



# THE STANDARD

The Official Publication of the  
***Capital Triumph Register***  
Volume XXIII, Number 1, January 2011



*Lionel Mitchell (left) receives a certificate of recognition from Paul Scuderi for amassing the most participation points during CTR's 2010 season. Lionel's certificate — along with many others — was presented at the annual CTR Awards Brunch held at Madigan's in Occoquan, Virginia, on January 16<sup>th</sup>. For more on the Awards Brunch, turn to page 5.*

**PAGES 1 & 5 - Awards Brunch; PAGE 2 - CTR Happenings;  
PAGE 3 - DC Auto Show; Chris' Classic Restorations; Winter Dinner;  
PAGE 4 - GYHD-TR4 Help; PAGE 6 - Classified; Events; PAGE 7 - Club Info**



## CTR Happenings

### Britain on the Green 2011 Kickoff Meeting

The BOG Kickoff Meeting will be held at Collingwood on Saturday, January 29th at 10:00 AM. Plan to be there to find out what you can do to help with CTR's largest event!

And don't forget, this year's Britain on the Green will be held on Sunday, May 1<sup>st</sup>.

### 2011 Events Calendar

Beginning with this issue, the calendar will list the many events planned for 2011. More will be added as the year goes on. We hope to see you often throughout the year!

### CTR Facebook and Forum Accounts

CTR has a Capital Triumph Register Facebook group and an on-line Forum. Both sites will continue to run in parallel while we see which our members prefer. Both are intended as places to announce events, chat about anything remotely related to CTR or Triumphs, share your restoration progress or go for help when a tech question comes up.

The Forum is at <http://www.capitaltriumphregister.com/forum/Blah.pl?> (Passwords must be eight characters or less.)

Facebook is at [www.facebook.com](http://www.facebook.com) - join Facebook then apply to the Capital Triumph Register group.



Looking back at ***The Standard***:

**Volume VIII, Number 1**  
**January 1996**

The lead articles in the January 1996 edition of *The Standard* were on the Holiday Party hosted by Stephen and Anne Moore and the Awards Banquet arranged by Terry and Cathy Sopher at the Paradiso Room Restaurant. Beverly and David Dougherty reported on a trip to Ireland. René Burcksen discussed power problems with his TR6 and RJ Fortwengler reported on wire wheel restoration by (believe it or not) "Ye Olde Wheel Shop."



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As we have done for several years, CTR members will attend the Washington Auto Show at the DC Convention Center.

This year we will attend on Friday, January 28<sup>th</sup>, to take advantage of the show's longer hours that day. We will meet at 6:00 PM at the Old Dominion Brew House, located adjacent to the Convention Center at 1219 9<sup>th</sup> Street, between M and N Streets, NW. If you take Metro, use the Mt. Vernon Square/Convention Center Station on the Yellow and Green lines. Lionel Mitchell is coordinating this one. Shoot him an e-mail ([haymarket4@verizon.net](mailto:haymarket4@verizon.net)) if you plan to attend and use his cell phone (703-217-1485) to rendezvous with the CTR crowd.

The Auto Show is a great chance to see the latest models from Triumph. Sorry, dream on. But it is a great opportunity to check out the latest offerings from the world's auto makers. Come on by to slam a few doors, kick a few tires, and share opinions, but wear comfortable shoes; the DC Convention Center is huge!

For more information on the Auto Show, check out their website: <http://www.washingtonautoshow.com/>

## Chris' Classic Restoration Shop Tour February 12<sup>th</sup>

Lionel Mitchell has arranged a tour of Chris' Classic Restoration Shop with owner and longtime LBC guy and autocrosser Joe MacInnes on Saturday, February 12<sup>th</sup>. Plan to arrive at 10 AM. Lionel will bring doughnuts and some kind of beverage.

Chris' is located at 4987 Winchester Boulevard in Frederick, Maryland 21703. Information on the shop may be

found at <http://www.chrisclassicrestorations.com/> and at <http://www.fredericknewspost.com/sections/business/display.htm?storyid=112632>

RSVP to Lionel by February 10<sup>th</sup> by email ([haymarket4@verizon.net](mailto:haymarket4@verizon.net)) or phone (703-217-1485).

## CTR Winter Dinner February 26<sup>th</sup>

The 2011 CTR Winter Dinner is tentatively planned for Saturday evening, February 26<sup>th</sup>, at the Glory Days Grill in Bowie, Maryland. Specifics will be provided in the February newsletter and posted on CTR's Forum and Facebook sites.

Take advantage of this opportunity to talk Triumphs and enjoy CTR camaraderie during this long, cold winter.



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## GYHD - TR4 Help

### January 9<sup>th</sup>

The Get Your Hands Dirty session held on January 9<sup>th</sup> was intended to help Lyle Farmer take care of several tune-up and maintenance items needed to get his early TR4 roadworthy. Events took an unfortunate turn when coolant was discovered in the oil. We didn't have the tools on hand to do a compression check to determine the condition of the head gasket, so the car was buttoned back up with plans for a follow-on session at a later date (stay tuned for details).

After the GYHD session, Lyle generously treated those who came to help to burgers and brews at Franklin's restaurant in Hyattsville.

*Top left: Ethan and JP Puckett and Jason Wolfe talk TR3s*

*Bottom left: Mat Schipani and George Earwaker pull the TR4's battery*

*Top right: Lionel Mitchell, Dennis Eckhout and George Earwaker try to look warm. Dennis was visiting from Oklahoma on business and took advantage of the GYHD to catch up with friends in CTR.*

*Middle right: Lyle Farmer, Dennis Eckhout and Rich Townsend make light of the anti-freeze found mixed in with the TR4's oil*  
*Stephen Prior, Matt Schipani and Richard Townsend watch Bruce Hislop replace the TR4's ignition switch*







# CTR Awards Brunch January 16<sup>th</sup>

The CTR Awards Brunch was held on Sunday, January 16<sup>th</sup>, at Madigan's restaurant in Occoquan, Virginia, and featured a very strong member turn out.

Numerous CTR members received certificates of recognition for their participation in club events during 2010. Beginning with the greatest number of participation points received, the following members received certificates: Lionel Mitchell, Art Fournier, Rich and Patti Townsend, Paul, Sharon and Rebecca Edelstein, Karl and Penny Johnson, Tom Burke, Paul Scuderi, RJ Fortwengler, Bruce Hislop, Bill and Carol Goodwin, Joe and Rita Cannon, Sandy and JoAnne Thomson, Matt and Carrie Schipani, Rich and Lisa Smalling, Jeff and Marcie Knepp, Sherman and Camellia Taffel, Scooter Mauck, John and Sara Buescher, Rob Reynolds, Craig Nicholls, Pam Michell, Tim Shalvey, Fred and Diane Mittelman, Maureen and Jay Donn, and JP Puckett. Many other CTR members participated at events throughout the year and deserve thanks as well. Congratulations to all; keep it up in 2011!

Special thanks to Motorhead for gift certificates for the three top place award recipients. Bruce Mundie generously donated a special prize of an aerobatic flight in his Citabria. This was awarded to Tom Burke who has gone "above and beyond" for many years as our Britain on the Green co-coordinator. And finally, thanks to Rich the T Townsend for not only arranging this year's Awards Brunch, but also for tracking the points throughout the year!



*Jay Donn*



*Fred Mittelman and Diane Paige*



*Tim Shalvey*



*Rob Reynolds*



*John and Sara Buescher*



*Sherman and Camellia Taffel*



*Jeff Knepp*



*Carrie and Matt Schipani*



*Bill and Carol Goodwin*



*JoAnne and Sandy Thomson*



*RJ Fortwengler*



*Bruce Hislop*



*Paul Scuderi*



*Art Fournier*



*Rich and Patti Townsend*





# CLASSIFIED

CTR assumes no responsibility for quality or condition of merchandise listed herein. All transactions resulting from listings are strictly between buyer and seller.

NOTE: Ads for CTR members shall run on a space available basis for 3 issues. To rerun, please resubmit your ad at end of period.

**1963 TR3 for sale.** I have the complete car in parts. Frame and tub are in poor shape. The rest of the car has been stored inside and is in much better shape. I have the motor and trans, both are complete and not stuck. Would like sell all or part to someone who can use the parts. Not looking to get rich off of it. Cape Charles, VA. Call Steve 757-678-6126

**1959 Austin Healey "Bugeye" Sprite for sale.** Complete classic in very restorable condition. Original 948 cc engine/trans. Spare parts include 1275 cc engine/trans; front disk brake assembly and more. Needs a total restoration. Get this piece of history back on the road. Please no dreamers. Bring a trailer and \$3,500. Mike 301-537-1191 or [mgraul226@gmail.com](mailto:mgraul226@gmail.com)

**Triumph TR6/250 used windshield** - Used windshield. Replaced one from my 1972 Triumph TR6. Clear glass, has a blemish in the bottom passenger side of the glass. FREE to a good home, not something I want to sell on eBay and ship. Located in Vienna, VA. Call Craig at 703-319-9258

**TR6 factory hardtop for sale,** completely disassembled for painting but with all components, including restoration kit from Roadster Factory. \$1,250. Call Noble at 202-882-5636 or Jeff at Motorhead

**69 GT6+ parts for sale** - Body shell with rust issues, but some good panels and roof (free) Full Bonnet with minor dents (make offer) Frame that is straight, but needs outrigger repair ( make offer ) OD Transmission with 80,000mi (make offer ) Doors, and misc small parts too numerous to list. All have been in storage for past 20 years. All parts located in Sterling Virginia and must be picked up. Call Dave Monroe at 703-955-0862

**Space for rent** - We have some room at the Springfield/Newington storage shop for small British Car (TR or MG). The rent is \$95/month with additional storage area also available at \$1 per square foot per month. The shop is heated, alarmed, bathroom, water, etc. We also have a drill

press, shear, compressed air, sandblaster, band saw, and many other tools. Everyone there is very friendly and we often give each a hand. For more information e-mail Ed Chan at [capitaldriving@yahoo.com](mailto:capitaldriving@yahoo.com) or call me a home at 703-721-1771

# EVENTS

**All listings including "CTR" are events for which club participation points will be awarded.**

**Jan 22** - Garage Lift Tech Session, Herndon, VA, Bill Wemhoff \*CTR\*

**Jan 28** - DC Auto Show, Lionel Mitchell \*CTR\*

**Jan 29** - BOG Kickoff Meeting, Collingwood, Tom Burke

**Feb 12** - Chris' Classic Restorations Tour, Lionel Mitchell \*CTR\*

**Feb 26** - CTR Winter Dinner, Bowie, MD, Bruce Hislop \*CTR\*

**Mar 9 (Wednesday)** - ESB and BOG Mailing Party, RJ Fortwengler \*CTR\*

**Mar 19** - RTR Moss Warehouse Tour, Petersburg, VA \*CTR\*

**Mar 26** - Dyno Day at P-Tuning \*CTR\*

**Apr 3** - Williamsburg British and European Car Show [http://www.wmbgbrit.com/carshow\\_registration\\_form.htm](http://www.wmbgbrit.com/carshow_registration_form.htm)

**Apr 9** - GW Parkway Run \*CTR\*

**Apr 27** - BOG Stuffing Party

**Apr 30** - BOG Preparation

**May 1** - 14<sup>th</sup> Annual Britain on the Green at Collingwood Library and Museum, Alexandria, VA \*CTR\*

**May 7** - BOG TGIO

**May 10** - ESB Meeting

**May 13-15** - Jefferson 500 Vintage Race, Summit Point, WV

**May 14-15** - Webb Motors/Blue Ridge Parkway Tour \*CTR\*

**May 19** - British Car Day, New Orleans, LA (Yes, it's far away, but they're optimistic), Rick Huber (225) 926-6946 or <http://www.bmcno.org>

**May 20-22** - Import, Kit and Replica Show, Carlisle, PA

**May 21** - GYHD, Matt Schipani \*CTR\*

**May 28** - RTR/CTR Joint Driving Event \*CTR\*

**May 28-Jun 5** - British Car Week

**Jun 4-5** - The Wedge Owners Association weekend

**Jun 5** - Original British Car Day, Lilypons, MD \*CTR\*

**Jun 19** - Sully Plantation Show

**Jun 25** - GYHD \*CTR\*

**Aug 5-6** - TRF Summer Party, Armagh, PA \*CTR\*

**Aug 17-21** - VTR National Convention, Breckenridge, CO \*CTR\*





# CLUB OFFICERS

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<b>Vice President</b>	<b>Lionel Mitchell</b>	703-754-7362
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<b>Club Liaison</b>	<b>Bruce Hislop</b>	410-721-9411
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[www.capitaltriumphregister.com](http://www.capitaltriumphregister.com)

## THE STANDARD

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*The Standard* welcomes any submitted material for publication; however, neither its editor nor the CTR accept responsibility for accuracy of article content or any damage or injury resulting from suggested modifications. Articles may be submitted in writing, by mail, fax, or e-mail. Photos are also very welcome. If any material must be returned, please include self-addressed, stamped envelope.

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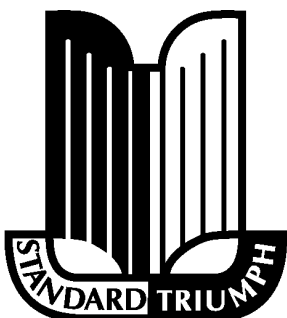
tr6healey@hotmail.com

**Racing** **Ira Schoen** 703-698-1691

pteroctyl711@aol.com

**TRIUMPH TRIVIA:** Which Triumph model was known as the Sports Six in the United States?

The Vitesse was renamed Sports Six in the United States. The Vitesse was the six-cylinder variant of the Herald.



## Photo Credits

Page 1 - Art Fournier  
Pages 4 and 5 - Art Fournier  
and Lionel Mitchell

Deadline for  
the next issue of  
*The Standard*:  
**February 4<sup>th</sup>!**

## Winter Driving Tip



*Don't forget to close your sun roof when there's snow in the forecast!*



The Capital Triumph Register  
is a chapter of  
The Vintage Triumph Register,  
6-Pack, and  
The Triumph Register of America

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Volume XXIII, Number 2, February 2011



*BOG Co-Coordinator Tom Burke (left) presents Paul Edelstein with the coveted huge jelly doughnut during the Britain on the Green kickoff meeting held at the Collingwood Library and Museum on January 29<sup>th</sup>. The annual jelly doughnut ceremony precedes Groundhog Day and indicates preparations for BOG 2011 are well underway.*

**PAGES 1 & 9 - BOG Kickoff Meeting; PAGE 2 - CTR Happenings; PAGE 3 - Chris' Classic Restorations; Winter Dinner; PAGE 4 - Garage Lift Tech Session; PAGE 5 - New & Improved Triumph Parts; PAGE 6 - A Day in the Life Of; PAGE 8 - Garage Spot: Solving a '73 TR6 High Idle Problem; PAGE 10 - Classified; Events; PAGE 11 - Club Info**



## CTR Happenings

### *Please Welcome CTR's Newest Members*

- ➔ Kelly Alford, Stafford, VA
- ➔ Andrew Stuart, Vienna, VA

### *Britain on the Green 2011 Mailing Party*

The annual BOG Mailing Party will be combined with a brief Executive Steering Board meeting in RJ Fortwengler's garage in Arlington on Wednesday, March 11<sup>th</sup>. (Don't worry, RJ's bright and cheerful garage-mahal is heated.) Contact BOG Co-Coordinators Tom Burke or Jeff Knepp for details.

### *March 2011 Events*

March events will include a trip to the Moss east Coast warehouse in Petersburg, VA, with the Richmond Triumph Register on the 19<sup>th</sup> and a dyno session at P-Tuning in Manassas, VA, on the 26<sup>th</sup>. Lionel Mitchell has the lead on this for those interested in either participating or observing. Look for details on both events in the March issue of *The Standard*.

### *Coming Up in April*

In addition to getting ready for BOG (May 1<sup>st</sup>), CTR will hold its annual George Washington Parkway Run on April 9<sup>th</sup>, which follows one of the more scenic roads in the area without going outside the Beltway. There will even be a picnic stop inside the District!

### *CTR Facebook and Forum Accounts*

CTR has a Capital Triumph Register Facebook group and an on-line Forum. Both sites will continue to run in parallel while we see which our members prefer. Both are intended as places to announce or update information on events, chat about anything remotely related to CTR or Triumphs, share your restoration progress or go for help when a tech question comes up. There's even an on-going Triumph Trivia discussion on the Forum.

The Forum is at <http://www.capitaltriumphregister.com/forum/Blah.pl?> (Passwords must be eight characters or less.)

Facebook is at [www.facebook.com](http://www.facebook.com) - join Facebook

then apply to the Capital Triumph Register group.

### *Save a Tree*

Want to save paper? Want to see the pictures in *The Standard* in color? Want to receive your newsletter about a week earlier than your computer illiterate friends? Want to frustrate the professional paper manglers at the Post Office? Want to save CTR money? Contact Art Fournier about receiving your newsletter electronically rather than by regular mail.

### *E-Mail and Regular Mail Address Updates*

Please make sure we have your up-to-date e-mail address so that you don't miss out on news of CTR events, especially late breaking changes and pop up events! And please don't forget to give us your new mailing addresses and phone numbers when they change. It's hard to let you know about CTR events when we don't know how to contact you!

### *Newsletter Articles*

Thanks for the great articles contributed recently; please keep them coming!



**These high-quality spin-cast metal badges have terrific detail and are easily mounted on your grill or bumper. They are now on sale for only \$19.99 each**

**Order now. Supply is limited.**

**E-mail Tom at  
TBurke4@aol.com or call  
703-354-1361**





## Chris' Classic Restoration Shop Tour February 12<sup>th</sup>

Lionel Mitchell has arranged a tour of Chris' Classic Restoration Shop with owner and longtime LBC guy and autocrosser Joe MacInnes on Saturday, February 12<sup>th</sup>. Plan to arrive at 10 AM; the tour will last until about noon. Some of the cars he has restored or painted include a '71 Jaguar E-type, a '69 Aston Martin, and a Cobra Daytona coupe. Joe was instrumental, along with Ed Chan and Charlie Brown among others, in founding the Capital Driving Club autocross group.

Chris' is located at 4987 Winchester Boulevard in Frederick, Maryland 21703. Information on the shop may be found at <http://www.chrisclassicrestorations.com/> and at <http://www.fredericknewspost.com/sections/business/display.htm?storyid=112632>

RSVP to Lionel by February 11<sup>th</sup> by email ([haymarket4@verizon.net](mailto:haymarket4@verizon.net)) or phone (703-217-1485) so that he knows how many doughnuts to bring. Also, if you're interested in carpooling from CTR's western area, let him know.



Looking back at **THE STANDARD:**

**Volume III, Number 2  
February 1991**

Twenty years ago, the newsletter led off with an article on the MIG Welding tech session conducted by member Wayne Matthews. Other articles dealt with troubleshooting alternators and precharging oil filters after an oil change.

A survey of the database at that time showed that members were driving 30 TR6s, 28 Spitfires, 15 TR3s, 11 TR4s, 11 TR7s, 6 TR250s, 3 TR8s, 2 GT6s and 2 Heralds. A very quick and unscientific survey of the current database shows 45 TR6s, 15 TR3s, 14 Spitfires, 5 TR4s, 4 GT6s, 4 TR250s, 3 TR7s, 2 TR8s, 1 Herald, 1 Stag and 1 TR2 listed first among Triumphs owned by members.

## CTR Winter Dinner February 26<sup>th</sup>

The 2011 CTR Winter Dinner is planned for 6:00 PM Saturday evening, February 26<sup>th</sup>, at the Glory Days Grill in Bowie, Maryland.

Glory Days is located at 15505 Annapolis Road (Route 450) in the Market Place Shopping Center in Bowie. From the DC Beltway, take Route 50 east toward Annapolis. Exit north on Route 197, Collington Road. From Route 197, turn right on Annapolis Road. Glory Days will be about a mile ahead on the right.

For additional information see the Glory Days website: <http://www.glorydaysgrill.com/#locations/maryland/bowie>

RSVP to Bruce Hislop at [BMHislop@hotmail.com](mailto:BMHislop@hotmail.com) or 410-721-9411 by February 22<sup>nd</sup>.

Take advantage of this opportunity to talk Triumphs and enjoy CTR camaraderie during this long, cold winter.



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We are Automotive Enthusiasts with  
Experienced Artisans ready to Restore your  
Vehicle to it's Classic Beauty.

Restore Your British Sports Car Today!



# Garage Lift Tech Session

**January 22<sup>nd</sup>**

**Bill Wemhoff**

On Saturday, January 22, several CTR members joined the Mid-Atlantic Chapter MGA Club for a Tech Session on Garage Lifts at the home of Bill and Kathy Wemhoff. Bill recently purchased a lift for his garage and explained how he came to decide on the specific lift he installed. He said the decision to buy a lift really was very simple – more cars than he could fit in his side of the garage (Kathy allowed him to encroach on her half – but that was only a temporary measure). Once it was determined that he either had to sell a car or buy a lift, it became a no-brainer.

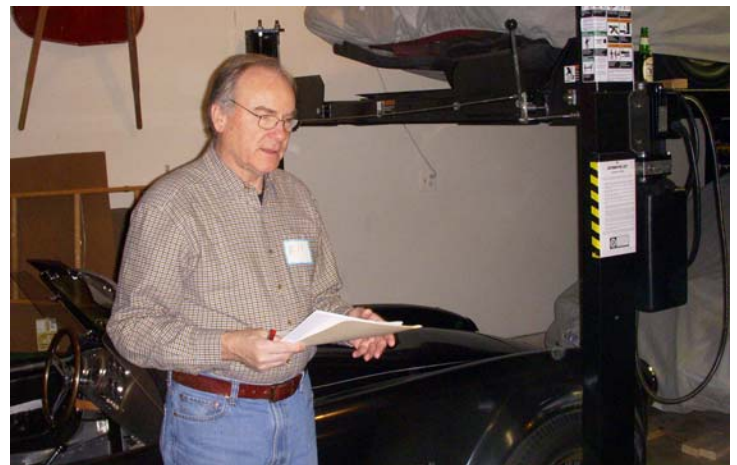
Bill explained that a few things must be considered before buying a lift. First, whether the garage floor is adequate to support the weight of a lift. The lift manufacturer recommends a minimum of four inches of concrete with a strength of 3,000 lb./sq.in. He said that he did not test his concrete but that this requirement did enter into his decision to buy a four-post vs. a two-post lift. He said that spreading the weight over four points seemed better, and also there is no bending force on the four-supports to keep them upright (a two-post lift must be anchored). Furthermore, he said his new lift is rated at 8,000 lbs. but he will not be loading more than 3,000-4,000 lbs. He thought the combination of these considerations should provide an ample margin of safety.

Another consideration before buying a lift is to verify that there is adequate ceiling height. After several guesses as to the height in his garage, a quick measurement revealed the height to be 10.5 ft. While adequate for storing a small British car on the lift with a second British car underneath (with about six inches to spare), it does not provide much room to raise his son's F150 truck, for example.

Other things to consider when deciding whether to buy a two-post or four-post lift include: power supply (two-post requires 220 volts while a four-post generally features 110 volts), a four-post lift is easier to load and position a vehicle (especially important for low-clearance cars like our little British cars), and whether you plan to use the lift primarily for storage or for performing repairs. A two-post lift provides more access to the under side of the vehicle when doing repairs but does not support the wheels and suspension – not a desirable arrangement for long-term storage.

Bill said the lift he purchased is a Direct Lift Pro Park 8S with a purchase price of around \$1,900. He said the installation was not difficult. He paid his neighbor's son a few dollars to pull his trailer (the lift will not fit in the bed of a pickup truck) up to Delaware and help bring it back. The alternative was to hire a trucking company to deliver it to a shipping distribution point near his house. This, however, would still have required making arrangements to get it from that point to his house. He said the lift was installed in one afternoon. The heaviest pieces were the runways – the heaviest being the runway with the hydraulic ram – about 450 lbs. The help of a couple of friends and a lifting mechanism of some kind (like an engine hoist) is helpful.

Operation of the lift was also described along with the various safety mechanisms that are incorporated into the design. He described the various accessories available to adapt the lift for specific purposes. He said a good source of information is the dealer website where he bought his lift – the *Greg Smith Equipment Sales* website: <http://www.gregsmithequipment.com/>. He said detailed dimensions as well as answers to many other questions are available. Bill also invited members to give him a call if they have further questions. He said he would be happy share what he knows and enjoys personal visits.



*Bill Wemhoff is shown describing his garage lift, which sits to his left. The lift holds his TR6 while his MGA sits below. The cars are small enough that the Cobra replica behind him has plenty of room as well.*

*After seeing Bill's lift, most of those who attended probably gave serious thought to the height of their garage ceiling!*

*Following the session in the garage, CTR and MGA Club members enjoyed an excellent meal prepared by Kathy Wemhoff.*

*Thanks to Bill and Kathy for a great afternoon!*





**New &  
Improved**

## Triumph Parts Lionel Mitchell

Here are a couple of items you might already be aware of, but maybe not. They are not just for Triumphs but will be beneficial for our Triumphs.

The first item is a LED light bulb. The vendor, Lite-Zupp, had a display at the VTR convention at Jekyll Island. This product is a direct replacement for the ordinary incandescent bulb. It uses the same bulb holder and does not address the common grounding problem of the bulb holder. The advantages are: the LED lights are much brighter, use less power, and they last longer. The disadvantage is they cost much more. While LED bulbs have been available at autoparts stores for awhile, this vendor claims that their products are much higher quality. These bulbs are available in single and dual filament; straight and right angle fitting; positive and negative ground; and red, amber and white colors. Several caveats are given on the web site for using the bulbs. First, you should use the color-specific bulbs based on the color of the lens where the bulb is being replaced. The physics of why you have to do this is explained on the web site. Secondly, your electrical wiring and connectors have to be in good working order for the lights to work properly. This has to do with the bulbs getting enough power. The third caveat is that your flasher might not be compatible with these lights because older flashers work on heat generated from the higher current draw of the incandescent bulbs. Since the LEDs require much less current, there is less heat to cause the flasher unit to work properly. On the web site, they give specific NAPA part numbers for flashers for TR2-8 models. I would assume that one of these flashers would work for other Triumph models as well. Prices for straight, single and dual filament bulbs are \$24.95 per bulb. Right angle bulbs are \$29.95. Here is the web site: <http://www.litezupp.com/>



The second product is for any older car that might have a problem using fuel with ethanol. With the speculation of gasoline with 15% ethanol, we might have to resort to additives such as this one from Eastwood. Here is a brief description from the Eastwood web site:

*"Eastwood's Fuel Guard additive system prevents the harmful effects caused by Ethanol and prevents corrosion, gumming and resin build-up. Use Fuel Guard Protection formula with every fill-up and Fuel Stabilizer formula for storage up to 12 months."*

An 8 fluid ounce bottle is \$9.99 and treats up to 20 gallons of fuel. Here is the direct link: <http://www.eastwood.com/ew-fuel-additive-storage-stabilizer.html>



**CTR Name Badges.** We will place an order for CTR name badges on March 15. The badges are plastic, about 1 inch by 3.5 inches, and have a pin back. They are gold with the CTR logo and your name in black. If you're interested, the badges are \$5.00 each. To order, please pay by cash or a check made out to the "Capital Triumph Register." Contact Art Fournier at [art-fournier@comcast.net](mailto:art-fournier@comcast.net) or 410-535-0690 to order. Be sure to specify exactly how you want your name to appear.



