

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 Tickets
Today For The
RTR Holiday Party
Sunday, December 10th**

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PRESIDENT'S GARAGE



By **Tim Thacker**
RTR President

The holiday season is almost upon us, and that means that the RTR Holiday Party is fast approaching. If you have not already made plans to attend, there are still a few days left to register online. This is a new venue for our annual party and we need you help to make this a success! Plus, we will guarantee you a night of fun! We have a great buffet planned, and door prizes worthy of the Poker Run. It's not too late to make plans to attend, and we hope to see you there!

Cheers-Tim

How old were you when you found out that the screwdriver handle is actually designed to put a wrench on it to help loosen a tight screw?

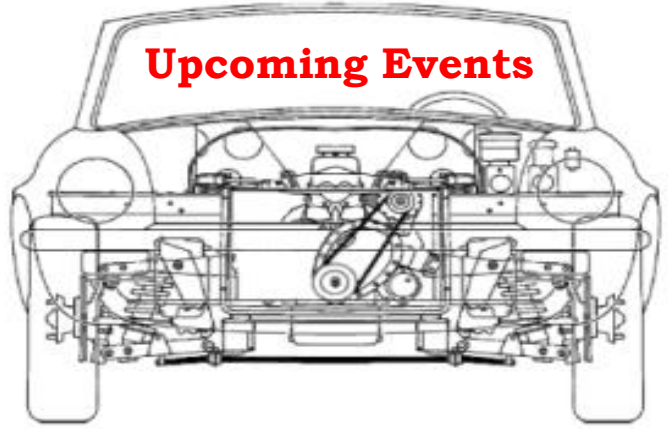


Sent to me by RTR member Ray McCaskey. I immediately went out to my garage to check! G.L.

On This Month's Cover

A small but enthusiastic group of Richmond Triumph Register members and friends at the start of RTR's London to Brighton Run on November 5th. A big thank you to Mike Roe for organizing this pleasant Sunday drive and lunch.

Upcoming Events



Buy Your Tickets Today!

RTR Holiday Party

Sunday, December 10th

5:00 p.m. until 8 p.m.

**Keystone Truck & Tractor Museum
880 W Roslyn Rd., Colonial Heights**

The Richmond Triumph Register's Sunday, December 10th Holiday Party at the Keystone Truck and Tractor Museum is now a little more than a week away, and it promises to be the biggest event on RTR's 2023 calendar. As highlighted at their website (www.keystonetractorworks.com), encompassing

more than 125,000 square feet, the Keystone Antique Truck and Tractor Museum is no ordinary museum. "It's cool, it's combustible, and guarantees to take you on an exhilarating walk down memory lane. Come experience the last century of agricultural heritage incorporating fully restored antique farm tractors, ongoing restoration projects and other farm related equipment. Keystone offers visitors more than the farm with a time warp of antique road trucks, classic cars, vintage gas pumps, oil cans, automotive signage, clocks, advertising posters of yesteryear and so much more!"



We're expecting a great turnout with 40+ on board so far, so if you haven't yet purchased your tickets online at www.richmondtriumphregister.com, please do so **no later than this Sunday, December 3rd**. Those who may not be able to purchase tickets online or want to do so after December 3rd should contact RTR's Treasurer, Jim Scherer at (804) 594-5694 or rosiesch3@aol.com.

Tickets are \$30 per person, which includes dinner, entrance to the museum and access to all exhibits. Dinner will include barbeque and rolls, baked and fried chicken, mashed potatoes and gravy, mac and cheese, baked beans, green beans, corn, coleslaw,



rolls and a cookie tray. Beverages offered as part of the package will include sweet and unsweetened tea, lemonade, and bottled water. In addition, as in past years, beer and wine will be available courtesy of RTR. There will not be a "white elephant" gift exchange this year.

Directions: The Keystone Truck and Tractor Museum is located at 880 W Roslyn Road in Colonial Heights, with easy on-off access from I-95 at Exit 53, less than 30 minutes from downtown Richmond.

