 24th Gary Kinney's Garage 10109 Hearthrock Court, Henrico

I will be hosting, along with my son, a "Pick and Pay" Saturday, February 24th from 11:00 a.m. until 4:00 p.m. at my garage at 10109 Hearthrock Court, Henrico, VA 23233. As many of you know, I have been a patient at the McGuire Veterans Hospital for a long time, and it's been decided that I relocate to Texas, closer to my family.

I have accumulated a good deal of Triumph parts over the years that need to find new homes. Most of what I'm selling are TR4 and TR6 parts, along with a large collection of gauges. There are also some Spitfire parts, a TR8 original manifold and carburetors, original AC parts and a coupe passenger door. Lots of stuff that will not be going with me.

On a side note, the clock is ticking and time is getting close for me to leave Virginia and head to Texas. It's been a pleasure to be involved with good friends in the British car community and saying farewell is not easy but in my case, it must be done. So, if you're in the market for some Triumph parts, or just add to your collection of spares, come and pick over what's there, make a fare offer and help me unload.

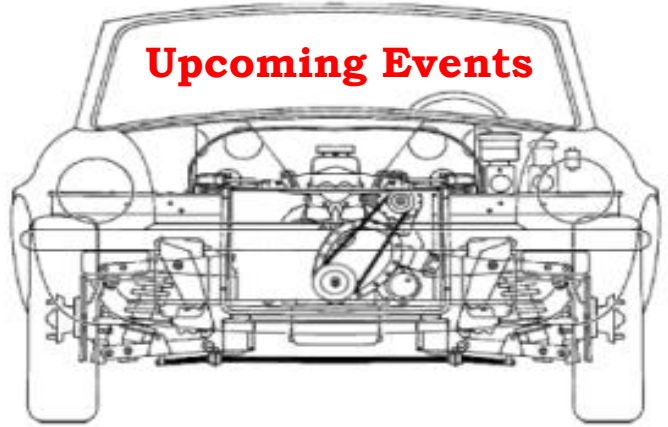
Gary Kinney

Gkinney72@gmail.com or 804-334-2605

On This Month's Cover

RTR members Tom Zbell and Steve Terrell with Steve's 1973 TR6 at RTR's January 13th breakfast at Joe's Inn.

Upcoming Events



RTR's Drive Your Triumph Day and 2024 Annual Meeting Saturday, February 10th Everyone Invited!

Run Rendezvous at 10:30 a.m.

Potluck Lunch Starts about 11:30 a.m.

Bring Something to Share

Lunch & Annual Meeting Rain or Shine

RSVP by Wednesday, February 7th

We hope you can join us for the Richmond Triumph Register'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 is February 11th. We had a great turnout on a very sunny day for the 2023 run, with 15+ Triumphs participating. All RTR members, spouses and friends are invited to the run and Annual Meeting, regardless of whether your Triumph can participate in the run.



Weather permitting, for the Drive Your Triumph Day run, we're planning a short drive to a Richmond landmark (Wilton House Museum), a group picture of all participating Triumphs, followed by a potluck lunch at Sue and Glenn Larson's home in Richmond's near west end.

Our group photo of all participating Triumphs will be sent to the organizers of International Drive Your Triumph Day (IDYTD), honoring the birthday of Sir John Black, founder of the Standard Triumph Motor Company.

Here are the DYTD run details:

- Start gathering at 10:30 a.m. in the parking lot

of the River Road Shopping Center (6201 River Rd., Richmond) at the intersection of River Road and Huguenot Rd., just across the Huguenot Bridge from Chesterfield. OK to tag along in a non-Triumph, you just won't be in the group DYTD picture.

- Leave at 10:45 for a 30-minute scenic drive along the James River. A route map will be available when we gather at the River Road Shopping Center.
- Group picture of all participating Triumphs in front of the Wilton House Museum, 215 S. Wilton Rd., Richmond.
- Short drive to Glenn and Sue Larson's home (3923 West Franklin St., Richmond) for an al fresco lunch on our patio around the firepit. Limited seating indoors, depending on the weather.