# A Day in the Life

February 4<sup>th</sup>, 2011

Rich (the T) Townsend

<b>Car Show Admission</b>	<b>\$10 (with senior discount)</b>
<b>Parking for the event</b>	<b>\$16</b>
<b>Appetizers and Refreshments</b>	<b>\$22</b>
<b>Membership in CTR</b>	<b>PRICELESS</b>

On an extremely good day, I can drive from my house to Baltimore in about 90 minutes depending on end destination. To make an 11 AM appointment in downtown Bal'mer I departed Catlett at 8:15, leaving what I thought was plenty of traffic delay time – 2 hours and 45 minutes. WTOP advised of an accident in the College Park area that had the inner loop backed up.

When I approached the split to I-270 I realized the back-up was right in front of me – AT THE SPLIT!

So, I diverted to 270 toward Frederick, not wanting to subject myself to however long delay was in store on the beltway, and thinking I'd go cross country to Baltimore. With no map, I was kind of following my nose, and had no idea of the "shortcut" to Baltimore.

Then it hit me to "reach out" to somebody who might know the area. I dialed up sitting CTR President, Paul the S, and asked him for an alternate route to Baltimore. He directed me through Damascus on Rt. 27. I saw a lot of unfamiliar territory along the way, but made my appointment by 5 minutes – just one of the many benefits of CTR membership.

Paul asked me if I was going to the Car Show that evening which I had mostly forgotten about, but told him I'd think about it, since I would be returning from Bal'more that evening.

GPS delivered me to the Convention Center around 4 PM, where I hooked up with Paul the E and Karl the J. Gaining entry was half the fun – just ask them – but that's a story for another day.

Outside of sore feet, I really had a great time at the show yesterday. It was the first time I have attended. The Convention Center is HUGE! I'm not very familiar with

the parts of DC that are not the Mall, so I was out of my element, or you might say disoriented as we wandered from Upper Hall outside to Dominion Brewery, back to the lower hall, and ultimately back to the front door to exit for the night. I had to ask for directions to get to the front door, from which I knew where I had parked.

The upper hall was well lit, and quite spectacular. but when I got to the lower hall I felt like I was in Filene's bargain basement – not glitzy or well-lit. The upper hall housed the displays for the Big 3, if you will. Because of the light crowd and early hour, we were able to engage some of the models (spokes-people) who seemed to know quite a lot about the Models (GM, Chrysler, and Ford). I was most impressed with the Buick line-up – very stylish – not your grand-dad's Buick. Maybe it's because I'm now Grand-Dad's age! And I'm a Ford guy, so I spent some time inspecting the new Explorer and, of course, the Mustangs.

The hour was getting late after we broke for dinner and drinks at the Old Dominion Brewery (TGIF), so I made quick work of the lower level, where the foreign makes were on display.

The only new car in the "basement" that I remember being impressed with was the Mercedes Gullwing. The new Audis are growing on me, too.

Sign-in-sheet: Nice Turnout – John Buescher, Paul Edelstein, Paul Scuderi, Rich Smalling, RJ Fortwengler, Jeff Knepp, Fred Mittelman and Diane Paige, Lionel Mitchell, Art Fournier, Tom Burke, Karl Johnson, and Rich Townsend.



*Mercedes Benz SLS AMG Gullwing at the DC Auto Show*





*Top left: Jeff Knepp, John Buescher, Paul Scuderi and Rich Smalling at the DC Auto Show*

*Center: The only Triumph at the show, a Spitfire racer*

*Bottom: Karl Johnson in the classics section of the show*

*Bottom right: Paul Scuderi gets a jolt from a Volt*





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## Solving a High Idle Problem with a '73 TR6

**Tim Shalvey**

I've owned my car for 3 years and it's been on the road for 2 driving season. The car idled at 1200 RPM and no matter how I tuned it, the idle stayed high. I vowed to fix it this winter.

My first approach was to research reasons for high idle. The most prevalent reason was a vacuum leak. Spraying carb cleaner around the intake manifold confirmed I had an issue there. So, I removed the manifolds and replaced a very worn out manifold gasket with 2 gaskets, which had been recommended to eliminate any concerns of a slightly warped manifold.



While replacing the manifold gasket I also replaced the gaskets for the carburetors. This is where I noticed another problem. While reassembling my car, I had inadvertently eliminated the isolators between the carbs and the intake. They must have been missing from the previous owner (didn't come in one of the many boxes with the car!). It was an oversight by me and they are extremely important to have

in place. The throttle bypass valve is useless without them!

Well, I reassembled the car and had high hopes for a low idle. Unfortunately, no such luck.

The next step was to try everything else again. Steve Mumma and I adjusted the valve clearances and found a couple needing adjustment, but nothing serious.

I inspected the carburetors and found the screw adjuster in one of the dash pots was not engaging with the needle. This is fairly common if you turn the adjuster more than 2 and a half turns counter clockwise it will disengage. I took care of that and then set the carburetors settings as follows:

- ➔ The fast idles were backed off completely.
- ➔ The slow idles were backed off completely.
- ➔ The idle trimming screws were completely closed.
- ➔ The bypass valve screws were set 11 turns in, exactly half of the 22 turns
- ➔ The jets were adjusted by using the special tool and going clockwise until closed and then opening 1 turn going counter clockwise

This is the starting set up for adjusting Stromberg Carburetors.

The next step was to check all the vacuum lines, again.

- ➔ Disconnected the vacuum line to the servo and capped the manifold port, no difference
- ➔ Disconnected the vacuum line to the distributor and capped it, no difference
- ➔ Verified all the vacuum lines are good (they are all new)
- ➔ The carbs were rebuilt but I sprayed carb cleaner near the throttle shafts, no difference

Now on to the timing:

- ➔ Set the timing using a vacuum gauge and set it to the highest setting that is steady, 20HG, the engine sounds real strong here, but the idle is about 1200 to 1300 RPM
- ➔ Set the timing back to about 17HG, a rougher idle, but can get the idle down to 1000 RPM, the engine does not sound as strong



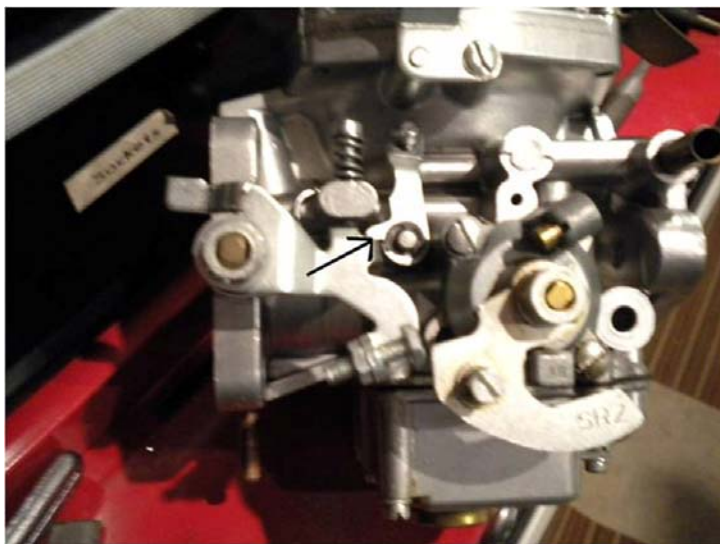


I checked the throttle linkage and it was fine. I also checked the chokes, they are fully disengaged. Now I'm grasping at straws and had even reset the gaps on the plugs!

Ok, I was totally stumped and couldn't think of anything else to try. I got on the phone with Jeff Palya at Paltech. Jeff had originally rebuilt the carburetors. We went through everything I had done and he suggested there may be an issue with the lever for the throttle stop. The 73 Stromberg Carburetors were different from all the other years and some of them had manufacturing defects. There is a high point on the throttle stop lever that meets with the lever for the float chamber vent valve. This high point stops the throttle disc from closing all the way, allowing air to move through the carburetors.

The defect can be identified by backing off the screw for the low speed idle until it just touches the throttle stop lever, then remove the "e" clip holding the lever for the float chamber vent valve. Remove the float chamber vent lever. If the throttle stop lever moves higher, the high point needs to be filed down.

So, per Jeff's advice, I filed down the metal on the lever until the throttle disc closed all the way. This gave me the low idle I was looking for!



In the end, the fix took all of 2 hours and involved removing the carburetors, filing the levers, and reinstalling them. Luckily I also found and fixed a bad manifold gasket as well as the missing isolators for the carburetors. I think the engine will run much smoother and I'll also get much better gas mileage.

## BOG Kickoff Meeting January 29<sup>th</sup>

Britain on the Green is CTR's biggest event of the year both in terms of participation and preparation. 2011's show will be our 14<sup>th</sup>. Preparation kicked off in earnest on January 29<sup>th</sup> in a meeting at the Collingwood Library and Museum near Alexandria where the show has been held for many years. Many familiar faces took part; however, a number of newer members have stepped forward to help out. Particularly noteworthy is Jeff Knepp who has agreed to take on the role of Co-Coordinator with a very relieved Tom Burke who has held the position single-handedly since Charlie Brown's passing. We still need more help to carry the show off smoothly and present it as a premier Washington, DC, area LBC event. Please contact Tom or Jeff to see how you can help!



*From left to right: Lionel Mitchell, Tom Burke, Bruce Hislop, Paul Edelstein, JP Puckett, Fred Mittelman, Jeff Knepp, Patrick Carter and several others took part in the BOG Kickoff Meeting at Collingwood on January 29<sup>th</sup>.*

Join us on May 1<sup>st</sup> at Collingwood Library and Museum near Alexandria, Virginia,  
for the 14<sup>th</sup> Annual

*Britain on the Green*  
the

*Capital Triumph Register's*  
largest annual event!

And remember, for 2011 the date is the first Sunday in May rather than the last Sunday in April!



# CLASSIFIED

CTR assumes no responsibility for quality or condition of merchandise listed herein. All transactions resulting from listings are strictly between buyer and seller.

NOTE: Ads for CTR members shall run on a space available basis for 3 issues. To rerun, please resubmit your ad at end of period.

**Triumph Spitfire Hard Top wanted.** I am looking for a Triumph Spitfire Hard Top ( hardtop ) to go on my 1975 Triumph Spitfire 1500. Ideally a FACTORY STEEL top in good condition is preferred. I would prefer to find one with the glass, hardware and gaskets in decent shape. Color is not important as I will have it painted anyway; Condition is more important. Please email or call Patrick at [pcarter.dc@gmail.com](mailto:pcarter.dc@gmail.com) or 202-285-7031

**1963 TR3 for sale.** I have the complete car in parts. Frame and tub are in poor shape. The rest of the car has been stored inside and is in much better shape. I have the motor and trans, both are complete and not stuck. Would like sell all or part to someone who can use the parts. Not looking to get rich off of it. Cape Charles, VA. Call Steve 757-678-6126

**1959 Austin Healey "Bugeye" Sprite for sale.** Complete classic in very restorable condition. Original 948 cc engine/trans. Spare parts include 1275 cc engine/trans; front disk brake assembly and more. Needs a total restoration. Get this piece of history back on the road. Please no dreamers. Bring a trailer and \$3,500. Mike 301-537-1191 or [mgraul226@gmail.com](mailto:mgraul226@gmail.com)

**TR6 factory hardtop for sale,** completely disassembled for painting but with all components, including restoration kit from Roadster Factory. \$1,250. Call Noble at 202-882-5636 or Jeff at Motorhead

**69 GT6+ parts for sale** - Body shell with rust issues, but some good panels and roof (free) Full Bonnet with minor dents (make offer) Frame that is straight, but needs outrigger repair ( make offer ) OD Transmission with 80,000mi (make offer ) Doors, and misc small parts too numerous to list. All have been in storage for past 20 years. All parts located in Sterling Virginia and must be picked up. Call Dave Monroe at 703-955-0862

**Space for rent** - We have some room at the Springfield/Newington storage shop for small British Car (TR or MG). The rent is \$95/month with additional storage area also

available at \$1 per square foot per month. The shop is heated, alarmed, bathroom, water, etc. We also have a drill press, shear, compressed air, sandblaster, band saw, and many other tools. Everyone there is very friendly and we often give each a hand. For more information e-mail Ed Chan at [capitaldriving@yahoo.com](mailto:capitaldriving@yahoo.com) or call me a home at 703-721-1771

## EVENTS

**All listings including "CTR" are events for which club participation points will be awarded.**

**Feb 12** - Chris' Classic Restorations Tour, Lionel Mitchell \*CTR\*

**Feb 26** - CTR Winter Dinner, Bowie, MD, Bruce Hislop \*CTR\*

**Mar 9 (Wednesday)** - ESB and BOG Mailing Party, RJ Fortwengler 's garage

**Mar 19** - RTR Moss Warehouse Tour, Petersburg, VA \*CTR\*

**Mar 26** - Dyno Day at P-Tuning \*CTR\*

**Apr 3** - Williamsburg British and European Car Show [http://www.wmbgbrit.com/carshow\\_registration\\_form.htm](http://www.wmbgbrit.com/carshow_registration_form.htm)

**Apr 9** - GW Parkway Run \*CTR\*

**Apr 27** - BOG Stuffing Party

**Apr 30** - BOG Preparation

**May 1** - 14<sup>th</sup> Annual Britain on the Green at Collingwood Library and Museum, Alexandria, VA \*CTR\*

**May 7** - BOG TGIO

**May 10** - ESB Meeting

**May 13-15** - Jefferson 500 Vintage Race, Summit Point, WV

**May 14-15** - Webb Motors/Blue Ridge Parkway Tour \*CTR\*

**May 19** - British Car Day, New Orleans, LA (Yes, it's far away, but they're optimistic), Rick Huber (225) 926-6946 or <http://www.bmcno.org>

**May 20-22** - Import, Kit and Replica Show, Carlisle, PA

**May 21** - GYHD, Matt Schipani \*CTR\*

**May 28** - RTR/CTR Joint Driving Event \*CTR\*

**May 28-Jun 5** - British Car Week

**Jun 4-5** - The Wedge Owners Association weekend

**Jun 5** - Original British Car Day, Lilypons, MD \*CTR\*

**Jun 19** - Sully Plantation Show

**Jun 25** - GYHD \*CTR\*

**Aug 5-6** - TRF Summer Party, Armagh, PA \*CTR\*

**Aug 17-21** - VTR National Convention, Breckenridge, CO \*CTR\*





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## THE STANDARD

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*The Standard* welcomes any submitted material for publication; however, neither its editor nor the CTR accept responsibility for accuracy of article content or any damage or injury resulting from suggested modifications. Articles may be submitted in writing, by mail, fax, or e-mail. Photos are also very welcome. If any material must be returned, please include self-addressed, stamped envelope.

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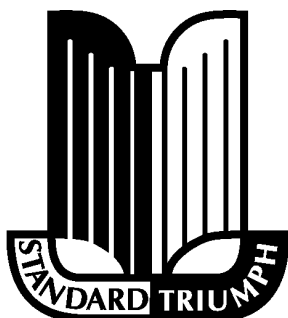
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## TRIUMPH TRIVIA: What was the TR7 Tracer?

The TR7 Tracer was a one-off TR7 modified to have a station wagon (estate) rear by Crayford for the Page Motor Company. Unfortunately, the result was not particularly attractive and was deemed too expensive to produce.

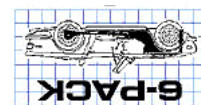


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Art Fournier  
Pages 8 and 9 - Tim Shalvey

Deadline for  
the next issue of  
*The Standard*:  
**March 4<sup>th</sup>!**

## Parting Thought



The Capital Triumph Register  
is a chapter of  
The Vintage Triumph Register,  
6-Pack, and  
The Triumph Register of America

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THE STANDARD







# THE STANDARD

The Official Publication of the  
***Capital Triumph Register***  
Volume XXIII, Number 3, March 2011



*Why is everyone smiling? Could it be because we have a MGC on the front page of the CTR newsletter? Saturday, February 12th, saw CTR at Joe MacInnes' Chris' Classic Restorations shop near Frederick, Maryland. From left to right are Art Fournier, Jeff Knepp, Lionel Mitchell, Sherman Taffel, George Earwaker, Joe MacInnes, Jay Christopher, Steele Lipe, and Patrick Carter. For more on the visit, turn to page 4.*

PAGES 1 & 4 - Chris' Classic Restorations; PAGE 2 - CTR Happenings; PAGE 3 - Dyno Day; PAGE 5 - Winter Dinner; PAGE 6 - BOG Mailing Party; Collingwood Clean Up; The Triumph Story; PAGE 7 - George Washington Parkway Run; Weekend Breakfast and Country Roads; PAGE 8 - Sandy and JoAnne's Big Adventure; PAGE 10 - Garage Spot: Roadster vs Coupe; PAGE 14 - Classified; Events; PAGE 15 - Club Info



## CTR Happenings

### *Please Welcome CTR's Newest Member*

➔ Todd McCormick, Arlington, VA, 1969 TR6

### *Britain on the Green*

May 1<sup>st</sup> and BOG are getting closer and closer. On March 26 we will take part in the Collingwood Clean Up (see page 6) and on Wednesday, April 27th, there will be the annual Stuffing Party in Joe Cannon's garage when we will take care of all those last minute details like preparing (stuffing) registration packets.

### *April 2011 Events*

On April 9 we will hold our first knock the dust off run of the year, the George Washington Parkway Run (page 7). And on April 23, Lionel Mitchell has organized a Dyno Session at P-Tuning in Manassas (page 3).

### *Coming Up in May*

In addition to BOG (May 1<sup>st</sup>), CTR will hold a Get Your Hands Dirty session at Matt Schipani's on the 21<sup>st</sup>. There's also a trip to Webb Motors in Roanoke on the 14<sup>th</sup> and 15<sup>th</sup>. And there's been discussion of a multi club event at the Jefferson 500 at Summit Point on the 13<sup>th</sup> through 15<sup>th</sup>.

### *CTR Facebook and Forum Accounts*

CTR has a Capital Triumph Register Facebook group and an on-line Forum. Both sites will continue to run in parallel while we see which our members prefer. Both are intended as places to announce or update information on events, chat about anything remotely related to CTR or Triumphs, share your restoration progress or go for help when a tech question comes up. There's even an on-going Triumph Trivia discussion on the Forum.

The Forum is at <http://www.capitaltriumphregister.com/forum/Blah.pl?> (Passwords must be eight characters or less.)

Facebook is at [www.facebook.com](http://www.facebook.com) - join Facebook then apply to the Capital Triumph Register group.

### *Save a Tree*

Want to save paper? Want to see the pictures in *The Standard* in color? Want to receive your newsletter about a week earlier than your computer illiterate friends? Want to frustrate the professional paper manglers at the Post Office? Want to save CTR money? Contact Art Fournier about receiving your newsletter electronically rather than by regular mail.

### *E-Mail and Regular Mail Address Updates*

Please make sure we have your up-to-date e-mail address so that you don't miss out on news of CTR events, especially late breaking changes and pop up events! And please don't forget to give us your new mailing addresses and phone numbers when they change. It's hard to let you know about CTR events when we don't know how to contact you!

### *Newsletter Articles*

Thanks for the great articles contributed recently, such as Steve Mumma's article on refurbishing a TR6 hardtop (page 10) and Sandy Thomson's cross country jaunt (page 8). Please keep them coming!



**These high-quality spin-cast metal badges have terrific detail and are easily mounted on your grill or bumper. They are now on sale for only \$19.99 each. Order now. Supply is limited. E-mail Tom at [TBurke4@aol.com](mailto:TBurke4@aol.com) or call 703-354-1361**





## Dyno Day at P-Tuning

**April 23<sup>rd</sup>**  
**Lionel Mitchell**

What red-blooded sports car fancier has not thought about the power that his or her sports car is capable of (I ask rhetorically)? You've all read the horse power and torque specifications for the Triumphs we drive and of many sports cars, and yes – even daily drivers. I guess it's true that we like to measure things. I'm sure you've seen the term peak bhp, or brake horse power, listed as a performance specification, and its more precise statement listed with an engine rpm (revolutions per minute) number. As you know, horse power varies with engine speed – the faster the engine is turning, the more power output you'll get – up to some point. Car manufacturers typically give peak horse power and torque for associated rpms. What you typically see is a graph with two sets of y-axis coordinates (one for hp and one for torque) with the two curves plotted against engine rpm on the x-axis. There are different ways and standards for measuring horse power. (Note for all you hex heads, there are many definitions of horse power. I know bhp hasn't been used by manufacturers since the early 1970s.) One way is to measure the power at the engine flywheel. Another method is to measure power at the wheels. The former measurement is typically called bhp. As you can imagine, measuring horse power at the flywheel requires having access to the flywheel, which is very impractical for most of us. Not only that, flywheel hp gives an inflated number because some of that power is lost between the flywheel and the road wheels. To measure horse power at the road wheels, it's only necessary to have a car driven in-place on a "rolling road" with appropriate instrumentation. These devices that measure horse power and torque are called dynamometers, or dynos for short.

With that somewhat long introduction, I ask: have you ever thought about measuring the power output of your Triumph on a dyno?

I went to P-Tuning recently to talk to the manager about a potential club event there some Saturday. P-Tuning is a speed shop located in Manassas, Virginia. Their specialty is tuning cars for performance increases, both engine and suspension. Their target is modern cars such as Subaru WRX, Mitsubishi Evo, Honda S2000, etc. They are one of the sponsors of the Capital Driving Club autocross events.

In addition to installing turbo chargers and many other performance mods, they do offer a few services that Triumph owners might be interested in: 4-wheel alignment, wheel balancing, and rolling road dyno testing. I had a 4-wheel alignment done there on my TR7. And if you have nice alloy wheels that you don't want to risk getting damaged at an everyday tire store, this is a good place to have tires mounted and balanced.

I discussed 3 types of events with the manager: touring of the facilities, club dyno day, and something in between. A tour can be arranged most any Saturday at no cost. This would consist of looking at the alignment and balancing equipment; looking at work in-progress on customer cars; and witnessing dyno testing if one happened to be scheduled. A dyno day would be the better part of a day in which we would have dedicated use of the dyno facility to test our cars. It takes about an hour to set-up a car and do 3 runs, maybe less for similar cars. The minimum number of cars to reserve the dyno for a day is eight. The cost per car for eight or more is \$60 and \$75 for less than eight. Either option requires 50% deposit in advance.

Note that spectators would be welcome to witness dyno testing. So, even if only a few people want to put their cars on the dyno, it doesn't mean others can't come and participate vicariously. At this point, five people have said they are interested in putting their cars on the dyno with a couple more maybes. Based on this commitment, the P-Tuning manager has agreed to schedule us for Saturday, April 23. Contact me if you're interested in participating or just watching. I'll provide more details as the date approaches.

Join us on May 1<sup>st</sup> at Collingwood Library and  
Museum near Alexandria, Virginia,  
for  
the 14<sup>th</sup> Annual

### *Britain on the Green*

Contact Tom Burke at  
(703) 354-1361 or [tburke4@aol.com](mailto:tburke4@aol.com)  
to find out how you can help with the

***Capital Triumph Register's***

largest annual event!

And remember, for 2011 the date is the first Sunday in  
May rather than the last Sunday in April!



## Chris' Classic Restorations Tour

Lionel Mitchell

Chris' Classic Restoration is a body and paint shop that caters to people restoring older cars, but not just British cars. Chris' is owned and operated by long-time LBC enthusiast Joe MacInnes. Joe named his shop after his late father who ran a British car mechanics shop in New England for many years. Joe has 30 years experience in body repair. He spent the last 10 years focusing on restorations, working for John Tokar at Vintage Restorations before starting his own business in 2007. In the recent past, Joe has restored a 1971 Jaguar E-Type and a 1969 Aston Martin.

On Saturday February 12, a small cadre of CTR faithful gathered at Chris' in Frederick, Maryland for a tour of Joe's shop. Joe's shop is small and consists of a repair shop where he does the body work and a paint booth next door. Joe explained how he works with customers providing initial cost estimates and provides updates as the work progresses. Because he works on restorations, he understands the nature of the role of the owner in doing part of the restoration process. Joe will accommodate the owner doing some of the work. For example, the owner might strip the old paint off the body before delivering it to his shop. He can also work on a body tub delivered on a dolly and can paint body panels separate from the body tub. So, he seems pretty flexible in working with an owner in sequencing body and paint work that might be difficult to get a commercial shop to do.

Joe uses PPG paints, using color coats and a final clear coat. The paints are guaranteed for life. He told us the materials cost for a paint job can be as much as \$2000. The cost of paints has risen significantly in recent years. Governmental regulations on automotive paint will result in a significant change in paint formulations starting in 2012. The subtle message was get your car painted before then.

While we were there, we looked at some of his works in-progress, including an MG-C Roadster. We also chatted with one of his previous customers, who drove his Lotus Élan there especially so that we could see a sample of Joe's work. This customer gave high marks for Joe's work.

Thanks to all who braved the cold and salt covered roads to make the tour – none of us scored points for driving our Triumphs. We were chided, in a good natured way,

by the Lotus guy who drove his roadster there with the top down. Now that's hard core.

Attending were: Lionel Mitchell, Art Fournier, Steele Lipe, George Earwaker, Patrick Carter, Jay Christopher, Sherman Taffel, and Jeff Knepp.



*Above left to right: Sherman Taffel, Joe MacInnes, and Steele Lipe*

*Below: Art Fournier and Lionel Mitchell*







## Winter Dinner (Or who does Art need to know to get a cheeseburger?)

**Bruce Hislop**

The annual CTR Winter Dinner was held February 26<sup>th</sup> at Glory Days Grill in Bowie, MD (the same location as in 2009). As the weather was calling for windy and warm, I had planned on de-winterizing the Wedge, giving it a bath, and taking it on a spirited run during the day in preparation for that evening's dinner. As is said, "Man plans and God laughs." Saturday found me fighting against entropy. The winds from the day before had taken a 20 foot section from the top of a pine tree and moved it to the bottom. It rested on the ground (mostly) in its chaotic array. Armed with my chainsaw I turned the disorderly array of branches and tree bits into a somewhat-orderly array of logs and branches. I barely had time to put the battery back in the Wedge before it was time to get cleaned up for the dinner.