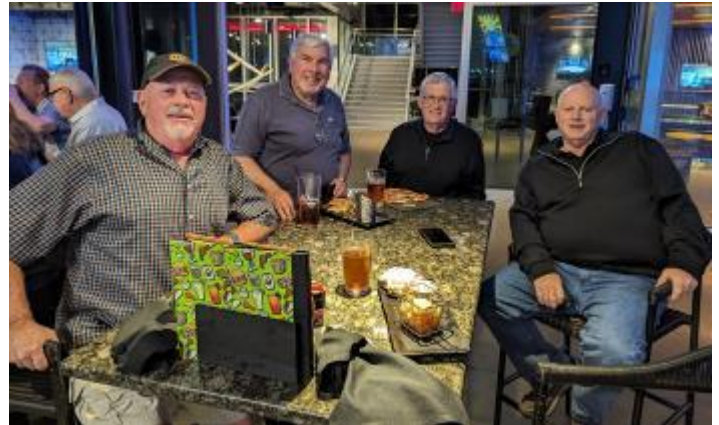
Want more information about RTR's Holiday Party or need directions along the way? Contact Ken Nachman at (804) 840-1441 or kennachman@comcast.net.



RTR Breakfast Saturday, December 16, 9 a.m. Joe's Inn Bon Air

Our next RTR breakfast is Saturday, December 16th 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.

Out and About With RTR



Ken Simms, Ken Nachman, Don Tate and Tim Thacker at RTR's November 9th monthly meeting at Top-Golf Richmond. Tim has an impressive swing!



RTR member Mike Roe driving a friend's Stag at the Capital Triumph Register's October 22nd Fall Foliage Tour. Mike reports he drove his GT6 up to northern Virginia for the day, as his TR6 recently lost compression on its number 6 cylinder.

Tech Tips

TR Basic Maintenance: Greasing a TR

By Ian Cornish & Tony Sheach, with illustrations by Roger Hinds

RTR member Ken Nachman recently joined the UK-based [TR Register](#), a Triumph enthusiasts club dedicated to “all models of TR from TR2 - TR8 and all derivatives - Italia, Swallow Doretti, Peerless, Warwick, Grinnall and Dove.”

The following is an excerpt from the “TR Basic Maintenance” guide produced by the TR Register, covering TR lubrication. I hope the good folks at the TR Register don’t mind us reproducing it here in the Spokes, as it contains a lot of good information relating to maintaining TRs.

This is the dirtiest of the maintenance jobs, but is absolutely vital and — oddly quite satisfying once completed! It is particularly important for the trunnions for, if neglected, the vertical link and trunnion can become so jammed that the steering is restricted and it may be impossible to separate the two (I know because a TR which I acquired had been neglected and I had to replace the vertical link and trunnion as a pair). In the case of front suspension components, sufficient grease must be forced into the bearing to expel dirt, water and old (discolored) grease. It is important to capture the expelled mess to prevent it getting onto the brake discs, as this would seriously reduce the braking efficiency. We recommend plenty of old newspaper and a long, thin-bladed screwdriver to remove the mess from the more inaccessible places - and use a barrier cream and wear latex gloves! Elsewhere (steering rack, water pump and rear hubs), very little, if any, grease should be pumped in, else seals may be damaged.

A. Front Suspension and Steering

On each side, there are five suspension grease points. The nipple for the trunnion/vertical link is either on the underside of the trunnion (early cars) or in the seal at the base of the trunnion, as shown here. The Lower Wishbone Bearings have a pair of nipples, one each side of the trunnion. The Upper Ball Joint and the Steering Ball Joint are shown in the left-hand photo. On TR4 onwards, if the steering rack does not have a fitted grease nipple, remove the plug and insert a nipple — but 5 strokes of the grease gun seems too much!

Whilst greasing, check for wear in these vital components. TR2/3/3A models have cam & lever steering, and the box is filled with oil through a hole, sealed with a rubber bung, about 12" up the column from the box. And there is an inner ball joint (yellow



arrow) on each side.

B. Water Pump

Some newer pumps have not been fitted with a grease nipple - they are sealed for life (or death!). Be very sparing with the grease gun (2 strokes maximum).



Water Pump Greaser

C. Clutch Cross Shaft

A grease nipple was fitted to each end of the shaft earlier on — be very sparing with the gun as you don't want grease to migrate onto the clutch plate!