For those who aren't participating in the run but are coming to the Annual Meeting, plan to arrive at the Larson's around 11:30. Sue is making her home-made pork barbeque again this year. RTR will provide paper goods, buns, condiments, soft drinks, bottled water, and if you're so inclined, other favorite beverages. Please bring a side dish, chips or a dessert to share. For those who may not prefer barbeque, Stella's Grocery is right across the street from the Larsons and has a good variety of take-out sandwiches and other lunch items. Don't forget to bring your camp chair. Following lunch, we will hold RTR's Annual Meeting. It will be brief!

Please RSVP Glenn at glarson182@gmail.com no later than Wednesday, February 7th. Please indicate in your message if you plan to drive your Triumph. It would also be helpful to know what you plan to bring to the potluck lunch. Everyone who RSVPs will be notified the day before if inclement weather causes a change in plans. We hope you can join us!

Regardless of whether you can go on this year's RTR IDYTD in honor of Sir John Black's birthday, run, we encourage you to take a photo of your Triumph on February 10th and email it to driveyourtriumph-day@gmail.com, along with some basic information: owner's name, year and model of car, and place photo was taken (city, state, country). Photos will be published on the Drive Your Triumph Day website. Last year's IDYTD had great local participation, with more than 20 RTR members submitting pictures to both the Spokes and [IDYTD website](#).



RTR's British Car Breakfast Saturday, February 24th , 9 a.m. Joe's Inn Bon Air

Our next RTR breakfast is Saturday, February 24th at Joe's Inn, 2616 Buford Rd. in Bon Air. For more information, contact Tim Thacker at (804) 502-3532. We hope to see you there!



2024 RTR Dues Deadline is Sunday, February 25th Renew Today!

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.

The renewal deadline to appear in RTR's 2024 annual Membership Directory, published in the March issue of The Spokes, is **Sunday, February 25th**. All members "in good standing" for 2024 will receive the new RTR website password with the March issue. Don't miss out on the new online tech tips index now available only to RTR members.

Questions about your renewal? Please don't hesitate to contact me at (804) 774-1750 or microtr6@gmail.com. Thanks.

Mike Roe
RTR Treasurer and Membership Director

RTR Tech

A Stag's Progress: Part IX

Trying to Stay Cool

By Glenn Larson

One of the few things I remember from ninth grade English class is that there are seven types of conflict in literature: man vs. man, nature, machine, fate, society, self and the unknown. I can confidently report that I have encountered at least four of those conflicts in the restoration of my 1973 Stag. Certainly it's me vs. machine, but I also include fate, self and the unknown in the mix. Working on this car has been a real head game, but I've come to the conclusion "It's not so much the destination as the journey."

But, boy, it's been a long journey. One that's now in it's fourth year, but I continue to assure myself I'm getting close to getting this damn car on the road. Frustrating, yes, but fun and rewarding as well. It's very much a two steps forward, one step back restoration. One major lesson learned: I do a much better job reassembling things the third or fourth time I have to re-

peat the task. My oil pump is a good example of that. A couple of months ago I finally reached the point where I could fill the engine with oil and test to see if I had oil pressure.



The good news is that I had great pressure. The bad news is the aluminum base of the pump shattered into pieces when I over torqued it. Purchasing new parts from the UK sets me back a week or two for each order. Fortunately, the Stag shares the same oil pump with the TR7, so Moss Motors provided a replacement. Thank you Moss, for free shipping to us Richmond locals.

In the December issue of the Spokes, I briefly reported on my attempt, with a little help from my friends, to start the Stag right before Christmas. That morning, after the RTR breakfast, and under the guise of numerous onlookers, I had hoped to finally start the car. However, we immediately ran into problems with coolant leaks and gas flow to the Stag's twin carburetors.

While Dean fixed the carb problem that day, the leaks were a bigger concern, as I had great difficulty identifying the source. Stags are notorious for leaking coolant between the aluminum heads and alu-



minum intake manifold. Dean Tetterton suggested a pressure test, and I was able to borrow our younger son's coolant pressure tester. The test revealed leaks coming from the water pump, two of the four gaskets sealing the inlet manifold coolant passages, and an unknown source at the back of the engine. Ugh.