With little effort, the car started up and I tooled my way to the dinner. It wasn't exactly warm out, but it wasn't cold either. Jeff Knepp had e-mailed a question regarding where we were on the Edelstein Rain Scale for driving conditions, so I suspected that I might not be the only TR driver there. Other hearty souls also ventured out in their TRs to the dinner. Who was there? Bill and Carol Goodwin, Jeff and Marcy Knepp, Maureen and Jay Donn, Lionel Mitchell, Art Fournier and myself. Lionel, Art and I drove British tin. (Perhaps it should be noted that the people who came in the LBCs were those who came without spouses. Just sayin'.)

We quickly settled down to dinner and drinks, tales and stories. The manager of Glory Days Grill worked hard to see to it that we were comfortable and happy. We had a special area reserved for our group, and direct attention was paid to our needs. Nobody went dry, if you know what I mean. Because, as every Triumph owner understands, nothing can be absolutely perfect, there was a minor glitch with food delivery (Honestly, Art, maybe you should never order a cheeseburger) and an issue with one of the checks, but it wasn't a big deal. The quality of the food, people and conversation made for a wonderful evening and a great opportunity for some of us to start the

2011 driving season.

As an aside, the parking lot outside Glory Days Grill is the location for a weekly cruise-in. It starts around 5:30-ish on Monday nights and lasts until dark. I've been in the past and it is quite nice – lots of fine examples of post-war American iron, and even a few Brits. When it starts up again in warm weather, I'll send out info via *The Standard*.



*Left to right: Bill Goodwin, Jeff and Marcy Knepp, Jay and Maureen Donn, Lionel Mitchell, Bruce Hislop, and Carol Goodwin*



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## BOG Mailing Party

March 9<sup>th</sup>

RJ Fortwengler's amazing clean garage was once again the scene of the annual Britain on the Green brochure stamping and labeling party. Sara and John Buescher provided a spicy white chili to complement snacks and beverages provided by the hosts RJ and Sheila.



*From left to right: Tom Burke, Patrick Carter, Fred Mittelman, Jeff Knepp, John Buescher, Marcy Knepp, RJ Fortwengler, and Sheila Skipper. Also on hand were Lionel Mitchell and Sandy Thomson.*



Looking back at **THE STANDARD:**  
**Volume III, Number 3**  
**March 1991**

The lead off article in March 1991 issue of The Standard was an invitation to the club's annual Spring Tune Up to be held in Charlie Brown's garage. The Spring Tune Up is an event that seems to have gone by the boards. Maybe our cars no longer need tune ups?

Hank Seiff provided a tech tip on oils while Wayne Matthews provided plans and instructions for a home built sand blasting cabinet. Karl Johnson provided a tip on making steel ramps more user friendly for low cars like the Spitfire.

Finally, there was an article on a "Friday at the Track" series at Summit Point Raceway by Bill Scott Racing to improve driver skills. Charlie was trying to organize club participation.



Hello folks,

## Collingwood Clean-up

**Tom Burke**  
**2011 BOG Co-Coordinator**

The annual Collingwood Clean-Up is scheduled for March 26<sup>th</sup>. SO, if you can make it over to Collingwood around 9:00 to 10:00 am on Saturday, March 26<sup>th</sup>, it would be much appreciated. Bring a rake or a useful tool, sturdy gloves, sturdy footwear, and a coat you don't mind getting dirty. With this year's rain and wind, there will be mud and fallen limbs to clear.

Please RSVP to me ([tburke4@aol.com](mailto:tburke4@aol.com) or 703-354-1361) or to Jeff Knepp ([marcyandjeff@verizon.net](mailto:marcyandjeff@verizon.net)) so Collingwood will know much lunch to prepare after the clean-up is complete. Hope to see you there!

## The Triumph Story: In the Beginning



As Julie Andrews taught us in *The Sound of Music*, the beginning is a very good place to start. In Triumph's case, the beginning lies with Siegfried Bettman, a German born in 1863 in Nuremberg who came to London in 1884 to seek fame and fortune. In 1887 after a variety of endeavors, Bettman decided to become an exporter of bicycles made for him by the William Andrews Company of Birmingham. Rather than name his company after himself, he chose a name that would be recognizable in the languages of the European countries where he intended to do business. The name he chose was, of course, Triumph.

In 1887 he became partners with a fellow German named Mauritz Johann Schulte who convinced Bettman that expansion was essential and that a manufacturing capability was key to growth. To this end, Bettman sought out a factory in Coventry, which at the time was the center of the British bicycle manufacturing industry. And so, the Triumph Cycle Co., Ltd., was born.

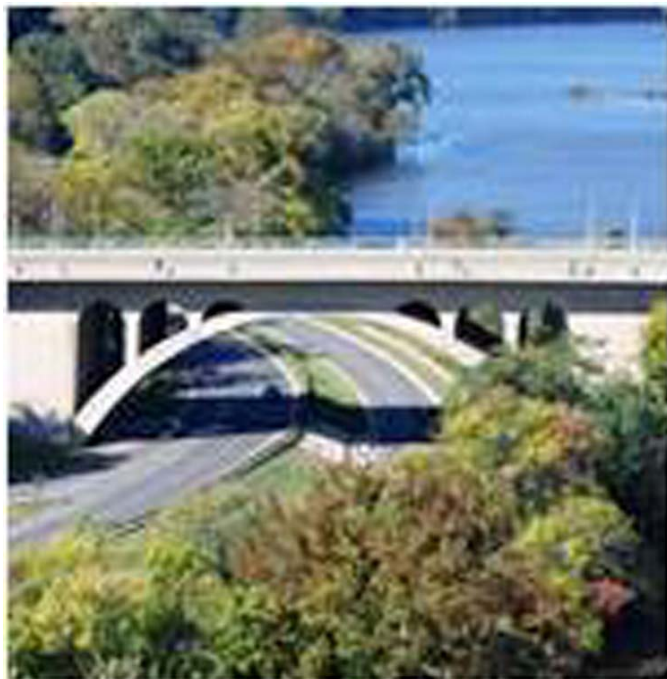




## GW Parkway Run

**April 9<sup>th</sup>, 2011, 9:45 AM**

**Art Fournier**



Tour of one of the most scenic roads in the Washington DC area, the GW Parkway. Our run will begin at the north end (American Legion Bridge) of the Parkway, gliding south alongside the Potomac, shooting into DC for a monument spin and a stop in East Potomac Park for a brief do-it-yourself picnic lunch opportunity then back out onto the Parkway via Route 1, through Alexandria and then on to Mount Vernon Circle.

**NOTE:** Due to the long-term construction at the humpback bridge, we won't be stopping at the Marina this year!

Instructions:

Meet at **9:45 am** in the parking lot of Turkey Run Recreation Center, which is at the north end (American Legion Bridge) of the Parkway.

**From North:** Parkway south. Take Turkey Run Park exit. This will double back, taking you below the Parkway and onto the river side. Take your first left into Turkey Run Park (otherwise you'll be back out onto the Parkway), then another left into the first

parking lot. Coffee and donuts will be served.

**From South:** Parkway north. Take Turkey Run Park exit, first right then first left into parking lot. Coffee and donuts.....will also be served.

To RSVP, for info, or for our exact route, email Art at: [artfournier@comcast.net](mailto:artfournier@comcast.net) (I'm a one-time substitute for Paul Scuderi this year, but he's mapping out the route. It's a complicated story.)

## Weekend Breakfast and Country Roads in Clifton

**Paul Malandrino**

For the past seven years, I have driven my TR to Clifton, VA on weekends for breakfast as long as the roads are dry. About two years ago, I met several guys there who have old MGs. We have grown in numbers to about ten and usually rendezvous on Saturday and/or Sunday mornings in Clifton. We do this year round and never have our tops or side curtains on our cars. Clifton is like it is in upstate New Hampshire with winding two lane roads which are just perfect for our British cars. Most of them have 1946 to 1953 MGs. One has a beautiful Spitfire that won 1<sup>st</sup> in class at Hunt Country. Another has a '46 MG that always wins first in class at both British car shows. Another has a TD that wins first in class at Hunt Country. Another has a Fiat, and another has many British cars. We usually meet at 0900 and then go for a thirty minute drive to end up downtown. We park on Main Street and walk across the street for coffee and breakfast sandwiches. We then walk back across the street and use the tables and chairs in front of a neat restaurant that doesn't open until 1100. It is amazing to see how many people stop and ask us about our cars. It is the most fun I've had in many years.

If anyone is interested in joining us, please let me know ([jpmalandrino@yahoo.com](mailto:jpmalandrino@yahoo.com)) and I'll add them to our email list and give directions. Clifton is only 4 miles from my house in Fairfax which is one mile from the Burke VRE train station. If you like to drive on roads built for our cars, Clifton is the place. The conversations are also very interesting.



# Sandy and JoAnne's Big Adventure

**Sandy Thomson**

If buying a thirty two year old Triumph, sight unseen on eBay could be considered gutsy...certainly flying across the country to Las Vegas to drive it home to Easton, MD, might be considered the ultimate gamble. Just what would possess a reasonably intelligent couple to place their three kids in the hands of a relative on college break, and take off 2500 miles away to buy a car. Well, I'm not sure we were "born to be wild" as the song suggests, but perhaps we were "looking for adventure, or whatever comes our way" Nonetheless, after careful preparations, and sitting on the tarmac at BWI for three hours while the worst snowstorm of the century uttered its last gasps, we were winging our way west to pick up our latest prize and enjoy a much needed mini vacation.

Leaving two feet of snow in Maryland and landing in the desert in 77 degree weather convinced us that perhaps our plan to stay only a couple of days before driving home might be all wrong. We quickly decided that we would stay five days and that JoAnne would use her return ticket to fly home alone on Saturday, and I would drive across country by myself. We picked the car up in a town called Mesquite northeast of Las Vegas, where we were treated to dinner by the owners at the Virgin River Hotel and Casino...great prime rib! Driving back to Vegas on Rte. #15 at nighttime, we were awed by the lights as we came down out of the mountains overlooking the whole city with notable landmarks such as the Stratosphere's tower reaching into the moonlit sky. The car handled beautifully and I couldn't resist the satisfying sound of the exhaust as I downshifted for the off ramp, motoring onto the Las Vegas strip. It was great to be back in a Triumph!

Driving across this great country in a Triumph convertible had long since been one of my goals and now that I was about to do it, the magnitude of potential risks started to set in. I was setting out to cross long stretches of desert, a total of nearly 3,000 miles, in a relatively unfamiliar car, notorious for breakdowns. Maybe I am nuts, I thought to myself...but then I'd hear that exhaust again and think...surely I can make it home in three days...listen to that engine!

JoAnne and I had a great time the next few days. We went out to the Hoover Dam, took in some shows and dined

and shopped. We stayed at the Stardust but visited Caesar's Palace and the Bellagio among others. We visited the Imperial Auto Museum (no Triumphs) and checked out other attractions. As non gamblers, we found Las Vegas a bargain. Great hotels, great food, great entertainment... cheap, cheap, cheap!

Well, Saturday arrived and after dropping JoAnne off at the airport, I decided to run the car into a Jiffy Lube to check and top-off my fluids. (I said I was crazy...not stupid!) Everything was fine and soon I was off...in a T-shirt, a sunny 77 degrees, and headed across the USA! I took #93 down to the Hoover Dam across Lake Meade... it was absolutely beautiful coming down out of Boulder City, Nevada, and then across the canyon into Arizona until I hit the I-40 and headed east. I was making great time...little did I know what Mother Nature had in store for me.

My fuel gauge was acting up, (what a surprise), and so was the trip odometer, so it was extremely important for me to watch my time and my map for distances. I had bought a 1 1/2 gallon gas can and filled it, storing it in the trunk for an emergency. Running out of gas had been a way of life for me in days gone by, mostly before I met JoAnne (who I'm sure had never experienced the thrill of seeing how far one could go after the needle had dipped below the orange). Of course the onboard computer of her 5-series BMW shows her within a tablespoon how much fuel she has and how many miles she has left. I do believe though, that certain people, who throttle past exits with service stations when they know they should fill up, and when they feel that inevitable lurch and sputter, have an uncanny ability to coax their vehicles around corners, up hills, through inter-sections and remarkably seek out that next set of pumps. This has happened to me ... oh, a few times, and then I look over at my wife and say... What? Like I had it planned. It's then that I know she really loves me!

I recently read Charles Runyan's account of a similar trip he made in a MGB years ago, and laughed hilariously at his story of running out of gas. Apparently there are a few of us with this "character flaw." Incidentally, in the same article he talks about stopping at a place called Grants and eating at 4B's, the exact place I stopped to eat supper and spend my first night. But I'm getting ahead of myself.

Coming across Arizona I began to sense cooler air and was surprised to see a distant white capped mountain range as I approached Flagstaff. I hadn't counted on this and although it was a beautiful sunny day, the temperature was





definitely dropping. It had gone from 70s to low 50s. Undaunted, I threw on some extra clothes and stopped into Quiznos Subs, had lunch, and then got back on the road. My estimation of gas consumption versus mileage was working out real close and so I was able to track it comfortably. I was glad to see that white capped mountain disappear in my rear view mirror, but as I came down across the plains, a strong crosswind kept me hunkered down and my side windows up. Where was all that nice warm weather?

My goal was to get to Albuquerque, NM by seven, but I had left Vegas a little late and so was pleased enough to get as far as Grants, about 75 miles west. 4B's restaurant was right next to my hotel, and so after a good hot meal and friendly conversation with some folks from Nebraska on their way to Las Vegas, I went to my hotel. A call home revealed JoAnne's flight via Phoenix, had been rerouted to Pittsburg from BWI because of fog. She was at the Windham Hotel and wouldn't make it home until the next morning.

I rolled out of bed the next morning early, knowing I had some extra miles to make up if I was to get home in three days as planned. It was definitely getting colder, but I bundled up and set out for Albuquerque and beyond. New Mexico was beautiful and as I passed through the mesa, I was amazed at how different the topography was from the east. I was also amazed at how cold I was getting... drat! It had to be in the thirties coupled with the wind chill factor...but still I wasn't putting that top up. Truckers were blowing their horns and giving me thumbs up as I raced across the I-40 putting mile after mile behind me. For the first time, I saw tumble weed, literally blowing across the interstate, and started picturing scenes in Clint Eastwood movies of old western towns. It was kinda neat but I was freezing my butt off, and mentally started to wonder how I was going to survive this fun trip!

My next stop was Amarillo, TX and so I found a place for lunch next to a Sears store where I found some thermal underwear and gloves and hat. Wow! That made a difference. I began to think about heading south to Dallas/Fort Worth to come across I-20 instead of continuing along I-40, but I decided to head for Oklahoma City as planned. Two hours later under clouded skies, there were three or four inches of snow on the ground and it was frigid. I was ticked! A storm had gone through and left snow and ice on

the interstate and I was thirty or forty miles outside Oklahoma City with traffic driving far too fast for conditions, trucks barreling up behind me and passing. My torquey, short wheel-base LBC had become a toboggan on ice. It was dark. I began to worry about being struck from behind and driven over a bank into the snow. Having lived most of my life in Canada, I was used to driving in adverse winter conditions, but it was obvious many drivers on this road were not. I could barely see past the windshield, there was no safe place to pull over, and I was miles away from anything. This was not fun. Finally I crested a long hill and was relieved to see about four miles of bumper to bumper traffic, crawling its way to the nearest exit. The entire interstate was covered in snow packed ice. We inched our way to the next exit, where I have never been so glad to see a hotel room. The next morning I stepped out into -7 degrees. It was clear, windy and frigid!

Reluctantly the top went up as I had to admit this trip was not what I had planned. I had seriously miscalculated temperatures in the southwest. Oh well, I would head down to Dallas/Fort Worth and take I 20 East and at least enjoy the sunny warm southeast. Back on the road again heading due south, I was already figuring out how far I would get that night if I wanted to stop. I was making good time and was almost to Dallas when suddenly I heard a strange ping ping sound. What the @\$% ? I realized that hail was now bouncing off the hood and convertible top. I couldn't believe it! I had just driven into the worst ice storm to hit northern Texas in 100 years. I called the only person I knew in Dallas, met her at the Cattleman's Steakhouse down at the Stockyards. After attempting to eat the largest steak I have ever seen, we stayed with friends from her church for the next three days. Four to six inches of ice and snow had literally shut the whole city down. The airports shut down. Nothing moved. The adventure continued!

After my friend helped me tape a "Maryland or Bust" sign on the rear window, I set off on I-20 East with strains of Willie Nelson's "On the road again" going through my head. The roads had been plowed but were still slushy and slippery. Barely five miles down the road, a welder's truck, with a utility body loaded with acetylene/oxygen tanks etc., came flying up a ramp to my right, trying, at sixty miles an hour, to merge with thirty mile per hour traffic. The outcome was spectacular. Cars went in every direction like cockroaches at a Terminix convention. The truck went sideways right in front of me and completely flipped over





## Sandy and JoAnne's Adventure (Continued from Page 0)

landing back on all four wheels and then shot off the road, straight down an embankment and disappeared. It was surreal. It happened so fast I could hardly believe it did happen except that equipment, tools, hoses and tanks littered the highway. Without hitting the brakes, it was all I could do to steer around it all and continue down the road...yes that's right...continue down the road...as in "no I did not stop to render assistance." God forgive me, but I couldn't believe I was still living!

The storm had moved east through the southern states and it was kinda weird seeing snow in Louisiana, Mississippi, and Alabama. The roads were bare though so I was finally making good time again. I picked up an Elvis hits CD (ya I admit it, I'm a fan...in small doses), so with the stereo cranked in my overdrive equipped "six," I was eating up the interstate at over eighty mph all day. I pulled into a LaQuinta hotel in Atlanta at 10 pm, showered and fell into bed. Dallas to Atlanta in one day...now that was more like it!

The next morning I woke up, it was sunny and soon to be in the sixties. I had breakfast, checked my oil and hit the road. With any luck I would be in my own bed that night. I had called JoAnne the night before and remarked how close to home it seemed...it's all relative I guess...I still had seven hundred miles and ten-eleven hours to go. The trip up to Maryland was uneventful until that night about 10 pm. I had just crossed the bay bridge and was coming through the notorious "cop alley" on Kent Island, when sure enough I was pulled over by MSP. Although I may have been just a little over the limit, he was more interested in why I didn't have tags on the car. I showed him the 4"x 5" Temporary sticker on my front window Nevada DMV had sold me, and then told him I had just driven 3,300 miles and was a mere eighteen from home. I don't know how familiar with Triumphs he was, but I sensed disbelief. He ran my license, etc., and then eventually let me go...maybe the "Maryland or Bust" sign helped, I don't know. Half an hour later I was in my driveway, a hot meal on the table, and everything/everyone that matters most, all around me...I was home and the adventure was over!

It's hard to believe that happened exactly nine years ago this week. Although the trip included surprises and detours and unplanned events, it was great! It does prove we can all live a little, take some risks, and drive our cars. And yes, I'd do it again!



## Roadster vs Coupe

Steve Mumma

Ok, let's start out with some common definitions:

A **roadster** is a two-seat car, without a fixed roof and with emphasis on sporty handling. While roadsters usually have soft-tops, retractable hard-tops are becoming more common.

A **coupe** is a closed car body style. Coupés are often hard topped sport cars or variants of sedan (saloon) body styles, with doors commonly reduced from 4 to 2, and a close-coupled interior offering either two seats or 2+2 seating.

Last October, I completed a three year restoration of my 1973 Pimento TR6, just in time for the Hunt Country Classic. I was thrilled to be part of the event, it was a beautiful fall day, and as anticipated my LBC was one of about 20 classic TR6 roadster entries. But it didn't take long to figure out how hard was to stand out in this crowd, of course unless you are wearing a kilt (I won't mention any names).



Well, perhaps there is a way. Other than the obvious, what's missing above?

Yes, a coupe, or as the French would say "coupé."

Fortunately, my car came with a factory steel hardtop, along with its original Triplex windows and all mounting hardware. At the time I did not give it much thought, as I could only dream of driving a true British roadster that I restored, the top down, sun and wind in the face. However, also realizing that someday I may desire more comfortable driving experience, I had the hard top painted along with the tub.





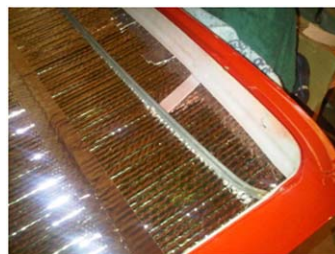
So, shortly after the HCC, I got to work on planning my winter project.

I patiently waited for a TRF special on headliners, seals and trim. Soon after receiving all the parts, I pulled the hard top off the basement wall where it has been stored for the last two years. The 6-Pack Tech & Restoration Article "Installing a TR6 Headliner," by Vance Navarrette, a must read before you attempt your hardtop restoration, and thanks to Lionel for pointing it out to me.

The first task is to lay out and cut to size the insulation (purchased from Lowe's). This should also help with sound deadening.



Next, I insert the three retention bows. Note the unusual part markings; red, white and blue (i.e. no part numbers). The shallowest bow goes up front, the deepest in the back.



Next, lay out the head liner, and let the creases and wrinkles settle out over a few days. Insert the three bows through the sleeves on the back side of the liner, flip the liner over and insert the hoops at the end of the bows in their proper holes.

Now the fun starts, fitting the liner and working out the wrinkles. Take your time during this step, as this will be the best time to ensure a professional and tight fit. Be patient and take as much time as you need. There is no gluing at this point, just a lot of pulling, stretching, positioning and temporarily securing the head liner to the hard top with clamps and binder clips. Make sure you have plenty of these on hand. I progressively used over 100 as you can see below.



The most difficult part of the fitting will be around the posts, in particular the C posts and air vents, as the liner is not well matched to this section of the hard top.



It will also be necessary for you to make relief cuts in the liner (outside the lips) to help settle out the wrinkles.



(Continued on Page 12)



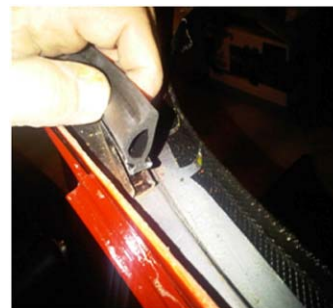


### Roadster vs Coupe (Continued from Page 11)

Once you are satisfied the fitting of the head liner, it is time for gluing. Remove a few clamps at a time and apply a 1/4" bead of weather strip adhesive to the lip of the hard top and reattach the clamps and binders. Start at the middle of the front header and work your way to the rear sill, then the C posts. The B posts and rear decking are covered with separate fabric that needs to be cut to size and glued.



After the glue has set, trim off any excess liner material, and install the weather stripping; the front fuzzy seal, header seal, and rubber bumpers.



Next, I installed the side quarter and rear glass windows. New seals were required. They are quite pricey, but made the installation much easier.

With the headliner, weather stripping and windows installed, its time for the chrome trim. You will need a rivet gun (purchased at Lowe's), and special rivets to secure the trim, which I sourced from TRF.




Now the finished product, a classic British coupe! (...or at least until I get that itch to drive a sporty roadster again.)







In conclusion, I am very pleased with the results, not having any prior experience in this area of restoration. Clearly the design of the factory hard top is a perfect complement to the angular lines of the TR6 body.





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*14<sup>th</sup> Annual*  
***Britain on  
the Green***  
*May 1, 2011*



**Collingwood Library & Museum  
on the Potomac River near  
Alexandria, Virginia**

**For information & applications:**

**[www.capitaltriumphregister.com](http://www.capitaltriumphregister.com)**



## EVENTS

**All listings including “\*CTR\*” are events for which club participation points will be awarded.**

**Mar 19** - RTR Moss Warehouse Tour, Petersburg, VA  
\*CTR\*

**Mar 26** - Tentative date for the Collingwood Clean-Up  
\*CTR\*

**Apr 3** - Williamsburg British and European Car Show  
[http://www.wmbgbrit.com/carshow\\_registration\\_form.htm](http://www.wmbgbrit.com/carshow_registration_form.htm)

**Apr 9** - GW Parkway Run \*CTR\*

**Apr 23** - Dyno Day @ P-Tuning in Manassas, VA; Lionel Mitchell \*CTR\*

**Apr 27** - BOG Stuffing Party

**Apr 30** - BOG Preparation

**May 1** - 14<sup>th</sup> Annual Britain on the Green at Collingwood Library and Museum, Alexandria, VA \*CTR\*

**May 7** - BOG TGIO

**May 10** - ESB Meeting

**May 13-15** - Jefferson 500 Vintage Race, Summit Point, WV

**May 14-15** - Webb Motors/Blue Ridge Parkway Tour  
\*CTR\*

**May 19** - British Car Day, New Orleans, LA (Yes, it's far away, but they're optimistic), Rick Huber (225) 926-6946 or <http://www.bmcno.org>

**May 20-22** - Import, Kit and Replica Show, Carlisle, PA

**May 21** - GYHD, Matt Schipani \*CTR\*

**May 28** - RTR/CTR Joint Driving Event \*CTR\*

**May 28-Jun 5** - British Car Week

**Jun 4-5** - The Wedge Owners Association weekend

**Jun 5** - Original British Car Day, Lilypons, MD \*CTR\*

**Jun 19** - Sully Plantation Show

**Jun 25** - GYHD \*CTR\*

**Aug 12-13 (Updated Dates!)** - TRF Summer Party, Armagh, PA \*CTR\*

**Aug 17-21** - VTR National Convention, Breckenridge, CO  
\*CTR\*

**Sep 24-25** - 2<sup>nd</sup> Annual Trappe Triumph Invasion and St. Michael's Concours d'Elegance \*CTR\*

## CLASSIFIED

CTR assumes no responsibility for quality or condition of merchandise listed herein. All transactions resulting from listings are strictly between buyer and seller.

NOTE: Ads for CTR members shall run on a space available basis for 3 issues. To rerun, please resubmit your ad at end of period.