Clutch Cross Shaft

D. Propeller Shaft

The photo shows the forward end of the shaft - there's another universal joint (UJ) at the rear. The UJs should be fitted with long-reach nipples (B), or else your grease gun may not latch onto them. Nipple A supplies the sliding spline, which allows the shaft to change in length as the rear axle moves vertically. Normally, this is accessible from below, but if not, it might be necessary to cut a hole in the top of the propeller shaft tunnel to gain access, and this hole should be sealed with an appropriate rubber bung. Whilst underneath, check for wear in the UJs— they start clunking and don't last forever!



Rear Hub Grease Nipple

G. Front Hubs

With the road wheel securely fixed and the car elevated, spin the wheel to ensure that it is free to rotate. Then grasp the tyre at 12 and 6 o'clock, pulling outwards with one hand and pushing inwards with the other, then reversing the pull/ push. There should be no discernible play — do not be deceived by the clicking of the disc pads in the caliper, or possible play in the trunnion, upper ball joint or wishbone joints.

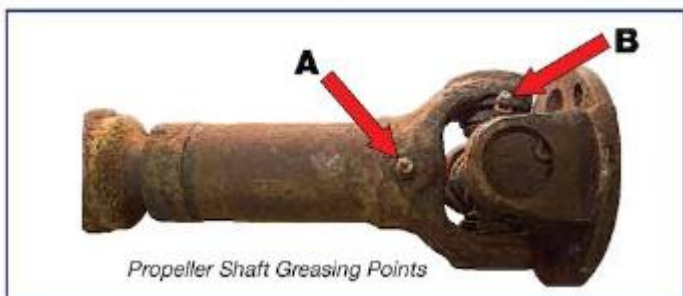
If play is detected, remove the road wheel. To remove the dust cover, use a self-tapping screw through the hole in the dust cover to ease the cover from the hub into which it is a push fit.

Once the dust cover has been removed, straighten the bent end of the split pin and remove it. There should be two drillings for the split pin, disposed at 90 degrees, so it is possible to adjust in 1/12 turn (30 degree) increments. Some early cars may have only a single drilling for the split pin, in which case

(Continued on page 7)



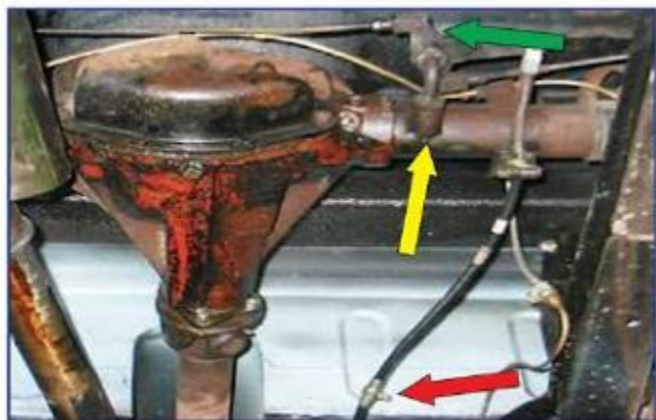
Front Hub adjustment



Propeller Shaft Greasing Points

E. Handbrake Mechanism

On TR2-TR4, there's a nipple on the cable (red) and two on the compensator mechanism (yellow and green). When the handbrake is off, the compensator should be very floppy - that's why it works so well! Smear some grease onto the fork ends of the three cables, and similarly onto the fork end at the lower end of the handbrake lever as it's exposed to the elements.



Handbrake mechanism grease points

F. Rear Hubs

Marked with arrow and shown for completeness, but if the hubs were properly packed with grease when assembled, it is better NOT to pump in any more grease in order to avoid damage to the seal, which would result in grease leaking onto the brake shoes. Check for wear in the hub bearing in the same fashion as for the front hub, but be aware that the rear hub should be set to 0.004" to 0.006" play.

What's In Your Toolbox?

By Glenn Larson

Over the two plus years of working to bring my 1973 Triumph Stag back to life, I've added a number of new tools and automotive gizmos to my toolbox. I've also learned more about what the tools I've owned for years are capable of. Here are some pointers and other bits of collected wisdom (?) that I hope will be useful. Look for Part II in the January Spokes.