After waiting almost two weeks for new gaskets from Rimmer Brothers, (Not really their fault, as I requested the slowest shipping option. Don't ask me why.) I thought I had addressed all the leaks except for the one at the back of the engine, dripping down



to the gap between the gearbox and the connection plate. Couldn't find it to save my life. The last resort was to check the freeze plug at the back of the block, but the only way to get at it was to remove the gearbox (for the fourth time!) and clutch. Fortunately, if that's a term one can use working on a Stag, halfway through taking off the exhaust pipes and loosening up the gearbox securing bolts, I noticed that the water temperature sender unit on the side of the block was dripping. Eureka! An easy fix, right? You don't own a Stag. The engineers



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at Triumph, in their efforts to cram a V8 engine into a bay that was originally intended for a straight six, left little to no room to get at such mundane items as the water temperature sender unit. I could see the unit in the tiny gap between the block and the wheel arch. I could even reach it in an attempt at hand tightening, but no wrench would touch it. Neither would my standard or deep sockets.

The standard would not fit over the unit's wire connection and the deep was blocked against the wheel well. [Harbor Freight](#) to the rescue, as they stock a "semi deep" socket set. As shown here, a semi deep socket, is about half the length of a deep socket.



Attached to a ratchet extension I picked up last fall as the Hershey show, it did the trick.

Okay, but the story is not over yet. A subsequent pressure test revealed that I still had leaks in both the water pump and inlet manifold coolant passages. Ever worked on aluminum engine components? The softer nature of aluminum heads, etc. means their fastener holes are very easy to strip if not torqued at 20

pounds or less. Part of the reason for the leaking was that four of the twelve holes for fastening the inlet manifold to the heads were stripped. Her's a picture of what I fished out of one of the holes. The solution? [Heli-Coil](#) thread inserts.



Once I got over my fear of drilling into the heads and ruining them, the Heli-Coil insertion process is quite simple. Using a standard drill bit to expand the stripped hole to accommodate the insert, the insert is then screwed into the widened hole and is the proper size for the original bolt/setscrew. It's actually a stronger connection than the original.



I wish there was a simpler way to remedy all existing leaks at one time, but there is not. Once I Heli-Coiled the stripped holes, I had to reinstall the inlet manifold to the heads with another set of new gaskets (can't reuse these buggers) only to determine the water pump still leaked. Off comes the manifold again for the third (or fourth?) time. As I'm writing this, I'm hoping that my work to tighten the water temperature sending unit, repair the stripped head

fastening holes, replace all the water pump and inlet manifold gaskets will result in no more leaks and allow me to move forward with a second attempt to start the car, hopefully within the next week or two.



Tapping the Heli-Coil.

While waiting for parts over the last few weeks, I was able to complete a new oil pressure gauge insert to go in the space once occupied by a Volkswagen radio. Long time RTR members will recognize our 2004 VTR convention medallion.



Individual cars for individuals
Triumph manufactures a full range of cars from the 1300cc Toledo all the way up to the 2997cc V-8 Stag. That's five of them lined up above. And every one of them gives you the benefits of Triumph's 50 years' experience and expertise. Free, gratis and for nothing.

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The Spokes Tech Articles Index: January 2020 to December 2023 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. Because all issues of The Spokes are now online back to January 2020, I have been able to index all tech related articles between January 2020 and December 2023. It is also posted on the www.richmondtriumphregister.com members only page. Stay tuned for additional tech resources being indexed from pre 2020 issues of the Spokes over the next few months.