**1963 TR3 for sale.** I have the complete car in parts. Frame and tub are in poor shape. The rest of the car has been stored inside and is in much better shape. I have the motor and trans, both are complete and not stuck. Would like sell all or part to someone who can use the parts. Not looking to get rich off of it. Cape Charles, VA. Call Steve 757-678-6126

**1959 Austin Healey “Bugeye” Sprite for sale.** Complete classic in very restorable condition. Original 948 cc engine/trans. Spare parts include 1275 cc engine/trans; front disk brake assembly and more. Needs a total restoration. Get this piece of history back on the road. Please no dreamers. Bring a trailer and \$3,500. Mike 301-537-1191 or [mgraul226@gmail.com](mailto:mgraul226@gmail.com)

**TR6 factory hardtop for sale,** completely disassembled for painting but with all components, including restoration kit from Roadster Factory. \$1,250. Call Noble at 202-882-5636 or Jeff at Motorhead

**69 GT6+ parts for sale** - OD Transmission with 80,000mi (make offer) and differential core. Parts located in Sterling Virginia and must be picked up. Call Dave Monroe at 571-213-5122

**Space for rent** - We have some room at the Springfield/Newington storage shop for small British Car (TR or MG). The rent is \$95/month with additional storage area also available at \$1 per square foot per month. The shop is heated, alarmed, bathroom, water, etc. We also have a drill press, shear, compressed air, sandblaster, band saw, and many other tools. Everyone there is very friendly and we often give each a hand. For more information e-mail Ed Chan at [capitaldriving@yahoo.com](mailto:capitaldriving@yahoo.com) or call me a home at 703-721-1771







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## THE STANDARD

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*The Standard* welcomes any submitted material for publication; however, neither its editor nor the CTR accept responsibility for accuracy of article content or any damage or injury resulting from suggested modifications. Articles may be submitted in writing, by mail, fax, or e-mail. Photos are also very welcome. If any material must be returned, please include self-addressed, stamped envelope.

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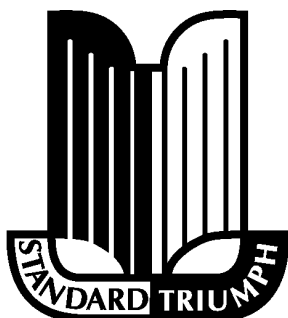
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**TRIUMPH TRIVIA:** “Innsbruck” was the code name for the prototype that became which Triumph production model?

Innsbruck was the code name for the prototype of the 2000 MK 2 sedan.



## Photo Credits

Page1 - A friend of Joe MacInnes  
Page 4 - Sherman Taffel  
Pages 4 and 5 - Art Fournier  
Page 6 - Lionel Mitchell  
Pages 10-13 - Steve Mumma

Deadline for  
the next issue of  
*The Standard*:  
**April 8<sup>th</sup>!**

# Oops!



*This is either proof that two objects can't occupy the same space at the same time, or the result of a failure to yield taken to the extreme!*



The Capital Triumph Register  
is a chapter of  
The Vintage Triumph Register,  
6-Pack, and  
The Triumph Register of America

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# THE STANDARD







# THE STANDARD

The Official Publication of the  
***Capital Triumph Register***  
Volume XXIII, Number 4, April 2011



*Stopped by the Potomac River under fading cherry blossoms during CTR's annual George Washington Parkway Run. From left to right, we have J.P. Puckett, Patrick Carter, Mark Shlien, Rich Townsend, Bruce Mundie, John Buescher, Art Fournier, and Jay Christopher. We also have Bruce Mundie's RHD Spitfire and Steele Lipe's TR3A. For more on the GW Parkway Run, turn to page 4.*

**PAGES 1 & 4 - GW Parkway Run; PAGE 2 - CTR Happenings; PAGE 3 - Collingwood Clean-Up;  
PAGE 6 - Spitfire Overdrive Mystery; PAGE 7 - Dyno Day at P-Tuning;  
PAGE 8 - Triumph Story; TATRA Show; PAGE 9 - Orphan Car Tour;  
PAGE 10 - Classified; Events; PAGE 11 - Club Info**

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## CTR Happenings

### *Please Welcome CTR's Newest Member*

➔ Richard Pace, Fairfax, VA, 1976 Spitfire

### *Britain on the Green*

May 1<sup>st</sup> and BOG are getting closer and closer. On Wednesday, April 27<sup>th</sup>, there will be the annual Stuffing Party in Joe Cannon's garage when we will take care of all those last minute details like preparing (stuffing) registration packets. Please contact BOG co-coordinators Tom Burke or Jeff Knepp for more information or to volunteer to help out.

### *Britain on the Green Sign-In Sheets*

All of us who volunteer for BOG are so busy with the show that we've had a hard time remembering who attended the show and who all the volunteers were. To help sort this out, there will be two sign-in sheets at the BOG operations table. One sheet will be for those who attend the show and the other will be for volunteers who help out. Please take a minute to sign in and also remind others to do the same. Thanks!

### *Coming Up in May*

In addition to BOG (May 1<sup>st</sup>), CTR will hold a Get Your Hands Dirty session at Matt Schipani's on the 21<sup>st</sup>. There's also a trip to Webb Motors in Roanoke on the 14<sup>th</sup> and 15<sup>th</sup>. And there's been discussion of a multi club event at the Jefferson 500 at Summit Point on the 13<sup>th</sup> through 15<sup>th</sup>.

### *Looking Ahead to June*

CTR is always well represented at British Car Day, which is coming up on June 5<sup>th</sup>. We'll try to bring a canopy for some shade and a place to socialize. The Sully Plantation show on June 19<sup>th</sup> always has CTR participants, some of which have done quite well in recent years taking prizes in this show hosted by the local Ford Model A club. And we hope to have a Get Your Hands Dirty session on June 25<sup>th</sup> - do you have a project in mind?

### *CTR Facebook and Forum Accounts*

CTR has a Capital Triumph Register Facebook group

and an on-line Forum. Both sites will continue to run in parallel while we see which our members prefer. Both are intended as places to announce or update information on events, chat about anything remotely related to CTR or Triumphs, share your restoration progress or go for help when a tech question comes up. There's even an on-going Triumph Trivia discussion on the Forum.

The Forum is at <http://www.capitaltriumphregister.com/forum/Blah.pl?> (Passwords must be eight characters or less.)

Facebook is at [www.facebook.com](http://www.facebook.com) - join Facebook then apply to the Capital Triumph Register group.

### *Save a Tree*

Want to save paper? Want to see the pictures in *The Standard* in color? Want to receive your newsletter about a week earlier than your computer illiterate friends? Want to frustrate the professional paper manglers at the Post Office? Want to save CTR money? Contact Art Fournier about receiving your newsletter electronically rather than by regular mail.



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# Collingwood Clean-Up March 26<sup>th</sup>

Every year since we began holding Britain on the Green at Collingwood, CTR members have volunteered a few hours on a spring Saturday morning to help get the property ready for the new season. In turn, the grounds look a little nicer for BOG and the good people of the Collingwood Foundation treat us to lunch. It also gives us a chance to reinforce our memories and determine what car classes will go where.

This year, we got together on March 26<sup>th</sup>, a little earlier in the year than usual, but a fairly decent spring day none the less. This year's winter has far milder than last year's, so there were far fewer storm damaged trees and shrubs to clear and the morning passed quickly and easily.

Thanks to all who came out to help get ready for BOG 2011!



*Above: Steve Mumma, Patrick Carter, Tim Shalvey, and Marcy Knepp hard at work by the Potomac River*

*Below left to right: Collingwood Facilities Manager Jay Frey, Collingwood Events Development Manager Kristen Golden, Steve Mumma, Bruce Hislop, Lionel Mitchell, Fred Mittelman, Jonathan, Sandy and Rob Thomson, Tom Burke, Tim Shalvey, Marcy and Jeff Knepp, Collingwood Executive Director Paul Frank, and Collingwood Foundation member Johnny Mayer. Art Fournier was also on hand for the annual clean-up.*







## George Washington Parkway Run April 10<sup>th</sup>

As Robert Burns (or was it Lionel Mitchell?) said, “the best laid schemes o’ mice an’ men gang aft agley.” And that was certainly the case for this year’s GW Parkway Run. Originally scheduled for Saturday, April 9<sup>th</sup>, the event was postponed to Sunday, April 10<sup>th</sup>, to avoid the Cherry Blossom Parade and forecast 40 degree, rainy weather. Sunday’s forecast called for 70 degrees and sun; however, about the best we got was 50 and cloudy. So much for second guessing Mother Nature! Despite the weather, we had an excellent turnout of Triumphs and CTR members, family and friends. There were seven TR6s, three Spitfires, a TR250, a TR3A and two TR3 wannabes on hand. In the cars were Rich and Patti Townsend, Rich Bohan, John Buescher, Jaime Steve and Ace Rosner, Lionel Mitchell, Mark Shlien, Patrick Carter and Jay Christopher, Bruce Mundie, Art Fournier, RJ Fortwengler, Steele Lipe and Patty Daly-Lipe, Fred Mittelman and Diane Paige, and JP Puckett with daughter Emma Puckett.

The tour began at Turkey Run with considerable discussion of cars in general and Triumphs in particular. We then proceeded south along the parkway and cut from Virginia into the District of Columbia where we passed by three iconic American landmarks - the Lincoln Memorial, Washington Monument and Jefferson Memorial - before working our way into East Potomac Park at Hains Point for a picnic lunch. The weather was chilly and, but our cars still got considerable attention being frequently photographed by tourists in the city for the Cherry Blossom Festival. At one point, a woman in a wedding gown had herself photographed with Steele Lipe’s TR3A!

After lunch, most people dropped out of the tour, but a hearty handful completed the trip back into Virginia, through Old Town Alexandria, past Collingwood and on to Mount Vernon where the tour ended. Thanks to all who knocked the dust off their Triumphs and attended this early spring event!



*Left: Art Fournier leads the tour around the Washington Monument*

*Top: Patrick Carter, Bruce Mundie, Lionel Mitchell, and Rich Townsend discuss Patrick’s Spitfire*

*Above: Triumphs along the Potomac*

*Next page top: Steele Lipe’s TR3A*

*Center: Auto collector and long time BOG supporter Ace Rosner with friends Collette and Desmond Rodriguez next to Jaime Steve’s TR6*

*Bottom: Picnicking under the cherry blossoms. Patti Townsend stayed wrapped in a blanket and never really did warm up as the weather never lived up to the forecast’s Predictions!*







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## Spitfire Overdrive Mystery

Patrick Carter

I bought my Spitfire in 2005 from a retired Philly detective. When I spoke to him on the phone before seeing it, I asked if it had overdrive and he said, "No, if it had overdrive I'd be asking \$1,000 more for it." Well, I went to go see it anyway because it was the exact color combo I wanted and had low mileage. When I looked at the VIN# it had an "O" at the end. I had done enough homework to know that meant it came with overdrive from the factory; however, there was no switch on the gear selector and it had an after-market walnut knob. A quick glance underneath and a glance at the shifter shaft for the harness hole confirmed it did in-fact have overdrive, but I kept my mouth SHUT, bought it and drove it home to DC.

Now, about six years later, I have the guts (and the pocket book) to pull the trigger and see what was going on... Contacted Al Ames in Luray to help diagnose WHY IN THE WORLD WAS IT DISCONNECTED and "hidden?" All we did was pull a makeshift harness, connect it to a wall switch temporarily and, voila, it worked! Drove it about 30 miles thru the Luray Valley and up the mountain pass of Rt. 522 past Skyline Drive, shifting it in and out of overdrive and it performed beautifully! In-fact it was so nice, we decided to pull the tranny and rebuild it since I had some soft grinding in 2<sup>nd</sup> gear and some whining in 3<sup>rd</sup>. With the transmission out, we decided to repair and fortify the transmission tunnel with fiberglass, replace the u-joints, rear spring, brake hoses, rear engine

mounts and so on... Should be mechanically in tip-top shape for BOG! All the parts arrived as well as the OD switch knob from Rimmer Brothers in the UK. She was up and running the next week. The reason someone went thru so much trouble to disconnect the overdrive is still a mystery.



*Left: Visegrips, a wall switch, and some test leads equal a temporary overdrive wiring harness*

*Above: Fiberglass reinforcement added to the 1975 Spitfire's transmission tunnel*

*Below: The previously hidden overdrive transmission prior to being rebuilt*







# Dyno Day at P-Tuning

**April 23<sup>rd</sup>**  
**Lionel Mitchell**

What red-blooded sports car fancier has not thought about the power that his or her sports car is capable of (I ask rhetorically)? You've all read the horse power and torque specifications for the Triumphs we drive and of many sports cars, and yes – even daily drivers. I guess it's true that we like to measure things. I'm sure you've seen the term peak bhp, or brake horse power, listed as a performance specification, and its more precise statement listed with an engine rpm (revolutions per minute) number. As you know, horse power varies with engine speed – the faster the engine is turning, the more power output you'll get – up to some point. Car manufacturers typically give peak horse power and torque for associated rpms. What you typically see is a graph with two sets of y-axis coordinates (one for hp and one for torque) with the two curves plotted against engine rpm on the x-axis. There are different ways and standards for measuring horse power. (Note for all you hex heads, there are many definitions of horse power. I know bhp hasn't been used by manufacturers since the early 1970s.) One way is to measure the power at the engine flywheel. Another method is to measure power at the wheels. The former measurement is typically called bhp. As you can imagine, measuring horse power at the flywheel requires having access to the flywheel, which is very impractical for most of us. Not only that, flywheel hp gives an inflated number because some of that power is lost between the flywheel and the road wheels. To measure horse power at the road wheels, it's only necessary to have a car driven in-place on a "rolling road" with appropriate instrumentation. These devices that measure horse power and torque are called dynamometers, or dynos for short.

With that somewhat long introduction, I ask: have you ever thought about measuring the power output of your Triumph on a dyno?

I went to P-Tuning recently to talk to the manager about a potential club event there some Saturday. P-Tuning is a speed shop located in Manassas, Virginia. Their specialty is tuning cars for performance increases, both engine and suspension. Their target is modern cars such as Subaru WRX, Mitsubishi Evo, Honda S2000, etc. They are one of

the sponsors of the Capital Driving Club autocross events.

In addition to installing turbo chargers and many other performance mods, they do offer a few services that Triumph owners might be interested in: 4-wheel alignment, wheel balancing, and rolling road dyno testing. I had a 4-wheel alignment done there on my TR7. And if you have nice alloy wheels that you don't want to risk getting damaged at an everyday tire store, this is a good place to have tires mounted and balanced.

A dyno day would be the better part of a day in which we would have dedicated use of the dyno facility to test our cars. It takes about an hour to set-up a car and do 3 runs, maybe less for similar cars. The minimum number of cars to reserve the dyno for a day is eight. The cost per car for eight or more is \$60 and \$75 for less than eight. Either option requires 50% deposit in advance.

Note that spectators would be welcome to witness dyno testing. So, even if only a few people want to put their cars on the dyno, it doesn't mean others can't come and participate vicariously. At this point, five people have said they are interested in putting their cars on the dyno with a couple more maybes. Based on this commitment, the P-Tuning manager has agreed to schedule us for Saturday, April 23. Contact me if you're interested in participating or just watching. I'll provide more details as the date approaches.

Join us on May 1<sup>st</sup> at Collingwood Library and  
Museum near Alexandria, Virginia,  
for  
the 14<sup>th</sup> Annual

## *Britain on the Green*

Contact Tom Burke at  
703-354-1361 or [tburke4@aol.com](mailto:tburke4@aol.com)  
or Jeff Knepp at  
[marcyandjeff@verizon.net](mailto:marcyandjeff@verizon.net)  
to find out how you can help with the

***Capital Triumph Register's***  
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And remember, for 2011 the date is the first Sunday in  
May rather than the last Sunday in April!



## The Triumph Story: On to Motorcycles



Having manufactured bicycles since 1887, expansion into motorcycle production was a logic step for Triumph partners Siegfried Bettmann and Mauritz Schulte. After a few exploratory efforts, Triumph expanded into motorcycle production in 1902 with the addition of a Belgian Minerva 2-1/4 horsepower engine to a pedal-cycle frame. In 1905 after trying engines made by other companies such as JAP and Fafnir, Triumph designed and built its own 3 horsepower engine. Motorcycles soon outpaced bicycles as the company's primary business line. Production was small, only 533 in 1906, but expanded rapidly to 1,000 in 1907, 2,000 in 1908 and 3,000 in 1909.

World War I brought prosperity to Triumph. Approximately 30,000 motorcycles were delivered to British and allied forces between 1914 and 1918. Following the war, Sir Harry Ricardo designed an advanced overhead valve, air cooled engine for Triumph. By 1923, production was 15,000 per year and by 1929 annual production had doubled to 30,000 units. What would Triumph do with the profits?



Looking back at **THE STANDARD:**

**Volume III, Number 4**  
**April 1991**

Brian Lee's lead story in the April 1991 issue was about a planned visit to see the "world's fastest Triumph," a Group 44 TR8 owned by John Kelly of Gaithersburg. Also in the works was an overnighter to Charlottesville being organized by Elene Gillespie and plans were underway for British Car Day still held at Allen Pond Park in Bowie. The club held its first Spring Tune Up session at Charlie Brown's garage with about 20 members attending.

On the tech side, Charlie wrote an article on the differences between various weights and grades of oil. Henry Irving offered some thoughts on the differences between MIG welding techniques.

Finally, the newsletter contained Art Fournier's survey to rate both member interests and their experiences with businesses providing goods and services for LBCs.

## TATRA: Not British, but Interesting

**May 7<sup>th</sup>**



**Come see antique and modern TATRA vehicles showcased at the Czech Embassy from 10 a.m. to 4 p.m. on May 7, 2011.**

The Czech company TATRA, a.s., ranks among the oldest truck and car companies in the world still in existence and based in Kopřivnice, a town situated in the eastern part of the Czech Republic. It was founded in 1850 by Ignác Šustala to manufacture coaches and carriages. The company manufactured the first passenger car in Central Europe called the Präsident in 1897 and its first truck in 1898.

During the inter World War period, Tatra made headway in car design with the ingenuity of engineer Hans Ledwinka, who invented a revolutionary chassis design with a central load-carrying tube with swinging half-axles, still used today. With Ledwinka's contributions, Tatra introduced the first ever series produced streamlined cars that had been mass produced.

Come see these amazing vehicles at the Czech Embassy (3900 Spring of Freedom St. NW, Washington, DC 20008) and learn more about the revolutionary engineering and technology of TATRA on May 7, 2011.





# Orphan Car Tour

## June 4<sup>th</sup>

The rural roads of western Frederick County, Md. will be the scene of the 22<sup>nd</sup> annual Orphan Car Tour on June 4, 2011. Nicknamed "The South Mountain Saunter," this year's driving tour offers its participants the choice of one of three routes varying in length from 36 to 57 miles. The routes wind through an area around both sides of South Mountain, which is rich in Civil War history, and through the historic town of Burkittsville.

The Tour will get underway in the town of Jefferson, just west of Frederick, Maryland. Registration begins at 10:00 AM at the Jefferson Ruritan Center, on Lander Road at its intersection with Rte. 340. Starting at 11:00 AM and in two later departures, cars will be released onto each of the three tours, with a minute or more headway between them. Drivers will be given printed driving directions, allowing them to proceed at their own speed.

During the course of the afternoon participants will stop at several points of interest, depending upon which of the three routes they select. These include the 30-car collection of antique automobiles owned by Rob Burchill, which range from a 1909 REO car to a 1986 Ram Charger truck; Catoctin Pottery, a handcrafted pottery and ceramics studio and showroom housed in a 200-year-old mill; the Smith collection of 44 vintage Minneapolis-Moline farm tractors; two separate civil war monuments on South Mountain; and the historic town of Burkittsville, where the Ruritan Club will serve a buffet dinner at the end of the afternoon to those who have pre-registered for it.

As in past year a "driving quiz," with questions about sights glimpsed along the route, will be included on two of the three tours. The third tour is strictly for sightseeing enjoyment. The event will be held "rain or shine," since both vehicle collections and the dinner will be under cover. Drivers are encouraged to bring along a navigator to read the driving directions during the tour. Two gasoline stations and a restaurant are located in close proximity to the tour's departure point.

The buffet dinner is \$16 for adults, \$11 for children 9 years old or younger. Reservations are required for the dinner, and applications must be postmarked by May 22. Dinner tickets are non-refundable after May 22, but as in past years the Tour will attempt to re-sell reservations which have been cancelled before the day of the tour, and to return the money. Car registration of \$8 may be made

beforehand or on the day of the tour. However, only the first 15 drivers who pre-register and indicate their preference for a particular tour, will be guaranteed that tour. All others may be required to take the tour assigned them, due to scheduling necessities. Car registrations are fully refundable at any time.

Further information is available at the website [www.orphancartour.org](http://www.orphancartour.org) or by contacting Jon Battle by phone at 540-364-1770 or via e-mail at [TourDirector@orphancartour.org](mailto:TourDirector@orphancartour.org).


The Orphan Car Tour is sponsored by Mid-Atlantic Packards, the Potomac Ramblers, the Potomac chapter of the Studebaker Drivers Club, the Chesapeake Bay Chapter of the Hudson-Essex-Terraplane Club, and the DeSoto Owners Club of Maryland. The Tour is held each year in a different locale in the greater Baltimore-Washington region, for the purpose of encouraging the driving enjoyment of antique "orphan" vehicles, defined as vehicles at least 25 years old, which were produced either by now-defunct manufacturers, or by the discontinued divisions of still-existing companies.




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## EVENTS

**All listings including “\*CTR\*” are events for which club participation points will be awarded.**

**Apr 23** -Dyno Day @ P-Tuning in Manassas, VA; Lionel Mitchell **\*CTR\***

**Apr 27** - BOG Stuffing Party

**Apr 30** - BOG Preparation

**May 1** - 14<sup>th</sup> Annual Britain on the Green at Collingwood Library and Museum, Alexandria, VA **\*CTR\***

**May 7** - BOG TGIO

**May 7** - TATRA Show at the Czech Embassy, Washington, DC

**May 10** - ESB Meeting

**May 13-15** - Jefferson 500 Vintage Race, Summit Point, WV

**May 14-15** - Webb Motors/Blue Ridge Parkway Tour **\*CTR\***

**May 19** - British Car Day, New Orleans, LA (Yes, it's far away, but they're optimistic), Rick Huber (225) 926-6946 or <http://www.bmcno.org>

**May 20-22** - Import, Kit and Replica Show, Carlisle, PA

**May 21** - GYHD, Matt Schipani **\*CTR\***

**May 28** - RTR/CTR Joint Driving Event **\*CTR\***

**May 28-Jun 5** - British Car Week

**Jun 4** - Orphan Car Tour, Jefferson, MD,

[www.orphancartour.org](http://www.orphancartour.org)

**Jun 4-5** - The Wedge Owners Association weekend

**Jun 5** - Original British Car Day, Lilypons, MD **\*CTR\***

**Jun 19** - Sully Plantation Show

**Jun 25** - GYHD **\*CTR\***

**Aug 12-13 (Updated Dates!)** - TRF Summer Party, Armagh, PA **\*CTR\***

**Aug 17-21** - VTR National Convention, Breckenridge, CO **\*CTR\***

**Aug 28** - Cruisin' for Crustaceans **\*CTR\***

**Aug 28** - Taste of Britain, Rothsville, PA, <http://www.lancomgclub.com/>

**Sep 24-25** - 2<sup>nd</sup> Annual Trappe Triumph Invasion and St. Michael's Concours d'Elegance **\*CTR\***

## CLASSIFIED

CTR assumes no responsibility for quality or condition of merchandise listed herein. All transactions resulting from listings are strictly between buyer and seller.

NOTE: Ads for CTR members shall run on a space available basis for 3 issues. To rerun, please resubmit your ad at end of period. Other ads are space available only.

**1963 TR3 for sale.** I have the complete car in parts. Frame and tub are in poor shape. The rest of the car has been stored inside and is in much better shape. I have the motor and trans, both are complete and not stuck. Would like sell all or part to someone who can use the parts. Not looking to get rich off of it. Cape Charles, VA. Call Steve 757-678-6126

**1959 Austin Healey “Bugeye” Sprite for sale.** Complete classic in very restorable condition. Original 948 cc engine/trans. Spare parts include 1275 cc engine/trans; front disk brake assembly and more. Needs a total restoration. Get this piece of history back on the road. Please no dreamers. Bring a trailer and \$3,500. Mike 301-537-1191 or [mgraul226@gmail.com](mailto:mgraul226@gmail.com)

**TR6 factory hardtop for sale,** completely disassembled for painting but with all components, including restoration kit from Roadster Factory. \$1,250. Call Noble at 202-882-5636 or Jeff at Motorhead

**69 GT6+ parts for sale** - OD Transmission with 80,000mi (make offer ) and differential core. Parts located in Sterling Virginia and must be picked up. Call Dave Monroe at 571-213-5122

**Space for rent** - We have some room at the Springfield/Newington storage shop for small British Car (TR or MG). The rent is \$95/month with additional storage area also available at \$1 per square foot per month. The shop is heated, alarmed, bathroom, water, etc. We also have a drill press, shear, compressed air, sandblaster, band saw, and many other tools. Everyone there is very friendly and we often give each a hand. For more information e-mail Ed Chan at [capitaldriving@yahoo.com](mailto:capitaldriving@yahoo.com) or call me a home at 703-721-1771







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## THE STANDARD

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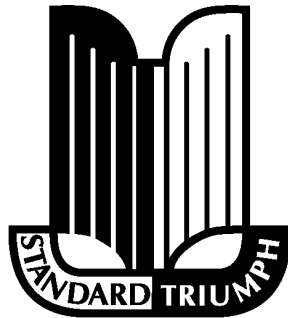
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**TRIUMPH TRIVIA:** Who designed the Triumph TR2?

The TR2, as well as its prototype, was designed by Walter Belgrove.

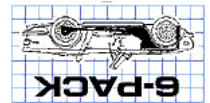


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Deadline for  
 the next issue of  
*The Standard:*  
**May 6<sup>th</sup>!**

## Understatement!



The Capital Triumph Register  
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THE STANDARD







# THE STANDARD

The Official Publication of the  
***Capital Triumph Register***  
Volume XXIII, Number 5, May 2011



*Some of the many CTR members, family, friends and volunteers that made Britain on the Green 2011 a success:*

*Front row - Paul and Sharon Edelstein, Jonathan, Scott and JoAnne Thomson*

*Middle row - Tim Shalvey, Bruce Hislop, Rob Thomson, Jeff and Marcy Knepp, Steve Mumma, "Gunny," and Mary Burke*

*Back row - Lionel Mitchell, Rich Townsend, Dennis Eckhout, RJ Fortwengler, Sandy Thomson, Rich Smalling, Karl Johnson, Matt Schipani, Art Fournier, and Tom Burke*

*For more BOG 2011 photos, please see pages 4 and 5.*

**PAGES 1, 4 and 5 - BOG 2011 photos; PAGE 2 - CTR Happenings; PAGE 3 - BOG 2011 Award Recipients; PAGE 4 - An End, and a Beginning; PAGE 5 - You could be a BOG Co-Coordinator; PAGE 6 - Dyno Day at P-Tuning; PAGE 9 - BOG Stuffing Party; PAGE 10 - Classified; Events; PAGE 11 - Club Info**



## CTR Happenings



Looking back at **THE STANDARD:**

**Volume III, Number 5  
May 1991**

### ***GYHD - GT6 Suspension Refurbishment - May 21<sup>st</sup>***

A Get Your Hands Dirty session will be held at Matt Schipani's (44333 Silkworth Terrace, Ashburn, VA 20147) on May 21<sup>st</sup> to replace suspension parts (rubber bits, springs, shocks) on the 1967 barn-find GT6. Plan on showing up around 9:30 for coffee and getting to work around 10:00. Please bring appropriate tools. Contact him at Matt@ashburnsoftware.com or 703-724-1573.