The Difference Between Six and Twelve-Point Sockets: Shortly after we were married in 1977, my wonderful wife Sue won an extensive selection of Craftsman tools in a radio station contest. The wrenches and 1/4, 3/8 and 1/2 inch socket sets have formed the core of my tool collection ever since. Mostly all the sockets in Sue's prize were 12 point, and I used them for years on my Spitfire without fully realizing the important difference between six and 12 point sockets. While many six point sockets have made it to my collection over the years, I never differentiated between the two sizes when grabbing one out of my tool chest. It wasn't until Dean Tetterton and I were stripping down the Stag's seized engine that Dean enlightened me on how important it is to use the right dimension socket, especially with high torque applications. The [Tekton website](#) has a good video and explanation of the difference. It states: "Matching up the points between the tool and fastener means that you will maximize the surface area of steel in contact, making the tool less likely to slip or fail. This is important when you're applying a lot of force, especially if the fastener is damaged or rusted." Good advice, especially when you're trying to removed rusted nuts from a 50 year old car!



The Right Wrench: There are many contrasts between working on a Spitfire and a Stag, but perhaps the greatest one is ease of access (or lack of) to all the tricky bits in the engine compartment. My tried and true 45 year old set of Craftsman combination wrenches was more than adequate for most of the work I did on my Spitfire, but I really had to step up my game with the Stag. It's V8 is crammed into a bay that was originally designed for the Triumph straight six, and every inch is occupied by a component in the way of accessing another. Very tight. My set of "stubby" wrenches from Harbor Freight (don't judge!) has been a life saver, along with a good



set of ratchet wrenches that I've had for years. A set of crowfoot wrenches is also extremely valuable working in tight spaces, as is a set of off-set wrenches. When working on brake fittings, consider a set of flare nut wrenches as they give more points of contact than a conventional wrench and therefore are more likely prevent damage to the nut, especially specialty brass fittings.



Socket Extenders: A Triumph owner can never have too many extenders. I've put three together



trying to access one almost inaccessible gearbox nut. The black shafted one in this picture is great for bending around tight spaces, but quickly loses it's torque power. The one with a handle I recently picked up at the Eastwood booth at the Hershey car show. Not yet sure where it will come in handy, but I think it is only a matter of time.

Ditto on Breaker Bars: Good to have both 3/8 and 1/2 inch sizes.



Torque Wrenches: A good quality torque wrench is essential. For years I used the beam style one that came in Sue's prize package, remember those? I still have it, but I consider it more of a museum piece. Then I acquired an inexpensive (\$30?) torque wrench from Harbor Freight. Perhaps OK for some un-critical applications, but I didn't trust it for my Stag work.



Fortunately, we have a gearhead son, and he gave me a real nice high-quality torque wrench for Christmas last year. Not cheap, but worth every penny. I also have a [digital torque adapter](#) that works well in tight spaces.

To be continued...



Triumphs In The Movies

RTR member Jim Barker sent me this screen shot of a Triumph TR3 in the classic 1967 movie 'Wait Until Dark' starring Audrey Hepburn. He says it is "one of her neighbors leaving for a ski weekend. Shows you've got to be young to drive with the top down in winter!"

This picture got me thinking about the color of the TR3. Is it because the film from the movie has faded or did Triumph offer a color similar to Campbell's Tomato Soup? More orange than red? Check out the 1960 Triumph color cart available on the [Vintage Triumph Register website](#). Why two almost identical reds? What do you think?



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.

Free: TR3 tire and rim, two transmissions (first/reverse missing teeth)

For Sale: Triumph Spitfire engine. Won't crank and looks terrible but basically sound for restoration. Make an offer.

For both ads, contact Dave Upton at 804-347-3869 or daveupton@gmail.com.

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(Continued from page 5)

it is well worthwhile drilling another at right angles (but don't allow any swarf into the bearing!). With an open-ended or socket spanner, tighten the castellated nut slowly until resistance is felt, then back off until the split pin can be inserted into one of the drillings. If unsure, replace and tighten the road wheel, then check that the wheel spins freely and that play has been eliminated. Once sure that adjustment is correct, bend one end of the split pin flat against the end of the stub axle, re-fit the dust cover by tapping it gently home, and re-fit the road wheel. If adjustment is required frequently, it is a sign of impending bearing failure, and replacement should be undertaken as soon as possible.