Year	Month	Page	Title/Topic	More Detail
2023	December	4	Greasing a TR	
2023	December	6	What's In Your Toolbox?	
2023	December	8	TR6 PI	Fuel injection
2023	November	8	Stag's Progress Pt. VIII	Wiring & fuses; frozen bolt removal
2023	August	6	Stag Saga Pt. VII	Gearbox removal and repair
2023	July	5	Triumph Key Replacement	
2023	July	7	TR6 Phone Holder	
2023	May	6	GT6 Gearbox - Pt. 2	
2023	April	5	GT6 Gearbox - Pt. 1	
2023	April	5	Acetone Dissolves Blue Goo	Gaskets, etc.
2023	April	6	A Stag's Progress (Pt. VI)	O-rings, Plastigauge, etc.
2023	April	7	TR7 Paint Done!	
2023	March	11	TR7 V8 Project – Paint!	
2023	February	4	Wire Stripping Hack	
2023	February	4	Magnetic Tool Holder	
2023	February	6	TR7 V8 Project – Paint!	
2023	February	8	A Stag's Progress Pt. V	Engine rebuilding
2023	January	5	TR5 Tuning	
2022	December	5	A Clean Windshield	
2022	December	6	A Stag's Progress (Pt IV)	Engine rebuilding
2022	November	4	Spitfire/GT6 Drip Pans	
2022	November	6	Phillips vs Pozidriv	Screwdriver and screw types
2022	September	9	Cool/Quiet Interiors	
2022	August	4	Stag's Progress (Part III)	Suspension and brakes
2022	August	9	Tech Talk - Tach Needle Bounce	
2022	August	9	Tech Talk - Leaky Diff	
2022	July	5	TR6 Seat Diaphragms	
2022	July	8	Triumph Bumpers	
2022	July	3	TR6 Brake Install Video	
2022	June	8	Driving Me Nuts!	Nut and Bolt Sizes
2022	February	6	A Bit Staggered	Engine removal and disassembly
2022	February	10	Solder Seal	Soldering wires
2022	February	10	Bulb Holder Update	Tail lights and brake lights
2021	December	6	Check Your Fuses	
2021	November	4	Snug Your Shocks	
2021	October	7	Bulb Holders	Tail lights and brake lights

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Year	Month	Page	Title/Topic	More Detail
2021	October	8	End Float	Engine end float
2021	October	5	EZ Carlift	Car lift
2021	October	8	Thrust Washer Installation	Engine thrust washer
2021	July	5	SU Carb Floats	SU carburetor adjustments
2021	May	6	Alternator Repair	
2021	April	5	TR7 Ignition Failure	
2021	March	10	Driveshaft Balancing	
2021	February	11	SU Dual Carbs	
2021	January	7	TR6 Fan Speed Control	
2021	January	8	Black Cloud Redux	Carburetor comparison
2020	December	3	Hand Illustrated Manual	
2020	November	6	TR6 Alternator R&R	Alternator rebuild
2020	November	7	TR6 Signal Boot Repair	Rubber gasket repair
2020	October	3	Replace Your Belts?	Seat belt replacement
2020	September	4	TR6 Oil Pressure	
2020	September	5	Red Rotors	Distributor rotors
2020	August	3	Vapor Honing	Part cleaning and refinishing
2020	August	6	TR6 Tank Upgrade	
2020	July	3	Tim's Engine Pull	
2020	July	5	Cleaning Wheels	
2020	July	7	Mike's Spitfire Repaint	
2020	July	8	Squashy Brakes	Brake master cylinder replacement
2020	June	3	TR6 Frame Repair	
2020	May	8	TR6 Body Stand	
2020	April	4	Carburetor tuning	
2020	January	7	Bumped Off	Bumper overrider replacement

Triumph Spitfire Commercials

I knew Triumph Spitfires were frequently advertised on TV in the early 1970s, but I didn't realize how many different ads there were. A quick Google search lists at least nine TV spots, so expect to see more highlighted in future issues of the Spokes. Most are a bit blurry, but still fun to watch.



Perhaps the most widely known; the [Spitfire vs. Spitfire ad](#).



A young and old theme in this [Spitfire ad](#). Was I ever a "callow, impatient youth?"

RTR Tech TR6 No Compression #6 Cylinder (Part 2) By Mike Roe

If you read the last issue of the Spokes, you learned of the problem I had with my TR6 losing compression on #6 cylinder and the broken exhaust valve I found. What follows is the journey to replace the valve and repair the damaged seat.

Dean once again saved the day with his “tier 2” level support by lending me his valve spring compressor (see photo). It’s basically a big clamp with a ratchet/rack on one side. The small fingers on the left end go over the spring, the frame is large so it can go around the head so that the pad attached to the rack can press against the corresponding valve. While holding the compressor in place, you press on the curved lever, which advances the rack. The ratchet prevents backwards travel of the rack. It’s kind of a fiddly maneuver, but with practice you can compress the spring to allow the two small keepers to fall out and release the spring.