### ***Looking Ahead to June***

CTR is always well represented at British Car Day, which is coming up on June 5<sup>th</sup> at Lilypons Water Gardens near Adamstown, MD. We'll try to bring a canopy for some shade and a place to socialize. The Sully Plantation show on June 19<sup>th</sup> always has CTR participants, some of which have done quite well in recent years taking prizes in this show hosted by the local Ford Model A club. And we hope to have a Get Your Hands Dirty session on June 25<sup>th</sup> - do you have a project in mind?

### ***CTR Facebook and Forum Accounts***

CTR has a Capital Triumph Register Facebook group and an on-line Forum. Both sites will continue to run in parallel while we see which our members prefer. Both are intended as places to announce or update information on events, chat about anything remotely related to CTR or Triumphs, share your restoration progress or go for help when a tech question comes up. There's even an on-going Triumph Trivia discussion on the Forum.

The Forum is at <http://www.capitaltriumphregister.com/forum/Blah.pl?> (Passwords must be eight characters or less.)

Facebook is at [www.facebook.com](http://www.facebook.com) - join Facebook then apply to the Capital Triumph Register group.

### ***Save a Tree***

Want to save paper? Want to see the pictures in *The Standard* in color? Want to receive your newsletter about a week earlier than your computer illiterate friends? Want to frustrate the professional paper manglers at the Post Office? Want to save CTR money? Contact Art Fournier about receiving your newsletter electronically rather than by regular mail.

The leadoff article in May 1991 edition of *The Standard* was written by Karl Johnson and detailed a club trip organized by Elene Gillespie to the Charlottesville area. Stops along the way included the Dominion Winery and the Blue Ridge Brewing Company.

Next, Charlie Brown reported on a club visit to John Kelly's garage in Gaithersburg for a look at his Group 44 prepared TR8. Club president Karl Johnson was given the honor of driving the 360 horsepower car down the parking lot and back.

Plans were underway to participate in the Original British Car Day then held at Allen Pond Park in Bowie complete with a club picnic beneath the trees. (Ah, the good old days!)

Charlie also described a service provided by Motorhead in which they'll provide a thorough and critical inspection of your British car or one you're considering purchasing



**These high-quality spin-cast metal badges have terrific detail and are easily mounted on your grill or bumper. They are now on sale for only \$19.99 each**

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## Britain on the Green 2011 Award Recipients



**Charlie Brown Resto-Mod:** Bob Williams, hand-built recreation 1958 Lister-Jaguar

**Best of Show:** James Linder, 1965 Sunbeam Tiger Mk I

**Triumph Spitfire and GT6:** 1<sup>st</sup> Matthew Schipani\*, 1972 GT6; 2<sup>nd</sup> Patrick Carter\*, 1975 Spitfire; 3<sup>rd</sup> Brian Murray\*, 1975 Spitfire 1500

**Triumph TR2 and TR3:** 1<sup>st</sup> Peter Young, 1959 TR3; 2<sup>nd</sup> Buzz Warren, 1958 TR3A; Tom Flint\*, 1961 TR3A

**Triumph TR4 and TR4A:** 1<sup>st</sup> Mike Ford, 1962 TR4

**Triumph TR5 and TR250:** 1<sup>st</sup> Gary Kinney, 1968 TR250

**Triumph TR6 Early:** 1<sup>st</sup> Tim Shalvey\*, 1973 TR6; 2<sup>nd</sup> Steven Mumma\*, 1973 TR6; 3<sup>rd</sup> Joseph Parisi, 1970 TR6

**Triumph TR6 Late:** 1<sup>st</sup> Glenn Davis, 1976 TR6; 2<sup>nd</sup> Raymond Brown, 1976 TR6; 3<sup>rd</sup> Gregg Bachner\*, 1976 TR6

**Triumph TR7 and TR8:** 1<sup>st</sup> George

Carrell, 1980 TR7; 2<sup>nd</sup> Jim Coleman, 1980 TR8; 3<sup>rd</sup> Bruce Stephen, 1980 TR8

**Austin Healey 100:** 1<sup>st</sup> Tim Flaherty, 1956 100

**Austin Healey 3000:** 1<sup>st</sup> Don Crouse, 1967 3000 BJ8; 2<sup>nd</sup> Eric Scott, 1960 BN7

**Austin Healey Sprite/MG Midget:** 1<sup>st</sup> Gary Dathe, 1967 Sprite

**Jaguar Saloon:** 1<sup>st</sup> John Otte, 1972 XJ6; 2<sup>nd</sup> Tom Butzner, 1975 XJ6C

**Jaguar Sports:** 1<sup>st</sup> David Esch and Margaret DeBolt, 1953 XK120 FHC; 2<sup>nd</sup> Mike Alexander, 1960 XKE; 3<sup>rd</sup> Jake Kreeger, 1954 XK120

**Lotus:** 1<sup>st</sup> Vince and Julie Auletta, 1966 Lotus Cortina; 2<sup>nd</sup> Edwin Baker, 1986 Westfield Seven SE; 3<sup>rd</sup> Vince and Julie Auletta, 1966 Lotus Super seven

**MG Early:** 1<sup>st</sup> Joel Newman, 1953 MG TD; 2<sup>nd</sup> Janice Lynch, 1953 MG TD; 3<sup>rd</sup> James Bradley, 1955 MG TF

**MGA:** 1<sup>st</sup> Liz Ten Eyck, 1962 MGA; 2<sup>nd</sup> Charlie Adams, 1962 MGA

**MGB to 1974:** 1<sup>st</sup> Steve Boyce, 1971 MGB; 2<sup>nd</sup> Ned and Pattie Shields, 1968 MGB

**MGB from 1974 ½ :** 1<sup>st</sup> David Schillerstrom, 1980 MGB; 2<sup>nd</sup> Keith Mitchell, 1980 MGB

**MGB GT:** 1<sup>st</sup> Paul Tegler, 1973 MGBGT; 2<sup>nd</sup> Ray McKelvy, 1972 MGBGT

**Classic Mini:** 1<sup>st</sup> Don Bayer, 1961 Mini Cooper S

**New Mini:** 1<sup>st</sup> Claire Breithaupt-Bennett, 2011 Mini Cooper Countryman

**Morgan:** 1<sup>st</sup> Don Roberts, 1953 Plus 4

**Rolls Royce/Bentley:** 1<sup>st</sup> Rod Rydlun, 1934 Bentley 3-1/2 Litre; 2<sup>nd</sup> Brian O'Connell, 1950 Bentley Mk VI

**Rover:** 1<sup>st</sup> Jose Scoseria, 1950 Rover P4; 2<sup>nd</sup> Herbert Larrabee, 1976 Land Rover 88

**Special Interest:** 1<sup>st</sup> Jay Doumanx, 1964 Turner Mk III; 2<sup>nd</sup> Jaime Steve\*, 1933 MG J2; 3<sup>rd</sup> James Linder, 1965 Sunbeam Tiger Mk I

\* CTR Member



Bob Williams' hand-built recreation 1958 Lister-Jaguar



James Linder's 1965 Sunbeam Tiger Mk I





# An End, and a Beginning

Jeff Knepp

As the Britain on the Green show gets smaller in the rearview, there can be little doubt that Capital Triumph Register's fourteenth edition of this event was a smash hit. On site preparations began the night before, when the determination was made to go with the full field layout. Afterwards the prep crew repaired to Primo's pub for a last minute beer and bull session. Our collective crossing of fingers paid off with reasonably cooperative weather on Sunday. If Collingwood's new management team had concerns about our organization, those dissolved as they arrived to find a small army of red capped BOG staffers busily preparing for a not so small army of old British cars. The forecast called for only a slight chance of the r-word in the afternoon. That meant the registration team had their work cut out with an ever lengthening line of fair weather emboldened entrants awaiting the opening of the field.

What production of this size would be complete without a few minor hiccups? Parking of the display cars took place relatively hitch free, while spectator parking was the usual tavern puzzle at peak time. An early TR that stalled out eventually got restarted. Our seasoned volunteers dealt with whatever came up, from an older gent who insisted he display his new gullwing SLS Mercedes Benz beside his friend's vintage MG, to a scant sprinkle of rain drops late morning that caused nervousness amongst some of the topless roadster crowd. A handful of the latter who wished to leave were guided off the grounds while a few others merely retreated from the lower to the upper field.

Vendors were on hand as always providing savory eats and showcasing services of interest to our hobby. While Fran Scuderi entertained under a cloudy and coolly comfortable sky, the spectators enjoyed a diverse array of over 150 cars including recreations of both a Group 44 TR8 (our poster car) and a wicked sounding Lister Jaguar.

The reason for the success we enjoy with this event rests squarely on the shoulders of the numerous CTR folk who pitch in year after year. I hope their contributions encourage other members to join the effort for future shows. This year marks Tom Burke's last as Britain on the Green Co-Coordinator (the "end" referred to in the title) and my first year sharing that role (the beginning). Thank you Tom for your dedication to the show as well as your patience and

time showing me the ropes. In closing I wish to extend my sincere thanks to all of my fellow club members and their families that helped make BOG happen.







## You could be a BOG Co-coordinator (and you may not even know it) Tom Burke

It is a Very Fine Thing to see the Triumphs and Jags and all the classics lined up on Collingwood's Green, but it is also a Very Fine Thing to gather our BOGstaff in the cold days of January for the BOG Kick-off Meeting and begin the planning for CTR's casual but classy British car show. This could be your opportunity to bring your skills and ideas to the next Britain On the Green. CTR is seeking candidates for 2012 BOG Co-coordinator, Jeff Knepp did a great job in this, his first year as BOG Co-coordinator, but this year was my last year as BOG Co-co. It has been a lot of fun, but I have a house in Maryland to restore (and a TR8 waiting for its restoration in the garage) and so it is someone else's turn to work with Jeff and make BOG even better. It would especially help if you happen to have the power to command the sun to shine, but even if you just have the power to go to meetings, send e-mails and enjoy the feeling of seeing your efforts turn into an array of beautiful classic cars on a field of green, we would like to hear from you. We need at least one more Co-coordinator and maybe more. Although there's no guarantee that your name will be the chosen 2012 Co-co, if you think you would like to be considered, please drop an e-mail to [tburke4@aol.com](mailto:tburke4@aol.com).

*The people, top to bottom on page 4: Fred Mittelman, JP and Ethan Puckett, Dennis Eckhout and Karl Johnson; Bruce Hislop and Stephen Prior; Elizabeth Marburger, Paul and Fran Scuderi; Rich Wilkins, Paul Edelstein, Penny Johnson and Roger Morrison. This page on the left: Rich Wilkins and Tom Burke; Stephen and Rich Smalling; Rob Reynolds; Dennis Eckhout, Rich Townsend, Brian Murray and Mark Shlien; Tom Burke; RJ Fortwengler. This page on the right: JoAnne, Rob, Scott, Jonathan and Sandy Thomson, and Patrick Carter; Ethan Puckett; Sharon Edelstein and Rita Cannon.*





## Dyno Day at P-Tuning

**April 23<sup>rd</sup>**  
**Lionel Mitchell**

After much ado in planning this event, five of us arrived at P-Tuning at 10 AM Saturday in our 6-cylinder Triumphs with four spectators to put our cars to the test on the rolling road. I had tested out my car a month before to make sure it would work. Ours were the most narrow track cars ever dyno-ed they told us, and probably the lowest powered (although they didn't say that). It turns out for cars like ours, measuring horsepower and torque is a simple matter of measuring the revolutions of the turning wheels of the rolling road. Because the gear ratio of fourth is 1:1, the rolling road rpm is the same as the engine rpm (or close enough). The only preparation to our cars was to inflate the tires so that they would have the right friction to turn the rear rollers. The performance tuner then backed each car, one at a time, onto the rolling road. The rolling road is in an enclosed chamber with an exhaust outlet at the rear. A large fan was placed at the front of the car at the beginning of the runs. Each car was given three runs. The first run was a warm-up run. The second and third runs were power runs. In each run, the performance tuner went through the four gears and the computer software produced a graph of horse power and torque on the y-axis versus rpm on the x-axis while the car was in fourth gear. The dyno chamber has a glass wall through which we observed the car on the rolling road, and the viewing room had a video monitor displaying the power graph in real-time. The stress on the car was probably less than what we (at least I) normally put on the car in going through the gears.

Besides me with my '73 TR6, the other participants dyno-ing their cars were: John Buescher ('74 TR6), Sandy Thomson ('68 TR250), Joe Seward ('73 TR6), and Tim Shalvey ('73 TR6). This turned out to be a good sample of 6-cylinder Triumphs in slightly different conditions and states of tune from which we can draw some conclusions about how different upgrades can affect power. First, let's look at the state of tune and condition of the engines; then we'll look at the dyno results and draw a few conclusions from the results. As a bonus, we'll see how our CTR cars stack-up to some other TR6s that were dyno-ed by Classic Motorsports magazine.

Common conditions for all cars are: stock 2498 cc en-

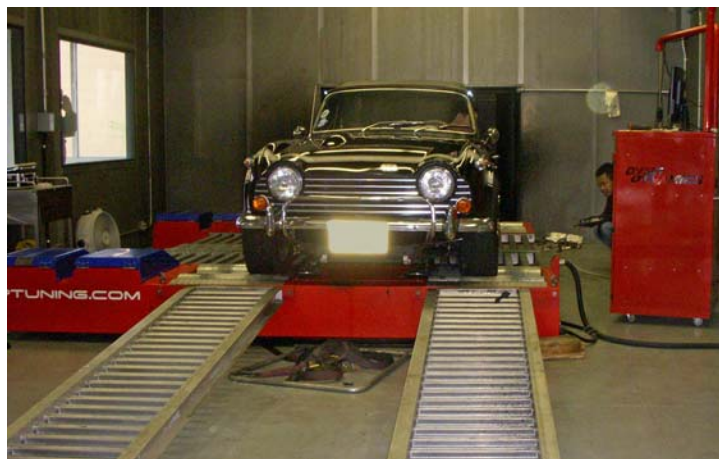
gine with twin Stromberg carburetors, Pertronix electronic ignition in the stock distributor. All cars had street tires for the test.

I have not done anything to my engine since buying the car in 2001. My cylinder compression is good across all cylinders, and it's clear that my engine is a little more powerful than a typical stock engine. I have confirmed that I have fast-road cam from the vacuum reading, which shows overlap between the intake and exhaust strokes. The engine idle also is an indication that it's not a stock cam. I have no precise way of knowing whether the head has been milled for higher compression, nor any historical information, although I suspect it has not been altered from stock. I have stock exhaust manifold and muffler, but I have freer breathing K&N air filters.

John Buescher has done a total rebuild of his engine over the past year in a hope to upgrade performance. The head was milled for a compression ratio of approximately 9.5:1 and he installed upgraded spring and valves. In addition, he installed a GOODPART's GP2 cam, aluminum flywheel, and tubular exhaust header, but retained the stock muffler. He still has the stock air cleaner.

Sandy Thomson's engine is completely stock. He has low compression on one cylinder. Speculation is that it's due to a sticking valve. This engine in stock form has a higher compression ratio and should have a bit more punch than later TR6 engines as indicated by the factory specs.

Joe Seward's is completely stock and was rebuilt several years ago but doesn't have all that many miles since the rebuild. He did say that he has a factory cam from a '74 TR6. His exhaust system is completely stock as are his air cleaners.



*Sandy Thomson's TR250 being set up on the rolling road*





Tim Shalvey's car is virtually identical to Joe's, down to the color, with two exceptions: his cam is a '73 year spec, and he has an aluminum flywheel. With the exception of John's car, the other cars have the factory steel flywheel of the year of the cars' manufacture.

And now, I'll discuss the dyno results. As mentioned above, we each got a graph showing horsepower and torque plotted against rpm. For brevity sake, I've summarized the results of the dyno runs in Table 1 showing maximums for the two metrics for each car. As you might expect, the two stock TR6s have the lowest numbers. You might also expect the TR250 to be a little better, and it probably would have but for the low compression problem. Also, as expected my car with the fast road cam is a little better than stock, and John's car with the cam, higher CR, and headers is even better. In comparing the two stock TR6s, it's uncertain why we're seeing the difference in

horse power, when the torque is virtually identical. We wondered whether it was the '74 cam versus the '73 cam, which were apparently different. We thought beforehand that the lighter flywheel would provide an advantage. The difference could also be attributable to other factors, like any ignition component (e.g., distributor, plugs or plug wires) or timing or air/fuel mixture. It's not a big difference in any event.

The results for the TR250 shows the potential for this engine even with the low compression; although note that its torque suffers compared to the other engines. The results for my car and John's car show a path for upgrading for performance: cam, CR, free flow exhaust. This is no surprise and has been a tried and true recipe of upgrading the Triumph 6 since it first appeared – get more air and fuel in and get exhaust out as fast and as unimpeded as possible. These results show how much bang you can get for your bucks for what John and I have in our cars.

Table 1 CTR Dyno Results

Name	Car	Engine	Cam	CR	Exhaust	Flywheel	Max HP	Max Torque
TS	'73 TR6	rebuilt	stock	7.75:1	stock	aluminum	77.5	121.6
JS	'73 TR6	rebuilt	stock*	7.75:1	stock	stock	81.7	121.7
ST	'68 TR250	low compr	stock	8.5:1	stock	stock	81.0	114.1
LM	'73 TR6	good compr	fast road	7.75:1?	stock	stock	83.4	125.2
JB	'74 TR6	rebuilt	GP2	9.5:1	header	aluminum	110.5	135.5

\* '74 cam

Table 2 CTR Cars Compared to Factory Specs

Name	Car	Measured HP	Measured Torque	Factory BHP	Factory Torque	HP Loss/Gain	Torque Loss/Gain	Estimated BHP @ 20%
TS	'73 TR6	77.5	121.6	106	133	-26.9%	-8.6%	93.0
JS	'73 TR6	81.7	121.7	106	133	-22.9%	-8.5%	98.0
ST	'68 TR250	81.0	114.1	104	143	-22.1%	-20.2%	97.2
LM	'73 TR6	83.4	125.2	106	133	-21.3%	-5.9%	100.1
JB	'74 TR6	110.5	135.5	101	128	9.4%	5.9%	132.6

BHP - Brake Horse Power is measured at the flywheel

Table 3 Classic Motorsports Dyno Results

Car	Max HP	Max Torque	Estimated BHP @ 20%
Stock '69 TR6	74	95	88.8
Mild Cam	89	111	106.8
Mild Cam, ported head, increased CR	100	114	120
Big cam, ported head, increased CR, triple carbs	146	144	175.2
Supercharged, 5 psi boost, mild cam	118	134	141.6
Supercharged, 7 psi boost, mild cam	131	147	157.2

What do our results mean with respect to factory specs, which have always been suspect, at least in my mind? In Table 2, our measured results for max horse power and torque are shown with the factory specs. Note that the factory specs are measured at the flywheel, whereas our measurements are at the rear wheels. Conventional wisdom is that there's a 20% loss of power from the flywheel to the road wheels. You can draw your own conclusion about the factory specs. My conclusion is that the factory specs were optimistic, especially for horse power. However, I do have to say that our particular cars do look strong from a torque perspective. Columns 7 and 8 in the table show the loss (or gain) of the road wheel performance compared to the factory specs. The final column shows what our expected flywheel horsepower, or BHP, number would be assuming a 20% gain.

Finally, how do our cars stack up to other TR6s? Classic Motorsports magazine conducted a few dyno tests on TR6s ranging from bone-stock to supercharged. The results, summarized in Table 3, were published in the March 2008 issue. The cars were all dynoed on a rolling road, and the results can be compared directly with ours. The bone-stock car was a '69 TR6 with a tired, but very stock engine. The second car sounds very similar to mine and the third one sounds similar to John's in terms of the upgrades. The fourth car is Richard Good's TR6. The last two results are for the same car with a Moss supercharger but with different levels of boost. It's interesting to note that the torque for our cars is better in comparison to the first

(Continued on Page 8)



### P-Tuning (Continued from Page 7)

three cars to which they compare. I have added a column to show expected BHP numbers, again assuming a 20% loss at the road wheels. Richard Good told me before that he has measured his car at the flywheel at 170 BHP. These results bear this out as the right neighborhood. In the table in the CM magazine, they give approximate cost for the performance upgrades. I'm pretty sure that for Richard's car, they have included the cost of his suspension and differential upgrade costs in the figure. But these costs do give some indication of how much you can expect to pay for different levels of performance.

As a final note, don't be too quick to make a complete judgment just on maximum horse power or maximum torque numbers. As I mentioned at the beginning, the dyno system produces two curves with power as a function of rpm. What the curves look like really tells the story of how powerful your engine is and how fast your car will go. For the torque curve, what you want to see ideally is a curve that increases rapidly very early and stays flat over the entire power range of rpms. For the horse power curve, you want a very steady rise to the maximum towards the end of the power range. For example, the factory spec for '74-'76 TR6s is 101 BHP at 4900 rpm. For cars with non-stock cams, the maximum will occur in the 5000-6000 rpm range. As a follow-up to this article, I hope to be able to show more detailed comparisons of the curves.

In addition to the participants mentioned at the beginning, Rob Thomson, George Earwaker, Art Fournier, and Dennis Eckhout attended the event as spectators. I think they had as much fun as the rest of us did. Special thanks go to Andrew and the tuner at P-Tuning for making this a successful event for us. If you didn't make it, you missed a good one. You might want to consider doing this if we do it again next year.



**CTR Name Badges.** We will place an order for CTR name badges on July 15. The badges are plastic, about 1 inch by 3.5 inches, and have a pin back. They are gold with the CTR logo and your name in black. If you're interested, the badges are \$5.00 each. To order, please pay by cash or a check made out to the "Capital Triumph Register." Contact Art Fournier at art-fournier@comcast.net or 410-535-0690 to order. Specify exactly how you want your name to appear.



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## BOG Stuffing Party

### April 27<sup>th</sup>



*Dennis Eckhout and Rich Townsend*



*Sandy Thomson and Jeff Knepp*



*Tom Burke and Karl Johnson*



*Patrick Carter, Fred Mittelman  
and RJ Fortwengler*



*Marcy and Jeff Knepp*



*Matt Schipani and Karl Johnson*



*Fred Mittelman and Paul Scuderi*

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Usually what happens in Joe's garage stays in Joe's garage, but sometimes it spills out into the street, especially in there's a Triumph involved. Many CTR members work behind the scenes to get ready for BOG with the Stuffing Party as the final chance to get ready for the big show. In addition to those in these photos, Mary Burke, Joe and Rita Cannon, Penny Johnson, Pam Michell, Lionel Mitchell, Sheila Skipper, Rich Smalling, and Patti Townsend took part. Thanks to all for helping and special thanks to Rita and Joe Cannon for hosting!



## EVENTS

**All listings including “\*CTR\*” are events for which club participation points will be awarded.**

**May 10** - ESB Meeting

**May 13-15** - Jefferson 500 Vintage Race, Summit Point, WV

**May 14-15** - Webb Motors/Blue Ridge Parkway Tour  
\*CTR\*

**May 19** - British Car Day, New Orleans, LA (Yes, it's far away, but they're optimistic), Rick Huber (225) 926-6946 or <http://www.bmcno.org>

**May 20-22** - Import, Kit and Replica Show, Carlisle, PA

**May 21** - GYHD, Matt Schipani \*CTR\*

**May 28-Jun 5** - British Car Week

**Jun 4** - Orphan Car Tour, Jefferson, MD,  
[www.orphancartour.org](http://www.orphancartour.org)

**Jun 4-5** - The Wedge Owners Association weekend

**Jun 5** - Original British Car Day, Lilypons, MD \*CTR\*

**Jun 11 (New Date)** - BOG TGIO

**Jun 19** - Sully Plantation Show

**Jun 25** - GYHD \*CTR\*

**May 10** - ESB Meeting

**Aug 12-13 (Updated Dates!)** - TRF Summer Party, Armagh, PA \*CTR\*

**Aug 17-21** - VTR National Convention, Breckenridge, CO  
\*CTR\*

**Aug 28** - Cruisin' for Crustaceans \*CTR\*


**Aug 28** - Taste of Britain, Rothsville, PA, <http://www.lancomgclub.com/>

Sep 18 - Classics on the Green, New Kent Winery, VA  
[www.classicsonthegreen.com](http://www.classicsonthegreen.com)

**Sep 24-25** - 2<sup>nd</sup> Annual Trappe Triumph Invasion and St. Michael's Concours d'Elegance \*CTR\*

Sep 30-Oct 2 - Shenandoah Valley British Car Festival, Waynesboro, VA, wesandpam@yahoo.com or 540-396-3411


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## THE STANDARD

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*The Standard* welcomes any submitted material for publication; however, neither its editor nor the CTR accept responsibility for accuracy of article content or any damage or injury resulting from suggested modifications. Articles may be submitted in writing, by mail, fax, or e-mail. Photos are also very welcome. If any material must be returned, please include self-addressed, stamped envelope.

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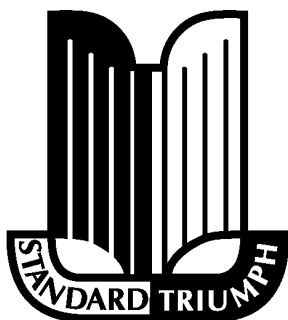
## TRIUMPH TRIVIA: What was the Triumph Zest?

The Zest was a 1959 prototype designed by Michelotti. Based on a TR3 chassis, the car featured several design elements that would later be seen in the TR4.



### Photo Credits

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 Pages 4 & 5 - Art Fournier, Lionel Mitchell, and JP Puckett  
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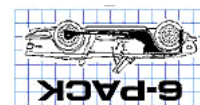


Deadline for  
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## Where's the Car?



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THE STANDARD







# THE STANDARD

The Official Publication of the  
***Capital Triumph Register***  
Volume XXIII, Number 6, June 2011



*Patrick Carter displays the first place trophy his 1975 Spitfire 1500 was awarded at the Original British Car Day held at Lilypons Water Gardens in Adamstown, Maryland, on June 5<sup>th</sup>.*

*For more on BCD, please turn to page 5.*

**PAGES 1 and 5 - British Car Day; PAGE 2 - CTR Happenings; PAGE 3 - Test Drive a MG; TR6 Gear Box Assembly; GYHD - GT6 Front Suspension; PAGE 4 - Carlisle Import Show; BOG TGIO; PAGE 6 - Historic Landmarks of Frederick County; PAGE 7 - Cars and Coffee; PAGE 8 - South Mountain Saunter; PAGE 10 - Classified; Events; PAGE 11 - Club Info**



## CTR Happenings



Looking back at **THE STANDARD:**

**Volume III, Number 6  
June 1991**

### *Two shows for Father's Day*

Looking for something to do on Father's Day, June 19<sup>th</sup>? Take in one of the two car shows that will be held in the area that day. The George Washington Chapter of the Model A Ford Club hosts an impressive show at the Sully Plantation in Dulles, VA. On a smaller and more eclectic scale, there will be a show on Main Street in Warrenton, VA, the same day. Internet links for both are on page 10.