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Welcome New RTR Members

Mike and Karen Beebe
12433 Burnside Lane
Henrico, VA 23233
mikelbeebe@gmail.com
804-503-1339
1976 TR6, 1980 MGB

Chris and Rebecca Bullock
2401 Odendron Court
Henrico, VA 23233
804-316-6978
bullock.ahc@gmail.com
1969 TR6 PI

David and Kimi Butler
4050 Wakefield Road
Richmond, VA 23235
cdavidbutler@msn.com
314-369-2988
1976 Spitfire 1500

**22 new
members
joined RTR
in 2023!**

TR6s With Lucas PI

New Richmond Triumph Register members Chris and Rebecca Bullock own a very rare 1969 TR6, at least on this side of the pond. Last spring, Chris imported a UK market right hand drive TR6 with Lucas mechanical Petrol Injection (PI) directly from its previous owner in England. TR6s with PI were not imported into the US because they could not meet Federal smog restrictions, and were instead fitted with twin Strombergs. At the end of TR6 production in 1976, Triumph had produced just 14,000 fuel-injected TR6s compared to 78,000 carbureted versions.

The Lucas PI system's worrisome reputation did not keep it from being widely adopted by many famous manufacturers, including Rolls Royce, Maserati and Ferrari Formula 1 race cars.

Want to know more about TR6 PI cars? Check out this [video](#) and [article](#).





THE SPOKES

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New Triumph TR-4A is one sports car that won't shake your fillings loose.

New independent rear suspension* smooths the bumps.



It also prevents rear-end rumbles. Even if you hit cobblestones at 100 mph. (Here's another eye-opener. The TR-4A costs \$1000 less than other sports cars with full independent rear suspension.)
More TR-4A innovations: deep-cushioned bucket seats and easy-up convertible top. Weather-tight up, we might add.
Of course, it retains those features that made the TR-4 the SCCA National Class Champion for three straight years. Such as four forward synchromesh gears.

Triumph

Rack-and-pinion steering. Low center of gravity. Enormous disc brakes. (How about the availability of Triumph services? No problem. Parts are available through a nationwide network of warehouses, distributors and dealers.)

There's something else about the new TR-4A that won't shake you up. That's the price, \$2899**.

*Optional at extra cost. **Suggested retail price P.O.E. plus state and/or local taxes. Slightly higher in West. SCCA-approved competition equipment available. Look for dealer in Yellow Pages. Overseas delivery available. Standard-Triumph Motor Co., Inc., 879 Madison Ave., N.Y., N.Y. 10022. Canada: Leyland-Triumph Motors Canada Ltd., 3460 Kipling Ave., W., Toronto 10, Ont.

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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.

Dec.				
9	Cars & Coffee Richmond - Stony Pt. Fashion Park - 8 a.m. to 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. to 10 a.m.	SATURDAY	www.carsandcoffeerichmond.com	
Jan.				
6	Cars & Coffee Richmond - Stony Pt. Fashion Park - 8 a.m. to 10 a.m.	SATURDAY	www.carsandcoffeerichmond.com	
13	RTR Breakfast - Joe's Inn Bon Air - 9 a.m.	SATURDAY	https://www.Joe'sinnbonair.com/	
19-28	DC Auto Show		http://www.washingtonautoshow.com/	
20-28	Barrett-Jackson Auctions - Scottsdale, AZ		www.barrett-jackson.com	
20	Cars & Coffee Richmond - Stony Pt. Fashion Park - 8 a.m. to 10 a.m.	SATURDAY	www.carsandcoffeerichmond.com	
Feb.				
3	Cars & Coffee Richmond - Stony Pt. Fashion Park - 8 a.m. to 10 a.m.	SATURDAY	www.carsandcoffeerichmond.com	
?	RTR Annual Meeting - Location TBD - 3 p.m.			
10	RTR International Drive Your Triumph Day Run	SATURDAY	Glenn Larson	804-350-6820
16-18	Virginia International Auto Show, Richmond Convention Center	FRI-SUN		
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/	