With the spring released you can remove the valve from the head (see photo). It looks like something was pinched between the valve and the seat, so that it impacted the back side of the valve as it closed and broke a chunk off. I could not find anything inside the cylinder, and the cylinder walls were undamaged, so whatever made the impact got blown out of the exhaust.



When I last rebuilt the engine, I had early TR6 exhaust valves installed, as they are slightly bigger (1.258” vs. 1.195”), so I purchased the early valve from BPNW.

When the new valve arrived, the next step was to correct the valve seat. My TR6 does not have hard-

ened seats, so the #6 exhaust valve seat was damaged by the valve bits (see photo).



To correct this, you do something called “valve lapping”. This is not the lapping as you see at the race track but the lapping you would see in an optics manufacturer, as you “lap” the face of a lens to make it optically clear. In the case of automotive valves, you use the valve and grinding (lapping) compound to grind the valve against the valve seat. This ensures the angle of the valve matches the valve seat exactly, so you end up with a gas-tight seal.

Tools needed are shown in the photo. The stick has suction cups at each end to stick to the underside of the valve. The grinding compound is a special



paste that is engineered to stay in place and change grit as it heats up, starting at 100 grit and decreasing to 400 grit at the end. To lap a valve, you apply an even

amount of compound to the valve face, install the valve in the head, stick the lapping tool to the end of the valve, and rub the tool back and forth between your hands (pretend you’re trying to start a fire with the tool, see photo). It takes a bit of work to get the right pres-



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sure and speed, but once you get the hang of it you can feel the grit change as you grind. You pull the valve after a couple of minutes of lapping to check progress and apply more compound.

After several sessions of lapping and applying compound, you should end up with a valve seat that looks like the photo. I posted these photos on Facebook and got the comment that the valve seat looks a bit wide, with the suggestion to do a three-angle grind to improve sealing.

Seeing as how I don't know how to do a three-angle grind, I installed the head and ancillaries and will fire it up to see if I have compression on #6. Stay tuned!



The "Triumph in Tartan" article in the January issue of *The Spokes* mentioned a limited series Levi's interior trimmed TR7. If that wasn't wild enough, the exterior was Coca Cola themed. Notice the Coke and Levi's badges. Shagadelic, Baby!



The 24th Annual Williamsburg British and Import Car Show, presented by the Williamsburg British and Import Car Club. Admission is FREE for the public. Children's activity, charity silent auction, and food available from nearby restaurants. Friday Welcome Reception for participants and sponsors. Vehicle registration is \$25 prior to April 13th, \$30 afterwards. Rain date is May 5th. For more information or to pre-register, visit the Williamsburg British and Import Car Club website at www.wmbgbrit.com. Registration contact: Jerald Jacobs, chapjacobs@hotmail.com.





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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: TR4-TR6 Roll Bar. \$100 obo. Semi-gloss, black powder coat. Mounting bolts & plates not included. This is the unit on Moss Motors site: mossmotors.com/856-090-roll-bar. Can definitely be installed as is with some touch-up around the base pads. If your car's in pristine shape, you'll likely want to paint or powder coat. Happy to send more pics if interested. Contact Mike at 804-503-1339 or mikelbeebe@gmail.com.



Free to a Good Home: TR3A front fenders (both sides), grill and hubcaps with globes. All in very good condition. These parts have been in my garage for years, and it's time they go to someone to use on their TR rather than resell. Pick up in Midlothian. Contact Jonah Bowles at 804-338-5446 or Agritrade@comcast.net.

Free to a Good Home: TR6 windshield frames, good usable condition, no rubber or glass. Free to anyone who can pick them up at my home in Mechanicsville. Contact Steve Terrell at steve@stva.net.

For Sale: 1953 Packard Caribbean convertible. \$65,000. Contact Bob Powell at rlplkp@comcast.net.

For Sale: 1 Pair of Miata seats with adjustable headrests and matching seat rails. Seats are from a 1995 Miata, originally tan but painted black. Good condition but will need recovering. \$325. Contact Don Tate for more info at bn2cars@comcast.net.