### *Later in June*

The MG Club has once again invited CTR to participate in their annual Test Drive event on Saturday, June 18<sup>th</sup>. The GYHD planned for June 25<sup>th</sup> has morphed into a tech session on TR6 transmission gearbox assembly. Both should be interesting, informative and fun! Details on both are on page 3.

### *And Later in the Summer*

We're trying to put together a driving event for July, but details haven't firmed up yet. Look for info in the July newsletter or on our Forum and Facebook sites. On August 12<sup>th</sup> and 13<sup>th</sup>, the Roadster Factory is hosting its annual Summer Party in Armagh, Pennsylvania. And, of course, we'll hold our annual Cruisin' for Crustaceans tour on August 28<sup>th</sup> in Southern Maryland.

### *CTR Facebook and Forum Accounts*

CTR has a Capital Triumph Register Facebook group and an on-line Forum. Both sites will continue to run in parallel since members' preferences seem to be split between them. Both are intended as places to announce or update information on events, chat about anything remotely related to CTR or Triumphs, share your restoration progress or go for help when a tech question comes up. There's even an on-going Triumph Trivia discussion on the Forum.

The Forum is at <http://www.capitaltriumphregister.com/forum/Blah.pl?> (Passwords must be eight characters or less.)

Facebook is at [www.facebook.com](http://www.facebook.com) - join Facebook then apply to the Capital Triumph Register group.

Not surprisingly, the leadoff article in the June edition of *The Standard* covered the Original British Car Day. Heavy rain marred the day, but didn't deter over 500 British car owners from attending. Several members took awards: Ed Williams 1<sup>st</sup> in the early TR6 class, Steve Sewardan honorable mention in the same class, Keith Dunklee 2<sup>nd</sup> in the TR4/TR250 class, and Charlie Brown 1<sup>st</sup> in the Spitfire/GT6 class.

In the works were a car care products seminar to be hosted by Auto Elegance and an overnight camping trip to Alan Crane's land near Little Washington. (We were younger then!)

Two technical articles — we need more of those! — appeared in the June edition. One was a recommendation from Keith Dunklee suggested safety items to check before driving and Charlie Brown recommended a procedure to follow when replacing disk brake pads to avoid fluid loss and a soft pedal.



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## Test Drive a MG (or a Triumph) June 18<sup>th</sup>, 2011

Have you ever wondered what it would be like to drive a classic British car other than the one you own? The MG Car Club Washington D.C. Centre (aka the MG Club) is holding its annual Test Drive event on Saturday, June 18<sup>th</sup>, from 9:00 to 12:00 at the Bull Run Regional Park near Centerville, VA, and has once again invited CTR to participate.



This is an opportunity to drive a variety of MGs, Triumphs, and possibly other British cars under controlled conditions on a road inside the park. You can also let your car be driven by others as well, either solo or with you hovering protectively in the passenger seat. Lots of fun and a great chance to sample other British cars. And you don't need to supply a British car of your own in order to participate. If you're thinking about acquiring a British car, this is your chance to make some comparisons.

To reach the park, take exit 52 off I-66. Go about 2 miles south on Route 29. Turn left on Bull Run Post Office Road and follow the signs to the Special Events Center.

Please let Lionel Mitchell ([haymarket4@verizon.net](mailto:haymarket4@verizon.net)) or Art Fournier ([artfournier@comcast.net](mailto:artfournier@comcast.net)) know if you plan to attend so we can give the MG Club an approximate head count.

## TR6 Gearbox Assembly Tech Session June 25<sup>th</sup>, 2011 Lionel Mitchell

Some of you know about my recent travails with the gearbox in my TR6 (more about that later). My good friend Rich Wilkins, who has rebuilt TR gearboxes before, is helping me rebuild the box. A more accurate description

is that I'm his helper. So far, we have all the gears disassembled; have assessed the damage; and have collected the necessary parts for the rebuild. You're invited to join us to reassemble the gears on June 25<sup>th</sup> at Rich's garage near Warrenton. The tech session will start at 10 AM. Morning munchies will be provided and lunch will be served. The address is 7230 North Starcrest Drive, Warrenton, VA. Please RSVP to me by phone (703-217-1485) or email ([haymarket4@verizon.net](mailto:haymarket4@verizon.net)) by Friday June 24<sup>th</sup> so that I can plan for food and drinks. It will definitely be fun and educational.

## GYHD - GT6 Front Suspension May 21<sup>st</sup> Matt Schipani

Brian Murray, Steele Lipe, George Earwaker and I were all on hand to help refurb the '67 GT6's front suspension. In a mere six hours we were able to eat donuts, drink coffee, strip off the old parts, clean everything up, eat pizza, replace all the bushings, shorten the springs by two inches (with a blowtorch and pliers), and put the whole shebang back together for a test drive. Beer was then consumed.



*Matt insists all the participants in the GT6 front suspension "Get Your Hands Dirty" session held at his home in Ashburn, VA, are visible in this security camera photo. Brian Murray, both Matt's GT6s, and Steele Lipe's TR3A are clearly in the shot as is the person working on the driver's side front suspension, but where are the others?*



## Carlisle Import, Kit and Replica Show

**May 21<sup>st</sup>**  
**Art Fournier**

Every other year or so I drive up to Carlisle, PA, for their Import, Kit and Replica car show and flea market. I'm not really interested in kit and replica cars, but the assemblage of imported cars is always amazing. It's the only show I attend where collections of Swedish, German, Italian and French cars of all makes and vintages can outnumber British cars. And the flea market, while smaller than in years past, still has a wide assortment of used, oily, and rusty bits to rummage through. Sure, eBay may have a wider selection, but Carlisle gives you the chance to see and touch what you're buying and there's no shipping charge (assuming, of course, you can stuff your acquisition in the back of your LBC).

Carlisle also gives me the chance to get together with friends from NASS, the national Spitfire and GT6 club. Usually I only get the opportunity to chat with these guys and gals by e-mail, so it's nice to be able to put a face together with a name. There were NASS members from New York, New Jersey, Pennsylvania, Maryland, and even Michigan on hand.

Usually, I'll run into other CTR members at Carlisle as well, but not this year. There were, however, a few familiar faces from the Richmond Triumph Register: Glenn Larson, Charlie Edmonson, and Mark Hornick.

A Carlisle tradition is rain. But amazingly enough it was dry this year. Sunny skies and pleasant temperatures held sway for the weekend. Getting to Carlisle from South-

ern Maryland without doing the whole trip on interstate highways requires a little planning, but there are some great roads to be found.

If you've never attended the Carlisle import show in May, give it a try either as a day trip or an overnighter. It's definitely worth the drive!



*Above: My Spitfire (center) sits with others belonging to members of NASS, the national Spitfire and GT6 club*

*Below left: Spitfires and other Triumphs in front of the grandstand at Carlisle.*

## BOG TGIO

**June 11<sup>th</sup>, 2011**



*Some of the many people who make BOG possible relax during a TGIO party at Rita and Joe Cannon's home. Clockwise from the far left: Sharon Edelstein, Rita Cannon, Jeff and Marcy Knepp, Lionel Mitchell, Rich Townsend, Dennis Eckhout, Bruce Hislop, Joe Cannon, and Paul and Rebecca Edelstein. If you weren't there, we talked about you!*





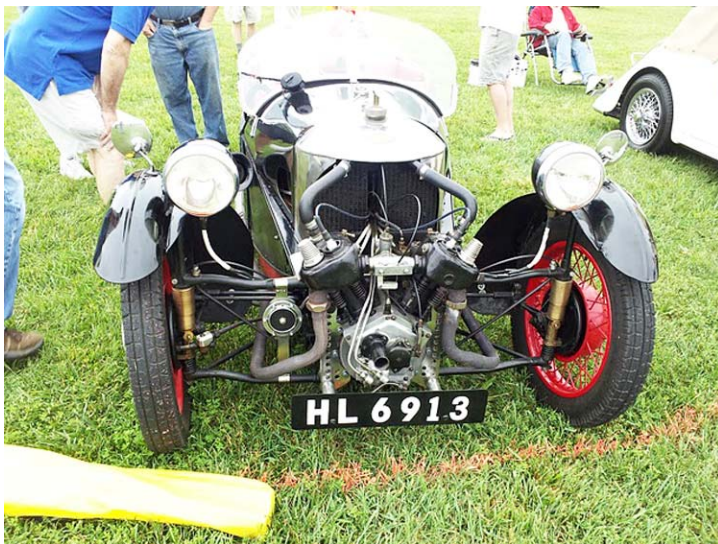


# The Original British Car Day

June 5<sup>th</sup>, 2011

The Original British Car Day, sponsored by the Chesapeake Chapter of the New England MGT Register, was held at Lilypons Water Gardens in Adamstown, MD, on June 5<sup>th</sup>. It was reported as having been a good event, about the size of a large Britain on the Green show, with fewer MGs and Triumphs than usual, but good selections of other marques. The Triumph Wedge Owners Association (TWOA) was there in force with 15 or so cars on the field. There was a good showing of E-Types, the featured marque, as well as numerous other Jags, old and new. There were also good collections of Sunbeams, Lotuses, TVRs, Morrisies, Minis, Austin Healeys, and Morgans on the field.

The weather was good: not too hot and no rain. Attending from CTR were: Gregg Bachman, Patrick Carter, Jay Christopher, Jeff and Marcy Knepp, Lionel Mitchell, JP Puckett, Matt Schipani, and Jason Wolf. Congratulations to Patrick Carter whose car took a first place in the Spitfire and GT6 class!



*Above: 1932 Morgan three-wheeler*

*Top right: Spitfires and GT6s*

*Center right: Jay Christopher, Lionel Mitchell, and Jeremy and Cheryl Kinney*

*Center right: TR6s*

*Bottom right: TR7s and TR8s*







# Historic Landmarks of Frederick County Road Rally

May 29<sup>th</sup>, 2011  
George Earwaker

On Sunday, May 29<sup>th</sup>, the Clustered Spires British Car Club and the Capital Driving Club held The Historic Landmarks of Frederick County Road Rally. Drivers and navigators rendezvoused at the Pizza Hut restaurant in Walkersville, MD, between 9 and 10am. Joe MacInnes, of Chris Classic Restoration, led a meeting at 10am covering general instructions and ground rules for the rally and each team was given instructions for the rally course. Beginning at 10:31am, teams were started, departing at one minute intervals. This was a fun rally, and not a TSD (time, speed & distance) rally. While covering the rally course, each team had to be observant in order to answer the seventy-four questions that were used to score the rally. The course covered 83.5 miles through rural Frederick County, with ninety directional changes (turns). Two pit stops were included, so drivers and navigators could take a "break." During the course of the rally, participants passed through historic old towns, and crossed old covered and steel truss bridges. The rally terminated at the Walkersville Heritage Farm Park, where scores were tallied and everyone could get out of the sun under one of the pavilions there. Awards were given to both drivers and navigators in each of three classes: Vintage Car (pre-1972), Novice (less than 10 rallies), and Experienced (10+ rallies).

Karen and I participated in our 1968 Triumph Spitfire Mk3. In addition to some modern vehicles, other classic cars included two TR6s, a Saab 96, an Austin-Healey 3000, an Austin Healey Sprite, a MGB, a Lotus Elan, and a Triumph Acclaim. Much to our surprise, Karen and I managed to finish first in the Vintage Car class. For our efforts we both received a very nice plaque award, and enjoyed a great day of driving fun. This is an annual event, so keep it in mind at this time next year. You won't be disappointed.

*Top right: Waiting to start*

*Center right: The Earwakers' Spifire crossing Utica Bridge*

*Center right: Finishing at Heritage Farm*

*Bottom right: Tallying the results*







## Cars and Coffee Great Falls, VA

Patrick Carter recently participated in the “Cars and Coffee” Saturday morning drive in at Katie’s Coffee in Great Falls. If you’re up and about between 7:00 and 9:00 am on Saturdays, this will make a great destination, especially if you’re into Italian exotics: Ferraris, Lamborghinis, and the like. There are, of course, plenty of other top end cars, but not too many British classics.

Check out this link for more: <http://www.secretentourage.com/events/cars-and-coffee-great-falls-va/>



*Patrick’s 1975 Spitfire 1500 (above) among rarities and exotics such as a BMW Isetta microcar and Lotus (below) and an Ariel Spec Racer Atom (right).*



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# The “South Mountain Saunter”

June 4<sup>th</sup>, 2011

George Earwaker

The Orphan Car Tour is an annual afternoon-long driving tour for antique "orphan" automobiles held every June in the Baltimore-Washington D.C. area. It is sponsored by Mid-Atlantic Packards, the Chesapeake Bay Chapter of the Hudson-Essex-Terraplane Club, the Potomac Chapter of the Studebaker Drivers Club, the Potomac Ramblers chapter of the AMC Rambler Club, and the DeSoto Owners Club of Maryland. Each year since the tour began back in 1990, the tour has taken place in different locations in Maryland, Virginia, and Pennsylvania. The tour's purpose is to encourage the driving enjoyment of independently produced antique vehicles. The Tour is open to "orphan" antique cars defined as automobiles at least 25 years old, which were produced either by now-defunct manufacturers, or by the discontinued divisions of still existing companies.

This year's 22<sup>nd</sup> annual Orphan Car Tour, nicknamed the "South Mountain Saunter" was held on Saturday, June 4<sup>th</sup>. Rendezvousing at the Jefferson Ruritan Center in Jefferson, MD, participants had a choice of three different tours, varying in length from 36 to 57 miles. Those who pre-registered by May 22<sup>nd</sup> could participate in a buffet dinner following the tour, for an additional fee. Tour #1 (57 miles) departed at 11:00am. Tour #2 (47 miles) departed at 11:30, and Tour #3 (36 miles) departed at 12:00 noon. Each tour included a stop at Rob Burchill's home to see his magnificent collection of automobile memorabilia and thirty antique cars. This alone, was worth the \$8.00 registration fee to participate in the tour. His two level garage was something most of us can only dream of. The main level housed the restored vehicles in climate controlled comfort, while the lower level was delegated storage for his other vehicles.

Karen and I took tour #2, which also included a stop to view the Smith collection of 44 antique Minneapolis-Moline farm tractors (no Ferguson tractors here). Tours 2 and 3 included a quiz of sights seen en route, making it a bit like a fun rally. We have driven in this area of Maryland many times, but not on many of the roads included in our tour. In general, roads were in very good condition, and the

rural setting made for great scenery. Good weather contributed to a greater than expected turnout. The oldest cars participating (that I saw) were a 1912 REO, and a 1916 Moline Knight. British cars included a Morris Minor sedan, a Triumph Spitfire (ours), a Mini Cooper, and a couple of Metropolitans.

While the date for next year's tour has yet to be determined, it will center around Harpers Ferry, WV and will travel over various roads that figured into Civil War campaigns in that area. For those who enjoy driving their Triumphs, this is an event not to be missed!



(Continued on Page 9)





*Previous page top: Some of the cars waiting to start in Jefferson, MD*

*Previous page center: Karen Earwaker with a Dodge at Burchill's garage*

*Previous page bottom: George Earwaker with the Spitfire and a Morris Minor*

*This page top: 1912 REO Tourer*

*This page bottom: A scene from Burchill's garage*



**CTR Name Badges.** We will place an order for CTR name badges on July 15. The badges are plastic, about 1 inch by 3.5 inches, and have a pin back. They are gold with the CTR logo and your name in black. If you're interested, the badges are \$5.00 each. To order, please pay by cash or a check made out to the "Capital Triumph Register." Contact Art Fournier at art-fournier@comcast.net or 410-535-0690 to order. Specify exactly how you want your name to appear.



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## EVENTS

**All listings including “\*CTR\*” are events for which club participation points will be awarded.**

**Jun 18** - MG Club Test Drive, Centreville, VA **\*CTR\***

Jun 19 - Sully Plantation Show, Dulles, VA,

[www.gwcmoel.org](http://www.gwcmoel.org)

Jun 19 - Warrenton Car Show, Warrenton, VA,

[www.partnershipforwarrenton.org/events/](http://www.partnershipforwarrenton.org/events/)

**Jun 25** - TR6 Transmission Tech Session **\*CTR\***

Jun 25 - Brits by the Bay, Westminster, MD,

[www.tracld.org](http://www.tracld.org)

**July 12** - ESB Meeting

Jul 17 - British Invade Gettysburg British Car show,

[www.lancomgclub.com](http://www.lancomgclub.com)

**Aug 12-13 (Updated Dates!)** - TRF Summer Party, Armagh, PA **\*CTR\***

**Aug 17-21** - VTR National Convention, Breckenridge, CO **\*CTR\***

Aug 20 - Midsummer Night's Dream Classic Car Show, Lancaster, PA, [www.lancastersertoma.org](http://www.lancastersertoma.org)

**Aug 28** - Cruisin' for Crustaceans **\*CTR\***

Aug 28 - Taste of Britain, Rothsville, PA, <http://www.lancomgclub.com/>

[www.lancomgclub.com/](http://www.lancomgclub.com/)

Sep 3-4, Virginia Scottish Games car shows, The Plains, VA, [www.vascottishgames.org](http://www.vascottishgames.org)

Sep 18 - Classics on the Green, New Kent Winery, VA [www.classicsonthegreen.com](http://www.classicsonthegreen.com)


**Sep 24-25** - 2<sup>nd</sup> Annual Trappe Triumph Invasion and St. Michael's Concours d'Elegance **\*CTR\***

Sep 24 - MGs on the Rocks, Rocks State Park, Street, MD, [www.mgsofbaltimore.com](http://www.mgsofbaltimore.com)

Sep 30-Oct 2 - Shenandoah Valley British Car Festival, Waynesboro, VA, [wesandpam@yahoo.com](mailto:wesandpam@yahoo.com) or 540-396-3411

**Oct 9** - Hunt Country Classic followed by CTR Picnic, Middleburg and Haymarket, VA **\*CTR\***

**Space for rent** - We have some room at the Springfield/Newington storage shop for small British Car (TR or MG). The rent is \$95/month with additional storage area also available at \$1 per square foot per month. The shop is heated, alarmed, bathroom, water, etc. We also have a drill press, shear, compressed air, sandblaster, band saw, and many other tools. Everyone there is very friendly and we often give each a hand. For more information e-mail Ed Chan at [capitaldriving@yahoo.com](mailto:capitaldriving@yahoo.com) or call me a home at 703-721-1771




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## THE STANDARD

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*The Standard* welcomes any submitted material for publication; however, neither its editor nor the CTR accept responsibility for accuracy of article content or any damage or injury resulting from suggested modifications. Articles may be submitted in writing, by mail, fax, or e-mail. Photos are also very welcome. If any material must be returned, please include self-addressed, stamped envelope.

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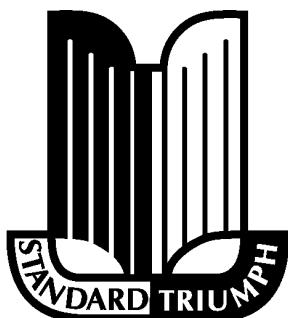
## TRIUMPH TRIVIA: What was the Triumph Zoom?

Like the Zest mentioned last month, the Zoom was a prototype for what would eventually become the TR4. It had a six inch longer wheelbase and a four inch wider track, the latter to accommodate the "Sabrina" twin cam engine.



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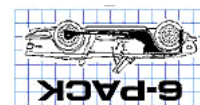


Deadline for  
 the next issue of  
*The Standard:*  
**July 8<sup>th</sup>!**

## What's wrong here?



*Sure, lots of people wash their cars in the rain, but how much good could that hose be doing in a downpour?*



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THE STANDARD







# THE STANDARD

The Official Publication of the  
***Capital Triumph Register***  
Volume XXIII, Number 7, July 2011



*Lounging in the garage on a summer Saturday! CTR members Rich “the T” Townsend, Dennis Eckhout, JP Puckett, Sandy Thomson, Art Fournier and Rich Wilkins discuss bleeding master cylinders prior to a tech session on reassembling a TR6 gearbox. Lionel Mitchell and Rich Wilkins provided a hands on demo of gearbox assembly in Rich’s garage.*

*For more on the tech session, turn to page 4.*

**PAGES 1 and 4 - TR6 Gearbox Rebuild; PAGE 2 - CTR Happenings;  
PAGE 3 - Cruisin’ for Crustaceans; Trappe Triumph Invasion; Mini-GYHD;  
PAGE 6 - MG-TR Test Drive; PAGE 8 - Tribology; PAGE 9 - Triumph Story;  
PAGE 10 - Classified; Events; PAGE 11 - Club Info**



## CTR Happenings



Looking back at THE STANDARD:

Volume VIII, Number 6  
June 1996

### Welcome CTR's newest members:

- ➔ Mark Olkon, Wheaton, MD, TR3 and TR8
- ➔ James Vinson, Alexandria, VA, 1974 TR6
- ➔ H. Noble Jones, Washington, DC, 1972 TR6

### July Get Your Hands Dirty Session

By the time you read this, there will have been a GYHD session at Tom Burke's in Annandale, Virginia, to help out with a number of issues with his Spitfire

### And Later in the Summer

On August 12<sup>th</sup> and 13<sup>th</sup>, the Roadster Factory is hosting its annual Summer Party in Armagh, Pennsylvania. And we'll hold our annual Cruisin' for Crustaceans tour on August 28<sup>th</sup> in Southern Maryland. The Trappe Triumph Invasion 2011 is planned for September 24<sup>th</sup> and 25<sup>th</sup> in conjunction with the St. Michael's Concours d'Elegance on the Eastern Shore.

### CTR Facebook and Forum Accounts

CTR has a Capital Triumph Register Facebook group and an on-line Forum. Both sites will continue to run in parallel since members' preferences seem to be split between them. Both are intended as places to announce or update information on events, chat about anything remotely related to CTR or Triumphs, share your restoration progress or go for help when a tech question comes up.

The Forum is at <http://www.capitaltriumphregister.com/forum/Blah.pl?> (Passwords must be eight characters or less. And we recommend you stay logged in.)

Facebook is at [www.facebook.com](http://www.facebook.com) - join Facebook then apply to the Capital Triumph Register group.

### E-Mail and Regular Mail Address Updates

Please make sure we have your up-to-date e-mail address so that you don't miss out on news of CTR events, especially late breaking changes and pop up events! And please don't forget to give us your new mailing addresses and phone numbers when they change. It's hard to let you know about CTR events when we don't know how to contact you!

The June 1996 edition of the newsletter led off with an article on British Car Day at Allen Pond Park in Bowie. There were 640 cars on the field, down from 1995's 700+ cars! CTR members taking awards in the TR6 class were Joe Seward, Al Meyer, and Stephen and Anne Moore finishing 1<sup>st</sup> through 3<sup>rd</sup>. Arleigh Cottrell's TR250 took a 2<sup>nd</sup> and Richard Landwehr's TR4 took 3<sup>rd</sup> in the TR4/TR250 class. Paul Geithner took 2<sup>nd</sup>, Charlie Brown 3<sup>rd</sup>, and Terry and Cathy Sopher and Greg Shields Honorable Mentions in the Spitfire class. Carole and Ray Aranda did much to organize CTR's BCD picnic.

Karl Johnson reported on the Cruisin' for Crustaceans trip arranged by Carole and Ray to Evan's Crabhouse at Piney Point in Southern Maryland.

Charlie Brown discussed ballast resistors and coils in "the Garage Spot" and recapped a Dent Wizard tech session. Debra Thomas reported on the TRA National Meet in Williamsburg.



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## Cruisin' for Crustaceans

August 28<sup>th</sup>

The 18<sup>th</sup> annual CTR Cruisin' for Crustaceans tour will be held on Sunday, August 28<sup>th</sup>. We will meet in Upper Marlboro and cruise some of Southern Maryland's back roads and byways on our way to an out of the way crab-house for lunch.

Tentative plans call for lunch at Clarke's Landing on the Patuxent River near Hollywood, Maryland. After lunch, RJ Fortwengler has offered a follow-on at his week-end home in Calvert Beach overlooking Chesapeake Bay.

Look for details in the August newsletter as well as on CTR's Forum and Facebook sites.

## Trappe Triumph Invasion 2011

September 24<sup>th</sup> and 25<sup>th</sup>

Sandy Thomson informs us that plans are underway for the 2011 Trappe Triumph Invasion on Maryland's Eastern Shore.

If this year's event follows last year's schedule, Saturday will begin with coffee and donuts at Sandy and JoAnne's home in Trappe, Maryland, followed by a tech session and road tour, and end back at the Thomson's for socializing and dinner. You will be on your own for overnight accommodations.

Sunday will be devoted to the St. Michael's Concours d'Elegance. Details on the Concours may be found on their website:  
<http://www.stmichaelsconcours2010.org/events.html>

The 2010 TTI was a superb overnight event! Look for details on the 2011 edition in upcoming newsletters and on our Forum and Facebook sites.

## Mini-GYHD: Weenie Woes

July 2<sup>nd</sup>  
Art Fournier

Karl Johnson and I got together with Pam Michell to take care of a few odds and ends on the Green Weenie, Charlie Brown's Spitfire 1500. The most serious of these was an intermittent grinding noise from the right rear wheel that had been diagnosed as a possible bad wheel bearing. Repair estimates ran up to \$1,500 depending on what actually needed to be done. Fortunately, Karl was quick to discover that the bracket for an anti-sway bar that Charlie Brown had added was rubbing against the inside of the wheel following hard turns. A little grinding, a little aligning and a little tightening solved the problem at a very low cost (\$0).

While we were at it, we charged the battery, topped off the oil, checked pressure in the tires and air shocks, and replaced a blown fuse. Not bad for an unofficial Get Your Hands Dirty session!

And now you can expect to see the Weenie on the road at more CTR events.



*Karl Johnson (foreground) and Art Fournier declare victory after solving the problem of a troubling grinding noise that came from the right rear wheel of the Green Weenie.*



# Gearbox Rebuild Tech Session

**June 25<sup>th</sup>**  
**Lionel Mitchell**

By now, many of you know about my recent travails with the gearbox in my TR6. My good friend Rich Wilkins, who has rebuilt TR gearboxes before, helped me rebuild the box. A more accurate description is that I was his helper. As we got into the project, I thought why not turn this into a learning experience for club members and have a tech session. Prior to the tech session, we disassembled all the gears and assessed the cause of the failure and the damage. It turns out that the front oil seal had failed. It was actually installed backwards and had markings on it that suggested that it had been improperly installed with a hammer and punch. As a result of the loss of the seal and subsequent loss of most of the gear oil, there was considerable damage to the countershaft gears and countershaft as well as the rear bearing on the countershaft, which was virtually nonexistent. There were also some nicks in the teeth to the first/second gear synchronizer and scoring on one of the synchro cups on the main shaft. This main shaft gear damage could have been there from before. In researching rebuilding a TR6 gearbox, I found that some of the parts were either no longer available or were very expensive. I also determined that anytime you rebuild a gearbox, you should replace the bearings and seals regardless of replacing any of the gears or shafts. Also, I determined that there were several changes in TR6 gearboxes over the eight years that the model was produced. So, you have to examine the commission number on the gearbox to make sure you are getting the correct parts. And if you're knowledgeable about Triumph gearboxes, you know that there is a dependency between the gears on the main shaft and those of the countershaft. It's actually just a single gear pair called the constant pinion (or mesh) gear. You've got to have a matched pair. As luck would have it, I found a good used set on eBay that not only had the matched pair, but also all of the gears for the countershaft. I snapped those up right away. I then collected the remaining necessary parts (new) for the rebuild. We cleaned the disassembled parts; I cleaned and painted the gearbox casing (with Eastwood's Aluma Blast paint); and we did a trial assembly of the gears in preparation for the final reassembly for the tech session.



At the tech session, we first assembled the countershaft gears and bearings on the countershaft and installed those along with the reverse gear and shaft into the gearbox case. The assembly procedure then says to remove the countershaft with all the gears in place to proceed to the next step of assembling the main shaft gear assembly. The countershaft gears must be held together by inserting a rod so that the countershaft can be reinserted later. We next installed the main shaft gear assembly including the bearings. For both shaft assemblies, it was necessary to check the float on the gears at different points to insure proper spacing. By this time (mid-afternoon), folks had begun to drift homewards. Rich and I finished the reassembly on the following Monday by reinstalling the countershaft, which is a very tricky step, and locking the countershaft and the reverse gear shaft with a locking plate and machine screw. We then installed the oil seals with a special tool that does not damage the seals. We checked for free movement of the gears and operation of the reverse lever and installed the gaskets, top cover and tail casing to finish the job.







As you might imagine, I've only touched on (or completely left out) details of disassembly and reassembly. The Buckeye Triumph club has a great article on the process on their web site (<http://www.buckeyetriumphs.org/technical/technical.htm>). It's much better than the description in any of the Triumph manuals and will fill in the missing details.

Thanks to all who attended: Sandy Thomson, Art Fournier, John Puckett, Rich the T, and Dennis Eckhout. And of course, thanks and kudos to Rich Wilkins for applying his experience and resourcefulness and making this all possible.



*Previous page top: "Parts is Parts" - the gearbox components are laid out for reassembly*

*Bottom: Rich Wilkins (right) discusses the speedometer drive with Sandy Thomson*



*This page, top left: Getting there; the parts shown on the previous page have been reassembled into the gearbox*

*Bottom left: Rich the T, JP Puckett and Sandy Thomson*

*Top right: JP Puckett, Dennis Eckhout and Sandy Thomson watch Lionel Mitchell*

*Bottom right: Service with a smile; the completed transmission*







## MG - TR Test Drive

**June 18<sup>th</sup>**  
**Lionel Mitchell**

This event is always a lot of fun, and this year it well-attended by both clubs. It's held in the Bull Run Regional Park near Manassas. The roads are closed off to traffic. We drive each other's cars over a two mile course. The road is relatively straight and the posted speed limit is 25 mph. So, there's not much chance for someone to hot-dog your car.

From CTR we had the following people and cars:

- ➔ Lionel Mitchell - 73 TR6
- ➔ Rich "the T" Townsend - 75 TR6
- ➔ Dennis Eckhout - 74 TR6
- ➔ Art Fournier - 76 Spitfire
- ➔ Matt Schipani - 67 GT6
- ➔ Dave Monroe - 87 Alfa Romeo Milano sedan (GT6 had a problem)

From the MG club, the following people and cars attended:

- ➔ Jan Lynch - 53 MG TD
- ➔ Charlie Scott - 74 MG Midget

- ➔ Larry Britton - 77 MGB
- ➔ Bob Burnett - 78 MGB
- ➔ Jim Stuart - 80 TR8
- ➔ Ken Vogel - 2010 Porsche 911 Carrera S (MGB had a problem)

The best looking LBC was the MG TD that had just undergone a 2-year restoration at White Post. It was also the most primitive. The non-British cars were fun & interesting to drive. The Porsche felt like it could go airborne. The Alfa had a lot of spunk and would be a fun daily driver, as it is for Dave.

You should try this event next year.







*Previous Page Bottom: Lionel Mitchell in the TD  
This page left from the top: Dennis Eckhout tries the TD  
Ken Vogel's Porsche Carrera S  
Lionel Mitchell's and Rich the T's TR6s  
Charlie Scott in Art's Spitfire  
Top right: Ken Vogel driving Art's Spitfire*

*All photos on pages 6 and 7 courtesy of and copyright by  
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# Tribology

## Or Why You Should Pay Attention to Sounds, Smells, and Drips

Lionel Mitchell

In cars like ours, we've come to expect a certain amount of creaking and clanking and dripping and certain smells of petroleum of various types. We even make jokes about our Triumphs marking their territory. But it's very important for safety, and it can save a lot of money and work to catch problems before it's too late. This is a classic tale of AMHIK – ask me how I know.

Recently, I kept hearing a clank from the rear of my TR6. More than once, I put in on jack stands and poked around the axles, drive shaft, exhaust pipes and muffler but couldn't find the cause. Finally, I took off the right rear road wheel to investigate the hub and discovered that the shock was loose. The two bolts that fasten it to the frame had worked loose, and the shock was banging against the frame. This is not the first time this has happened on this car. It happened not very long after I bought it. Anyway, good catch, I thought to myself. I could have had a serious problem if the shock had come completely off. It was easy to apply some blue Loc-Tite and tighten the bolts to the recommended torque, and of course, check the other side while I was at it.

But lest I appear too smug, we now come to my *tribological* event – and yes, it is a word. According to Merriam Webster, tribology is “a study that deals with the design, friction, wear, and lubrication of interacting surfaces in relative motion (as in bearings or gears).” We all have cardboard to put under our cars for the interminable engine oil drips, and we check our oil regularly to keep an eye on the dripping. That's easy to do. But other components, such as the gearbox and the differential, have the potential to leak, and these are not easy to check unless you have a lift. Herein lays my tail of woe.

For awhile, I had seen oil on the back of the engine, which I attributed to leaking at the rear engine oil seal or the valve cover. Then there was the noise from the rear of the car when the clutch was engaged. I attributed the sound to the limited slip differential.

So, I'm driving along the weekend before BOG, not power shifting, and the gear shifts are going normally, no grinding. Then while the car was in gear, there was a loud grinding, obviously coming from the gearbox. I limped on home, jacked up the car, putting it on four jack stands. I crawled under and checked the oil level only to find I could not detect any. Don't you just hate it when that happens! I removed the bottom drain plug to discover that there was about a cup oil and mountains of metal shavings. The bottom plug with the magnetic tip looked like it had a haystack on it.

Cutting to the chase – damaged gearbox out, spare gearbox in, my TR6 was back on the road soon. And now onto addressing the damage. After talking to a few people and considering the options, I decided to take up the offer from Rich Wilkins to help me disassemble the gears, assess the damage, acquire the necessary parts, and reassemble gears.

When I took the damaged box out, I could see that the inside of the bell housing was coated with gear oil. Apparently, that was the oil I had seen on the back of the engine. When Rich and I disassembled the box, we determined that the front oil seal was bad and the rear bearing on the countershaft was just a few loose needles. That was the noise I was hearing. In addition, the countershaft had significant scoring as did the hollow gear shaft that rides on the counter shaft, ergo the metal shavings.

Five hundred dollars later and with the help and guidance of Rich the W, I now have a newly rebuilt gearbox. I'm more educated about the inner workings of the gearbox, how to take it apart and put it back together, and I'm more sensitized about paying attention to what my car is trying to tell me.

So, the moral to this story is: pay attention to sounds, smells and drips. It will save you a lot of grief and money and might even save your life. And don't forget the meaning of tribology.



*Triumphs on the lawn at Rich Wilkins' home for the June 25 TR6 gearbox assembly tech session*





## The Triumph Story: Finally an Automobile



Through the first World War and into the 1920s, Triumph was a well established builder of motorcycles. It wasn't until April 1923 that Siegfried Bettmann introduced the first Triumph automobile, the 10/20, named for its Royal Automobile Club rated horsepower and actual horsepower.

Produced in the Dawson Car Company factory Bettmann had purchased, the 10/20 was designed by Arthur Alderson who was also employed by Lea Francis. The car was powered by a 1393 cc engine designed by Harry Ricardo with a four-speed gearbox mounted separately from the engine. Bodies were produced by the Regent Carriage Company. The car came with a Zenith carburetor and Lucas electric lights and starter — familiar names to owners of more modern Triumphs. And the price? A not insignificant 430 to 460 pounds.



**CTR Name Badges.** We will place an order for CTR name badges on July 15. The badges are plastic, about 1 inch by 3.5 inches, and have a pin back. They are gold with the CTR logo and your name in black. If you're interested, the badges are \$5.00 each. To order, please pay by cash or a check made out to the "Capital Triumph Register." Contact Art Fournier at artfournier@comcast.net or 410-535-0690 to order. Specify exactly how you want your name to appear.



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## EVENTS

**All listings including “\*CTR\*” are events for which club participation points will be awarded.**

### July 12 - ESB Meeting

Jul 17 - British Invade Gettysburg British Car show,  
www.lancomgclub.com

Aug 12-13 (Updated Dates!) - TRF Summer Party,  
Armagh, PA \*CTR\*

Aug 17-21 - VTR National Convention, Breckenridge, CO  
\*CTR\*

Aug 20 - Midsummer Night's Dream Classic Car Show,  
Lancaster, PA, www.lancastersertoma.org

Aug 28 - Cruisin' for Crustaceans \*CTR\*

Aug 28 - Taste of Britain, Rothsville, PA, http://  
www.lancomgclub.com/

Sep 3-4, Virginia Scottish Games car shows, The Plains,  
VA, www.vascottishgames.org

Sep 18 - Classics on the Green, New Kent Winery, VA  
www.classicsonthegreen.com

Sep 24-25 - 2<sup>nd</sup> Annual Trappe Triumph Invasion and St.  
Michael's Concours d'Elegance \*CTR\*

Sep 24 - MGs on the Rocks, Rocks State Park, Street, MD,  
www.mgsofbaltimore.com

Sep 30-Oct 2 - Shenandoah Valley British Car Festival,  
Waynesboro, VA, wesandpam@yahoo.com or 540-396-  
3411

Oct 9 - Hunt Country Classic followed by CTR Picnic,  
Middleburg and Haymarket, VA \*CTR\*

Nov 5 - T4 \*CTR\*

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## THE STANDARD

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*The Standard* welcomes any submitted material for publication; however, neither its editor nor the CTR accept responsibility for accuracy of article content or any damage or injury resulting from suggested modifications. Articles may be submitted in writing, by mail, fax, or e-mail. Photos are also very welcome. If any material must be returned, please include self-addressed, stamped envelope.

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 kdunklee@verizon.net  
**TR250 & 6** Arleigh Cottrell 301-627-6637  
 RaceNutz@aol.com  
**Joe Cannon** 703-280-4104  
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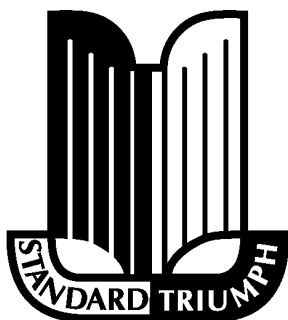
## TRIUMPH TRIVIA: What was the Beaverette?

The Beaverette was an armored car built by Standard from 1940 through 1942. Approximately 2,800 were built and were armed with one or two machine guns. The Beaverette was said to be underpowered and hard to handle.



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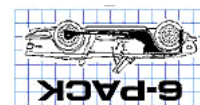


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THE STANDARD







# THE STANDARD

The Official Publication of the  
***Capital Triumph Register***  
Volume XXIII, Number 8, August 2011



*Matt Schipani, Mark Farren, Dennis Eckhout, Fred Mittelman and Mark Shlien work on the rear brakes of Tom Burke's Spitfire during a GYHD session on July 9<sup>th</sup>. For more, turn to page 4.*

PAGES 1 and 6 - GYHD Spitfire; PAGE 2 - CTR Happenings; PAGE 3 - From the Presidents;  
PAGE 4 - GYHD TR6 Sway Bars; Cruisin' for Crustaceans; Trappe Triumph Invasion;  
PAGE 5 - CTR Model and Tech Advisors; Stubby Knuckles; PAGE 7 - Sully Plantation Show;  
PAGE 8 - Garage Spot - Inexpensive Oil Gun; Triumph Story;  
PAGE 10 - Classified; Events; PAGE 11 - Club Info



## CTR Happenings



Looking back at THE STANDARD:

Volume III, Number 7  
August 1991

**Tom Burke**

You will all be glad to know that Tom is on the mend after some pretty serious surgery in July. (And you will also be pleased to know that the surgery wasn't the result of the Get Your Hands Dirty session held at his home earlier last month!)

### *In August*

On August 12<sup>th</sup> and 13<sup>th</sup>, the Roadster Factory is hosting its annual Summer Party in Armagh, Pennsylvania. Sandy and JoAnne Thomson and crew are attending and would like to know if other CTR members are participating as well. Further afield, the Vintage Triumph Register is holding its annual national convention in Breckenridge, Colorado, August 17<sup>th</sup> through 21<sup>st</sup>.

On August 20<sup>th</sup> CTR will hold a GYHD session at Lionel Mitchell's to help Mark Shlien with anti-sway bars for his TR6. And we'll hold our annual Cruisin' for Crustaceans tour on August 28<sup>th</sup> in Southern Maryland.

### *Later in the Summer and Fall*

The Trappe Triumph Invasion 2011 is planned for September 24<sup>th</sup> and 25<sup>th</sup> in conjunction with the St. Michael's Concours d'Elegance on the Eastern Shore.

Do you need help on a project? We're looking for someone to host a GYHD session in September.

October is shaping up to be a busy month with The Hunt Country Classic followed by a CTR post-show picnic on the 9<sup>th</sup>, Fred Mittelman's GYHD session on the 15<sup>th</sup>, and a trip down to Roanoke to visit Webb Motors on the 22<sup>nd</sup> and 23<sup>rd</sup>.

### *CTR Honor Roll*

It's about time to update CTR's Honor Roll, a list of our highest and lowest mileage cars, most Triumphs currently or owned, longest ownership, newest or oldest Triumph. Have a candidate? Let Art Fournier know.

### *CTR Facebook and Forum Accounts*

A number of recurring threads have been started on

The August 1991 edition of The Standard led off with an article on the Virginia Scottish Games car show, then held in July in Alexandria rather than in September in The Plains as is now the case. Representing the club were Keith Dunklee, Ed Williams, Charlie Brown, George and Karen Earwaker, Bob Young, and Ed Oldewurtel. In the works was an overnight camp out (we were younger then) near Little Washington being organized by Alan Crane.

The issue also contained a fairly lengthy article on stated amount versus stated value insurance policies for classic cars. Then as now, the rule is *caveat emptor*—be certain you understand the contents and terms of your insurance policy!

Finally, Charlie Brown wrote a "how to" article on changing the "O" ring seal in the air valve assembly of a Stromberg 150 CD carburetor. This must have been back in the Dark Ages before Charlie ran Weber carbs on the Green Weenie!



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## From the Outgoing Prez: Paul Scuderi

My first experience with CTR was a tech session at Motorhead. I met Joe Cannon there, and afterward we went to his house to see his new baby – the TR6. It wasn't long after that I was a member, attending events and ESB meetings. Britain on the Green was just an idea Charlie had, and it wasn't long before BOG planning meetings were underway (we pulled that first year off on a shoestring!). I happily took on the role of Newsletter Editor (2 years), President with Paul Edelstein as VP (4 years), then this last 3 year run as President with Lionel Mitchell as VP. I guess you could say I like being involved, and I enjoy every minute of it.

Lately my personal and business lives have kept me happy and hopping. I met a wonderful lady who is now my wife, and though we are hard at work condensing two households into one, we are loving every minute being together. The Electrical and Real Estate businesses are both busy, and between all, I'm on the go 28/8 (no, that's not a typo). An unfortunate consequence to all this is that I've not been able to be as involved with CTR as much as I'd like. This is where our wonderful ESB shows its shine. After discussing the situation with Lionel Mitchell, our outstanding Vice President, we have decided that I'd step down from the President's position, and he has gladly agreed to take on the role. John Buescher, our current Secretary, has agreed to step into the VP role, and a search is underway to fill his position. Lionel and John's management skills, love of the marque and enthusiasm for the club make them a perfect pair to represent and steer our club, and I thank them both for stepping in.

I have been so fortunate to work with everyone on the ESB and BOG committees. CTR would not be what it is if it weren't for these folks. From meetings at Whitey's to our current ESB haunt at Neighbor's, these folks devote their time and effort to CTR, and I know we all appreciate their efforts.

Charlie Brown, when he (finally) stepped down from an elected position, coined a title "JPC" or "Just Plain Civilian." He would even sign his emails as such. I could never fill Charlie's shoes in any title, but look forward to participating in CTR as that, a Civilian. So...this is the bittersweet part, where I officially pass on the role as CTR Prez, and say



## From the Incoming Prez: Lionel Mitchell

As I assume the office of the Presidency of CTR, I would first of all like to thank Paul Scuderi for his many years of service to the club. Paul has not only served as President for going on four terms, he was previously the newsletter editor. So, the club is in his debt for his years of service and leadership. I joined the club when it was founded in 1989, but because of family and career responsibilities, I dropped out for several years. When I re-joined in 1999, Paul was the newsletter editor. He made a special effort to make me feel welcome back into the fold. And later on as President, Paul came up with new ideas such as the Get-Your-Hands-Dirty sessions and Knock-the-Dust-Off drives that have served to get more members involved in club activities.

Second, I would be remiss not mention the service of other past Presidents whose metaphorical shoulders I will be standing on in leading the club. Our first President, the late Charlie Brown set the standard for all that followed. And not too many members know that Karl Johnson was an early President after Charlie. More recently, Paul Edelstein served two terms as President. All of these guys, and others, worked hard to make our club the success it is today. My hat's off to you, gentlemen.

As we look forward to the future of the club, I don't think there's a need to wax philosophical. There are good grass-roots activities by members and organized club events and lots of communications going on with our excellent newsletter and the on-line Forum and Facebook group page. As President, I will be involved as much as I can because I enjoy the cars and the people so much. But don't let me have all the fun. Join in. I view the role of the officers of the club not as sages who pontificate and tell the members what they can do, but as conduits for finding out what members want from the club and find ways to make it happen. My mantra has been and will continue to be: Get Involved!

thank you to all CTR members, especially those I've worked with over the years. You all have made it a wonderful ride. I'm sure I'll see you at upcoming events. Till then,

Keep your head up and top down!



## GYHD: TR6 Sway Bars

**August 20<sup>th</sup>**  
**Mark Shlien**

You are cordially invited to attend my GYHD session on August 20<sup>th</sup>, beginning at 9:00 a.m. at Lionel Mitchell's home, 7032 Venus Court, Haymarket, VA 20169. Why?? To install front and rear sway bars on my 1970 Triumph TR6. Let's talk food...Early arrivals will have bagels, danish, donuts and Dunkin' Donuts coffee waiting for them. Lunch will consist of BBQ chicken, corn on the cob, beans, and homemade corn bread. Also, it goes without saying refreshments (beer, water and soda) will be provided as well. Please RSVP on the CTR Facebook site or call me on my cell number 202-415-1599, at anytime! I thank you in advance for your time and assistance.

Warm regards,  
Mark



## Cruisin' for Crustaceans

**August 28<sup>th</sup>**



The 18<sup>th</sup> annual CTR Cruisin' for Crustaceans tour will be held on Sunday, August 28<sup>th</sup>. We will meet at 10:15 at the Shell Station in Upper Marlboro and leave promptly at 10:30 to cruise some of Southern Maryland's back roads and byways heading for an out-of-the-way crabhouse for lunch.

Plans call for lunch at Clarke's Landing by the Patuxent River near Hollywood, Maryland. After lunch, RJ Fortwengler has offered a follow-on get together at his and Sheila's weekend home in Calvert Beach overlooking Chesapeake Bay. RJ even promises a Parade Lap through Solomon's Island as we head from Clarke's Landing to Calvert Beach.

We will use the same rendezvous point that we did last year, the Shell station at the intersection of Route 301 and the Marlboro Pike in Upper Marlboro, Maryland. (From the Beltway, take Exit 11 and go southeast on Route 4 (Pennsylvania Avenue) to Route 301 in Upper Marlboro.

Take Route 301 north toward Baltimore and go just over a half mile to the Marlboro Pike (Route 725), the second traffic light. The Shell station will be on your left. There are also a Dunkin' Donuts, McDonalds and other gas stations at the intersection, so facilities, gas, and donuts should meet any pressing need!

Our route this year will cover just over 50 gentle country miles and will take about an hour and a half to run. The restaurant will provide a single check and add an 18% tip and 6% tax. In early July, crabs were running about \$40 a dozen. For those who don't pick crabs, their menu has a great selection and their crabcakes are outstanding!

Please let Art Fournier – [artfournier@comcast.net](mailto:artfournier@comcast.net) or 410-535-0690 – know if you'll be attending no later than August 24<sup>th</sup> in order to give the restaurant a headcount. We hope to see you at what is one of CTR's most long running and best-attended annual events!

## Trappe Triumph Invasion 2011

**September 24<sup>th</sup> and 25<sup>th</sup>**  
**Sandy Thomson**

Hey folks...just a short blurb to pitch our event in September. We had a great time last year hosting this, so plans are underway to do it again. We are working on a number of features including a great tech session conducted by Richard Good of "Good Parts." A professional photographer named Richard Dorbin (Paragon Light) will offer individual photos on the Oxford waterfront. The band will be fantastic this year with Pete Ragusa and Pete Kanaras, formerly of the "Nighthawks," and Johnny Tictin, renowned blues guitarist, who will join Stubby Knuckles for a great evening of rock and blues (see page 5). Drake Ferguson, a local radio talk show host, will attend and conduct interviews for his local interest segment "Drake Around Town." The St. Michaels Concours d'Elegance has announced they will feature post-WWII / pre-1960 vintage race cars in addition to a first class show. Please join us for great food, great cars, great people, and an all-around good time. Look for our brochure in about two weeks and please RSVP as soon as possible to my email...[sthomsontr6@gmail.com](mailto:sthomsontr6@gmail.com) or by phone 410-253-8519.

Thanks,  
Sandy & JoAnne Thomson





# CTR Model and Tech Advisor Updates

Lionel Mitchell

One feature in the newsletter that's been static for years is the list of model advisors in the back. Recently, the Executive Steering Board members discussed updating the list to allow more members to participate. We also thought having more members for each model would be beneficial to the entire membership in that it would give people more advisors to contact with their questions. And by the way, some spell checkers flag the spelling "advisor" as a misspelling. In Merriam-Webster's dictionary, both "advisor" and "adviser" are recognized, with the former identified as a British spelling. So, it's appropriate that we use the advisor.

Our criteria in choosing the model advisors were: a

model advisor should be a current, active member of the club and have experience and knowledge of the particular model or models. As you will see in the new list, we have listed multiple models for some of the advisors. Let us know what you think, and if you have a question about a particular Triumph model, don't hesitate to contract these folks and ask.

Model	Advisor	Phone	e-mail
TR2/3/3A/3B	Joe Cannon Rich Wilkins John Puckett	703-280-1104 540-349-4065 301-395-6566	jpc8904@yahoo.com rawpiano@comcast.net tr3aguy@verizon.net
TR4/4A	Rich Wilkins	540-349-4065	rawpiano@comcast.net
TR250	RJ Fortwengler Sandy Thomson	202 236 7682 410-253-8519	rfortwengler@verizon.net sthomsontr6@gmail.com
TR6	Joe Cannon Sandy Thomson	703-280-1104 410-253-8519	jpc8904@yahoo.com sthomsontr6@gmail.com
TR7	Bruce Hislop	410-721-9411	bmhislop@hotmail.com
TR8	Paul Edelstein	703-914-0507	pgedelstein@capitaltriumphregister.com
Stag	Paul Scuderi	240-876-7222	trsix_guy@yahoo.com
Early Spitfire	George Earwaker	703-204-1104	(prefers phone contact)
Late Spitfire	Art Fournier	410-535-0690	artfournier@comcast.net
Early GT6	George Earwaker	703-204-1104	(prefers phone contact)
Late GT6 & 2000 Saloon	Matt Schipani	703-724-1573	matt@ashburnsoftware.com
Herald & Dolomite	Bill Goodwin	301-870-8594	redrag@radix.net
Autocross	Lionel Mitchell	703-754-7362	haymarket4@verizon.net
Racing	Ira Schoen	703-698-1691	Pterodactyl77@aol.com

## This Just in From Stubby Knuckles

Stubby Knuckles has fused his sound with former lead Headhunter Johnny Ticktin to form a band called Knuckle-Head. Together with two Nighthawk's veterans – drummer Pete Ragusa and bassist Pete Kanaras – this band may be the start of a blues-style "magical mystery tour." They play a big party in Bozeman on August 5, then a double header on Saturday, September 24 – first in Trappe at the annual classic Triumph Trappe Triumph Invasion sports car meet, then in Easton at the Avalon Theater's Stoltz Lis-

tening Room, 9-11PM.

Johnny Ticktin and his band, the Headhunters, played venues all around the DC area, up in Baltimore and even in New York City as the house band for 10 years at the upper east side hot spot "Manny's Carwash." A few years back the band even played the Kennedy Center, as well as festivals in Ocean City and as far away as Montana. Among Ticktin's influences are T-Bone Walker, BB King, Freddie King, Jimmy Vaughn, and of course the area's own Bobby Radcliff and Danny Gatton. Like Gatton, Johnny plays musical styles ranging from straight ahead rock 'n' roll to rock-a-billy, New Orleans mambos, and soulful bugaloos, to old rhythm and blues, and country licks. His sound appeals to blues and rock lovers alike.



## GYHD: Tom Burke's Spitfire

July 9<sup>th</sup>  
Lionel Mitchell

We had a good event at Tom Burke's on July 9<sup>th</sup> breathing some life in his long dormant Spitfire. It's a very sound car - no real rust. It just needs lots of TLC. Ten of us were there, in addition to Tom, to work on the rear brakes and adjust the valves and eat burgers and drink beer. We replaced brake shoes and other rear brake bits plus some of the brake pipes. Turns out, we should have replaced more



of the metal pipes. While bleeding the system, we found a rusted-through section of pipe. But before that happened, the brake pedal felt firm. We also adjusted the valves and were able to start the engine after manually choking the carb (it has an automatic water choke).