For Sale: 1975 Spitfire 1500. I bought this soon after Covid came to town, thinking I would address its engine knock (likely a wrist pin failure on one piston). Since then, I bought a TR6, so I need the garage space! Burgundy paint is shiny; body is straight; chrome is bright. Maintenance and improvements (by previous owner) include: new brake pads, calipers and hoses; interior work, nice wood dash veneer, and a RetroSound radio. Tires have good tread but are old. Also includes: white steel hard top with very nice, replaced headliner (over a folded soft top); spare 1500 engine with good compression (on a pallet); a new Moss wiring harness (still in the bag); and various other spare parts. All in, I've spent \$3,300 and that's what I'm asking. Buyer must transport. I'm listing in the Spokes first, and will list it elsewhere if not sold by February 29. Contact Doug Harris, (804) 690-0092 or carman020855@gmail.com.



Welcome New RTR Members

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Join the Vintage Triumph Register



The Vintage Triumph Register is a North American club of over 2,700 Triumph owners and enthusiasts. Membership includes a quarterly magazine, "The Vintage Triumph," and access to VTR's staff of volunteer vehicle consultants. The award-winning VTR [website](http://www.vintagetriumphregister.org/secure/signup) is a resource for Triumph enthusiasts worldwide. VTR annual dues are \$35. To join VTR, go to www.vintagetriumphregister.org/secure/signup

Roadster Factory Update

As was reported in the January issue of The Spokes, the Roadster Factory in Armagh, PA burned to the ground on Christmas Eve. TRF owner Albert Runyon hopes to revive some of the business, as is detailed in the email he sent last week.

Dear TRF Customer: I hope you are doing well. I am staying busy and thinking of ways to get some aspects of TRF going again. We had a shipment of stock from our UK suppliers delivered a few days after the fire that I have in storage. I am hoping to get that unpacked in the next few weeks and I am working on some different ideas about how to list those parts for sale. The tooling for the parts we have reproduced is safe with our manufacturers and we can have new batches of those parts made. I have a shipment in transit from our Taiwan manufacturer that will include our famous yellow fans and the long awaited backlight seals for the TR6 hardtop. That should be delivered by the middle of March.

I would also like to get our trim shop, The Magic Carpet Factory, running again. Brenda is eager to come back to work, but most of her patterns were destroyed in the fire. We would like to make new patterns, but we need some help. If you recently bought a carpet set, hood stick cover or headliner kit that you have not installed yet, please get in touch by replying to this email. We are especially interested in TR2 thru TR6 items to start off with. We can arrange a shipping label for you and we will return the kit to you within a couple of weeks. (Here) is a picture I took of TRF on January 3. I hope to include more pictures of TRF as we make progress. Thanks for your support. Albert



TRF Walk-Through Video

One doesn't get a real feeling for the extent and complexity of a mail order British classic auto parts business until watching this [2021 YouTube video](#) of a TRF warehouse walk-through. So much flammable material!



RTR 2024 Officers (Pending confirmation at the 2024 Annual Meeting)

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Car Club Council Rep.	Jamie Walker	(804) 350-8941	greenspit79@gmail.com
Past President	Bruce Vaden	(804) 330-2487	shelleyv8@comcast.net

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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.

Feb.

3	Cars & Coffee Richmond - Stony Pt. Fashion Park - 8 a.m. to 10 a.m.	SATURDAY	www.carsandcoffeerichmond.com	
10	RTR Drive Your Triumph Day Run and Annual Meeting - 10:30 & 11:30	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/	

April

11	RTR Monthly Meeting - Location TBD - 7 p.m.	THURSDAY	Tim Thacker	804-502-3532
13	Cars & Coffee Richmond - Stony Pt. Fashion Park - 8 a.m. to 10 a.m.	SATURDAY	http://carsandcoffeerichmond.com/	
19-21	The Gathering - Shelton Vineyards, Dobson, NC	FRI-SUN	www.triumphclub.org	
20	Beverly Hills Shopping Center Cruise-In - 10 a.m. to 2 p.m.	SATURDAY	-	
20	RTR Breakfast - Joe's Inn Bon Air - 9 a.m.	SATURDAY	Tim Thacker	804-502-3532
27	Cars & Coffee Richmond - Stony Pt. Fashion Park - 8 a.m. to 10 a.m.	SATURDAY	http://carsandcoffeerichmond.com/	
28	Britain On The Green - Gunston Hall, Lorton	SUNDAY	http://www.capitaltriumphregister.org	