Thanks to all who attended and to Tom for hosting. And special thanks to Mary for making the delicious potato salad!







*Previous page top left: Jeff Knepp, Earl Hill, and Mark Farren make sure Tom Burke and Brian Murray are doing it right*

*Lower left: Tom Burke tries to look casual while Brian Murray jacks up his car*

*Top right: Fred Mittelman and Lionel Mitchell*

*Lower right: Jeff Knepp makes sure Matt Schipani pours anti-freeze into the right hole*

*This page: Matt Schipani, Dennis Eckhout and JP Puckett try not to look guilty*

## Sully Plantation Show

**June 19<sup>th</sup>**  
**Sharon Edelstein**

It was another Father's Day spent on the grounds of Sully Plantation. There was a bit of rain in the morning which kept attendance down just a bit. Luckily, the weather improved as the day went on. Paul and I were there in the TR6 (which won first in its class). Joe Cannon, who is usually present at this show, was not. So we talked about him. René, Denise and Chelsea Burcksen were on hand as were JP and Ethan Puckett.

We enjoyed the usual activities: looking at the cars on the field and marveling at how large some of them used to be; checking out the cars in the For Sale area (came home empty handed, thank goodness!); looking for bargains in the vendors' area (also nothing purchased) and having a picnic lunch under the trees.

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*Paul Edelstein (right) receives the first place trophy won for his TR6 in the Import Cars 1967-1982 class at the Sully Plantation car show hosted by the George Washington Chapter of the Model A Ford Club of America*



## Inexpensive Pressure Oil Gun

Art Fournier

(Originally published in the November 2005 edition of *The Standard*)

Admit it, you've greased your trunnions instead of oiling them as called for in the Triumph owner's handbook. Maybe the reason you used grease instead of oil was because you couldn't find an oil gun that would do the job. The oil fittings were originally covered with bolt like plugs, but these plugs can easily be replaced with a Xerk fittings like those found on the car's grease points. The hard part is finding an oil gun that will fit onto Xerk fittings. Fortunately, one can easily be fabricated from odds and ends available at most auto parts stores.

You'll need three things: an inexpensive oil gun like the one in the illustration, a replacement grease gun hose, and a male/female fitting to connect them together. Be sure to get an oil gun that disassembles and will accept the male end of the brass fitting. Put the three pieces together, fill the tank with the appropriate oil and you're set to go.

I have to admit this is not an original idea. Credit belongs to NASS, the national Spitfire and GT6 club.



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## The Triumph Story: The Super Seven



Triumph followed up the success of its initial 10/20 model with the 13/30 and Fifteen, the introduced its highly successful Super seven small car in 1928. While their price was high in comparison with their competition, they offered many innovative features. Selling for 150 pounds for a well equipped four-seater, the cars featured Lockheed hydraulic brakes, electric windshield wipers, and pneumatic suspension all around. The car's 832 cc engine could propel it to nearly 50 mph!

Successfully campaigned in the United Kingdom by Donald Healey, the car also set several records in Australia and New Zealand.

The Super Seven established Triumph as a serious manufacturer and launched the company's competition record that would stretch over the next 50 years







### CTR Happenings (Continued from Page 2)

CTR's Forum site. One includes tech tips while another offers the opportunity to provide positive feedback on specialty companies you've used in caring for your Triumph. Had success with a parts supplier, machine shop, restoration shop, radiator shop, etc., etc., this is the place to share that experience with others in CTR.

Both the Forum and Facebook sites are great sources of late breaking news about club events. Get details and ask questions, find out who is attending

The Forum is at <http://www.capitaltriumphregister.com/forum/Blah.pl?> (Passwords must be eight characters or less. And we recommend you stay logged in.)

Facebook is at [www.facebook.com](http://www.facebook.com) - join Facebook then apply to the Capital Triumph Register group.

### E-Mail and Regular Mail Address Updates

Please make sure we have your up-to-date e-mail address so that you don't miss out on news of CTR events, especially late breaking changes and pop up events! And please don't forget to give us your new mailing addresses and phone numbers when they change. It's hard to let you know about CTR events when we don't know how to contact you!

### Newsletter Articles

Summer is filled with vacations and family activities, but please take a few minutes to share experiences with your fellow CTR members by means of articles in *The Standard*. Have you attended a car-themed show or event, or visited an automotive museum here in the States or abroad? Send in a few words or pictures. And remember newsletter articles count toward year end participation points.

### Save a Tree

Want to save paper? Want to see the pictures in *The Standard* in color? Want to receive your newsletter about a week earlier than your computer illiterate friends? Want to frustrate the professional paper manglers at the Post Office? Want to save CTR money? Contact Art Fournier about receiving your newsletter electronically rather than by regular mail.



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## EVENTS

**All listings including “\*CTR\*” are events for which club participation points will be awarded.**

**Aug 12-13** - TRF Summer Party, Armagh, PA **\*CTR\***

**Aug 17-21** - VTR National Convention, Breckenridge, CO **\*CTR\***

Aug 20 - Midsummer Night's Dream Classic Car Show, Lancaster, PA, [www.lancastersertoma.org](http://www.lancastersertoma.org)

**Aug 28** - Cruisin' for Crustaceans **\*CTR\***

Aug 28 - Taste of Britain, Rothsville, PA, <http://www.lancomgclub.com/>

Sep 3-4, Virginia Scottish Games car shows, The Plains, VA, [www.vascottishgames.org](http://www.vascottishgames.org)

Sep 13 - CTR ESB Meeting

Sep 18 - Classics on the Green, New Kent Winery, VA [www.classicsonthegreen.com](http://www.classicsonthegreen.com)

**Sep 24-25** - 2<sup>nd</sup> Annual Trappe Triumph Invasion and St. Michael's Concours d'Elegance **\*CTR\***

Sep 24 - MGs on the Rocks, Rocks State Park, Street, MD, [www.mgsofbaltimore.com](http://www.mgsofbaltimore.com)

Sep 30-Oct 2 - Shenandoah Valley British Car Festival, Waynesboro, VA, [wesandpam@yahoo.com](mailto:wesandpam@yahoo.com) or 540-396-3411

**Oct 9** - Hunt Country Classic followed by CTR Picnic, Middleburg and Haymarket, VA **\*CTR\***

**Oct 15** - GYHD, Fred Mittelman's TR3 **\*CTR\***

**Oct 22-23** - Webb Motors Tour, Roanoke, VA **\*CTR\***

**Nov 5** - T4 **\*CTR\***

Nov 8 - CTR ESB Meeting

**Dec 11** - CTR Holiday Party (tentative date) Virginia location **\*CTR\***

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**Storage/Shop space to rent.** We have some room at the Springfield/Newington storage shop for a small British Car (MG or TR). The rent is \$100/month with additional storage area also available at \$1 per square foot per month. The shop is heated, alarmed, bathroom, water, etc. We also have a drill press, shear, compressed air, sandblaster, band saw, and many other tools. Everyone there is very friendly and we often give each other a hand when needed. For more information, e-mail Ed Chan at [capitaldriving@yahoo.com](mailto:capitaldriving@yahoo.com) or call me at home at 703-721-1771.

**TR6 factory (steel) hardtop for sale.** Disassembled but absolutely complete with a new Roadster Factory restoration kit. Ready for painting in the buyer's choice of color. N.W. Washington, DC. Asking \$1,400. Call Noble at 202-882-5636.

## CLASSIFIED

CTR assumes no responsibility for quality or condition of merchandise listed herein. All transactions resulting from listings are strictly between buyer and seller.

**NOTE:** Ads for CTR members shall run on a space available basis for 3 issues. To rerun, please resubmit your ad at end of period. Other ads are space available only.

**1980 Spitfire 1500 convertible for sale.** 90% original, garage kept, no damage, no accidents, runs great, 30 MPG, 42900 miles. Original 1.5L (1493cc) engine, body, chassis, paint, emblems, trim, moldings, carpets, crash pad, fascia, hood cover, hood stowage cover, tonneau cover, bumpers and lots of various bits including padded roll bar.







# CLUB OFFICERS

**President** **Lionel Mitchell** 703-754-7362  
Haymarket haymarket4@verizon.net

**Vice President** **John Buescher** 703-522-6571  
Arlington John.Buescher@calibresys.com

**Secretary**

**Treasurer** **Rich Smalling** 703-430-0920  
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**Events Director** **Rich Townsend** 540-788-4588  
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**Members-at-Large** **Paul Scuderi** 240-876-7222  
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**Annandale** **Paul Edelstein** 703-914-0507  
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**Arlington** **RJ Fortwengler** 703-243-6426  
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ktjark@aol.com

**Fairfax** **Joe Cannon** 703-280-4104  
jpc8904@yahoo.com

**BOG Coordinators** **Tom Burke** 703-354-1361  
Annandale tburke4@aol.com

**Potomac** **Jeff Knepp**  
marcyandjeff@verizon.net

**CTR website**  
[www.capitaltriumphregister.com](http://www.capitaltriumphregister.com)

## Membership Renewal / Application

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## THE STANDARD

Published by the Capital Triumph Register

Editor, Art Fournier

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*The Standard* welcomes any submitted material for publication; however, neither its editor nor the CTR accept responsibility for accuracy of article content or any damage or injury resulting from suggested modifications. Articles may be submitted in writing, by mail, fax, or e-mail. Photos are also very welcome. If any material must be returned, please include self-addressed, stamped envelope.



**CTR Name Badges.** We will place an order for CTR name badges on October 15. The badges are plastic, about 1 inch by 3.5 inches, and have a pin back. They are gold with the CTR logo and your name in black. If you're interested, the badges are \$5.00 each. To order, please pay by cash or a check made out to the "Capital Triumph Register." Contact Art Fournier at [artfournier@comcast.net](mailto:artfournier@comcast.net) or 410-535-0690 to order. Specify exactly how you want your name to appear.

TRIUMPH TRIVIA: Who designed the TR6?

In a break with tradition, the design for the TR6 was done by Karmann of Germany when Michelotti proved to be too busy to accept the assignment.

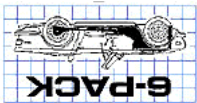


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Lionel Mitchell  
Page 7 (right) -  
Sharon Edelstein

Deadline for  
the next issue of  
*The Standard*:  
September 2<sup>nd</sup>!

Signs of the Times



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THE STANDARD







# THE STANDARD

The Official Publication of the  
***Capital Triumph Register***  
Volume XXIII, Number 9, September 2011



*CTR members and friends enjoy lunch and conversation during our 18<sup>th</sup> annual Cruisin' for Crustaceans tour on September 11<sup>th</sup>. For more, turn to page 4.*

PAGES 1 and 4 - Cruisin' for Crustaceans; PAGE 2 - CTR Happenings;  
PAGE 3 - From the President - Shape of Things to Come; GYHD TR3 Disassembly;  
PAGE 6 - GYHD TR6 Sway Bars; PAGE 8 - Garage Spot - Home Made Spitfire Hardtop Stand;  
PAGE 12 - RTR Economy Run; PAGE 13 - Garage Spot Gold - PDWA;  
PAGE 14 - Classified; Events; PAGE 15 - Club Info



## CTR Happenings

### *In the Fall*

A final reminder: the Trappe Triumph Invasion 2011 is planned for September 24<sup>th</sup> and 25<sup>th</sup> in conjunction with the St. Michael's Concours d'Elegance on the Eastern Shore. Contact Sandy Thomson (sthomsontr6@gmail.com or 410-253-8519) for additional information

October is shaping up to be a busy month. Joe Cannon plans to head to Vintage Restorations in Union Bridge, MD, on October 1<sup>st</sup> for their Open House and Car Show. For more information on a possible CTR caravan meeting at 10:00 at the Briarwood Shopping Center at McDonald's/Starbuck's parking area on Route 50 just west of the Fairfax Parkway, contact Joe at jpc8904@yahoo.com or 703-280-4104.

The Hunt Country Classic will be followed by a CTR post-show picnic on the 9<sup>th</sup>. Don't forget to pre-register for the show - it's how classes are determined! And don't forget to RSVP to Lionel Mitchell (haymarket4@verizon.net or 703-754-7362) if you plan to attend CTR's post show get together at his home in Haymarket.

Byron Webb has changed the date of the Webb Motors open house to October 29<sup>th</sup> due to a conflict with another event. Don't miss the opportunity to visit one of the last remaining Triumph dealers - Triumph may have ceased production a long time ago, but Webb Motors soldiers on.

On November 5<sup>th</sup>, CTR will hold its annual T4 session - the four Ts are Triumph, Tech, Taste and Tour - in northern Virginia. Look for details in the October issue of the newsletter.

### *CTR Facebook and Forum Accounts*

Both the Forum and Facebook sites are great sources of late breaking news about club events. Get details and ask questions, find out who is attending. Both contain a number of continuing general interest threads

The Forum is at <http://www.capitaltriumphregister.com/forum/Blah.pl?> (Passwords must be eight characters or less. And we recommend you stay logged in.)

Facebook is at [www.facebook.com](http://www.facebook.com) - join Facebook then apply to the Capital Triumph Register group.

### *E-Mail and Regular Mail Address Updates*

Please make sure we have your up-to-date e-mail address so that you don't miss out on news of CTR events, especially late breaking changes and pop up events! And please don't forget to give us your new mailing addresses and phone numbers when they change. It's hard to let you know about CTR events when we don't know how to contact you!

### *Newsletter Articles*

The newsletter editor could really use your help with articles, photos and other contributions.

### *Save a Tree*

Want to save paper? Want to see the pictures in *The Standard* in color? Want to receive your newsletter about a week earlier than your computer illiterate friends? Want to frustrate the professional paper manglers at the Post Office? Want to save CTR money? Contact Art Fournier about receiving your newsletter electronically rather than by regular mail.



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## The Shape of Things to Come

(Miscellaneous Ramblings from the President)

By Lionel Mitchell

This might be a regular column; then again it might not. It might always be called "The Shape of Things To Come." Then again, it might not. This column could be many things. I don't intend to just summarize what's in the issue. It needs to have some value-added and be more than just a space filler. Not that we don't need articles. We do!

I've been thinking lately about how the Get Your Hands Dirty (GYHD) tech sessions foster involvement and spread knowledge about and enthusiasm for our Triumphs, not to mention cultivate friendships. I always learn something, or as is becoming a more common experience these days, re-learn something that I've forgotten. I used to be embarrassed to admit what I didn't know about the cars or the mistakes I made in trying to repair them. I finally realized that my Triumph experience would be greater if I approached this as a learning experience without any ego or pretense. Either that, or I figured out I had reached the tender age when I didn't care what people thought and approached this with natural curiosity.

Anyway, getting back to the GYHD sessions, it's great to tap into the collective club knowledge base so that we are all more able to take care of our cars, and as a result we are able to enjoy them more. But it has also occurred to me that getting together informally with two or three people in a min-GYHD session serves the same purpose. On numerous occasions, club members have come over to help me, or I've gone to someone's garage on a Saturday to help them. I'm frequently amazed at the resourcefulness of some of our members in the way they approach car mechanics and also at their willingness to help.

Our organized, official events offer something for all members, whether it's technical, social, or driving related. But informal events can further enhance your Triumph experience. Getting together weekly for a beer, like Rich the T and Rich W do, is a great opportunity to talk about the cars and even do something on the cars. It's easy for them because they live so close to each other.

So, by all means, I encourage you to attend our organized club events, but don't forget about visiting a Triumph neighbor to further enhance your enjoyment with these cars. You get out of this what you put into it.

## GYHD: TR3A Disassembly

October 15<sup>th</sup>

Fred Mittelman

Fred Mittelman and Diane Page are having their 1960 TR3A's body and interior refinished and restored to the original British Racing Green. In order to get the car ready to go to Cedar Park Auto Body for the work, they will be hosting a GYHD session taking off trim and removing the interior etc. on Saturday, October 15<sup>th</sup> beginning at 9 am and ending when everyone gets tired (around 3 in the afternoon based on the usual drinking and eating).

All are invited. Tools, plastic bags and sharpies to properly store the items removed will be provided. A continental breakfast of coffee, juice, bagels and donuts will start the day and Fred's semi-famous chili, cornbread and all the fixings will be served for lunch. Beer and soft drinks will be in the Fridge right next to the TR3A for handy refreshment.

The GYHD session will be held at Casa Mittelman-Page, 6318 Mori Street, McLean VA 22101. The Google maps reference is: <http://maps.google.com/maps?q=6318+Mori+Street+McLean+VA+22101&hl=en&sll=38.929022,77.154575&sspn=0.009715,0.022488&vpsrc=0&t=m&z=16>. (Note Google Earth took the photo before we rented the place so the car is not ours.)

Please let Fred know at [fredmlaw@verizon.net](mailto:fredmlaw@verizon.net) or 202-494-4802 if you are going to be able to make it.



**CTR Name Badges.** We will place an order for CTR name badges on October 15. The badges are plastic, about 1 inch by 3.5 inches, and have a pin back. They are gold with the CTR logo and your name in black. If you're interested, the badges are \$5.00 each. To order, please pay by cash or a check made out to the "Capital Triumph Register." Contact Art Fournier at [artfour-nier@comcast.net](mailto:artfour-nier@comcast.net) or 410-535-0690 to order. Specify exactly how you want your name to appear.



# Cruisin' for Crustaceans

September 11<sup>th</sup>



Beautiful weather. Back roads that were clear and dry after a two week period that included an earthquake, a hurricane, and record flooding from the remnants of a second hurricane. Not a bad caravan either: six TR6s, three Spitfires, a TR7, a 2000 saloon, a Cobra replica, a Porsche Carrera, and a Range Rover providing top cover. And great company: 24 people in the caravan plus another six who joined us at the restaurant.

From CTR we had Patrick Carter, Jay Christopher, Dennis and LuAnne Eckhout, Paul and Sharon Edelstein, RJ Fortwengler and Sheila Skipper, Art Fournier, Bruce Hislop, Karl and Penny Johnson, Jeff and Marci Knepp, Lionel and Nancy Mitchell, Rob Reynolds and his friend Christine, Matt Schipani, Mark Shlien, Sandy and JoAnne Thomson and Rich and Patti Townsend. We even had some "out of town" guests. Rich Townsend's friends Tom and Kay Tilton from West Virginia participated in their Cobra. Dennis Eckhout's friends John and Jean Gauldin and Ben and Julie Koser from Oklahoma met us at the restaurant. Unfortunately, car trouble kept the Gauldins from driving Dennis' second TR6, which they had trailored from Oklahoma, and the Kosers from driving their TR3.

This year's tour covered roads in four Maryland counties: Prince George, Charles, St. Mary's, and Calvert. Lunch was at the Clarke's Landing restaurant in Hollywood, which is situated right by the Patuxent River. Their crabcakes were fantastic; however, crabs weren't available for picking, a disappointment for some participants. After lunch we made our way to RJ and Sheila's weekend home in Calvert Beach. Along the way, we did a lap through Solomon's Island where we encountered a couple out for a drive in their Spitfire. They joined our caravan and followed us to RJ's where we discovered they lived nearby. Conversation and car talk continued through the afternoon.

Thanks go to Art Fournier for organizing the annual tour, RJ and Sheila for the hospitality of their home overlooking the Chesapeake, and to all who joined in on a sunny late summer Sunday.



*Above: Mark Shlien checks out the starting line up in Upper Marlboro*

*Top right: Triumphs fill the parking lot at Clarke's Landing in Hollywood, Maryland that is*

*Bottom right: Al fresco dining at Clarke's Landing - the crabcakes were great, but where were the crabs?*







*Top left: Bruce Hislop keeps Art Fournier honest as he counts out the lunch money at Clarke's Landing  
Middle left: Triumphs on the lawn at RJ and Sheila's weekend home in Calvert Beach*

*Bottom left: Patti Townsend, Nancy Mitchell, Bruce Hislop, Jeff Knepp, Karl Johnson, LuAnne Eckhout, JoAnne Thomson, Marci Knepp, Penny Johnson, and Kay Tilton relax on the patio*

*Top right: Sharon Edelstein, Christine, Rob Reynolds, and Lionel Mitchell chat on the lawn*

*Bottom right: Dennis Eckhout, Sandy Thomson, RJ Fortwengler, and Rich the T Townsend*





## GYHD: Bagels, BBQ, Beer and Sway Bars

August 20<sup>th</sup>

Mark Shlien

On a gorgeous Saturday morning, 12 members of the Capital Triumph Register, including our Special Guest, Tom Burke, arrived at Lionel Mitchell's country estate and Triumph Emporium to replace the front and rear sway bars on my 1970 TR6. Prior to getting our hands dirty, donuts, muffins, coffee and orange juice were provided to insure all attendees worked on a "full belly." Nothing worse than a Pit Crew working on empty stomachs!

The team got to work after a bit of gossip and chit-chat and "noshing," jacking up the car and removing the front and rear tires. We attacked the front and rear sway bars, more or less, at the same time. Lionel provided overall guidance as we removed the front sway bar first. Installation of the front sway bar was straight-forward and moved quickly with the hands-on work of Dennis Eckhout, Lionel, Rich Townsend and Tim Shalvey. Within the hour (give or take 15 minutes or so), the front sway bar was removed and the new and improved Good Parts sway bar was installed.

After the completion of the front sway bar and the beginning work on the rear, we took lunch. BBQ chicken, corn on the cob, beans and potato salad were served to the hungry and restless mob! Upon completion of our lunch, we went back to work on the rear sway bar. This clearly was the tricky and more difficult sway bar to install for a

number of reasons...one being the exhaust u-bolt that was in the way. We cut the bolt to size with a hack saw and proceeded with determination and attitude. With Patrick Carter and Jay Christopher's assistance, and with Lionel being on one side of the car and me on the other, we measured, remeasured, and remeasured again prior to drilling holes into the frame for the sway bar bolts. Of course, we got it wrong... and had to drill another set of holes. The second time was the charm and the TR6 now has two new holes for water drainage. Once we drilled the holes in the proper location, installation of the rear sway bar was pretty straight-forward as the fronts although it is important to insure the bar has enough leeway to move freely.

Now that I've driven a few hundred miles with the new sway bars installed, I can recommend replacing the old ones without question. The car is much tighter and handles curves with grace and elegance.

A big thank you to Lionel for having the GYHD event at his home and to all the members of CTR that came out to make this event successful. THANK YOU.







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*Previous page left: Dennis Eckhout and Mark Shlien getting serious about the front sway bar*  
*Top right: Dennis Eckhout, Lionel Mitchell, Mark Shlien, and Steve Prior attack the front sway bar*  
*Bottom right: Triumphs on the lawn at Lionel's*

*This page top left: Rich Townsend, Tim Shalvey, and Rich Wilkins*  
*Middle left: Jay Christopher, Tim Shalvey, Patrick Carter, and Dennis Eckhout*  
*Bottom left: Fred Mittelman and Rich Wilkins*  
*Right: Measuring the rear sway bar mounting brackets*





## Home-made PVC Spitfire Hardtop Stand

Patrick Carter

If you have a hardtop for your Triumph and wonder what to do with it, I designed and built this handy portable stand on wheels to store my top. I wanted something light-weight and easy to move around the garage. Lionel gave me an article out of 6-Pack Magazine last spring which was a good inspiration but with all the wood required, I figured it would be too heavy for what I needed. Not only will I use this stand to store the hardtop, it will also come in handy during its restoration since the steel top is not necessarily heavy, but it is cumbersome.

### Shopping List:

- (2) 1 1/4" PVC Schedule 40 pipes, 10' long
- (4) 90-degree elbows for 1 1/4" PVC pipe



- (4) "T" connectors for 1 1/4" PVC pipe
- (4) Castors. I got ones with a 5/16" threaded stud
- (4) 5/16" nuts (for the castor studs)
- (1) Can of Krylon spray paint for plastic
- (1) 1" foam pipe insulation ~6' long
- (1) Package of PVC primer & cement
- (1) ~36" long piece of 2x2 wood (I had this in cedar)
- (2) 2" wood screws

*(I had a few of these items already and only spent ~\$30 to complete this project. I was also able to return one length of pipe and one length of insulation from this photo.)*

### Tools needed:

- A saw: hand, power miter, saw-zaw, etc.
- Tape measure
- Drill w/ 1/4" (for PVC) & 3/16" (for wood) bit
- Screwdriver (for wood screw into 2x2 & PVC)
- Vice-Grip (or channel-lock) wrench
- Closed-end wrench (size depends on nuts used for castors)






Speed square (this came in handy when cementing pieces together.)

My first concern was making sure the top would not induce too much tipping force on the stand if the top was in the up-right position. It would be too top-heavy. I had a friend hold the top vertical and we found it “balance.” With the top in “Balance, I took the appropriate measurements to I could begin to design the stand. My second concern was space. I did not want the stand to take up too much valuable real estate in my garage. With the top in balance, the lever forces of the top were nil and I didn’t need a big foot-print at the base to withstand the lever forces from the weight of the steel top.

Getting the PVC pieces cut and assembled with the connectors was quite easy and I used a power miter saw to cut the PVC. I assembled the entire stand prior to using the PVC cement to glue it all together.

Once I was happy with the size (and after a test fit with the top on it,) I took each of the 90-degree el-




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bows and drilled a 1/4” hole in the bottom for the castor to thread thru. I used castors with a 5/16” stud and the 1/4” hole made a nice pilot hole for the stud. Once the threads appeared inside the elbow, I started the nut. Placing a closed end wrench on the nut and using channel locks on the castor, I threaded it all the way so the castor was tight against the elbow. This was by far the more difficult part of the project. At this point I dismantled the stand one piece at a time and used the PVC primer and cement to solidify all the joints.

With the now dried and rigid stand, I test fit the top and determined the proper location for the 2x2 wood cross member which acts as the stop for the bottom edge of the top. I pre-drilled the wood and PVC and used (2) 2” wood screws to attached the wood to the PVC.

Now, the stand is ready for paint! I taped up the pretty chrome and rubber castors with blue painters tape and used a Krylon black paint specifically formulated for plastic and I did not need to prime (per the manufacturer. I did however have some primer and I used it on the joints where the



### Spitfire Top Stand *Continued from Page 9)*

cement and primer were exposed, just in-case. I didn't know if this would be an issue, but I didn't want to chance it.

Once I was happy with the finish, pretty much one coat I let it dry a couple hours. Once I felt it had dried enough, I cut and applied the foam pipe insulation to the stand where



the top made contact with the structural support members, (see the bottom & vertical members.)

Presto! The stand is complete and ready for the top. Note I used a bungee-cord just as some extra insurance to keep the top on the stand. The top is balanced, but it's just a precaution.

Some design considerations:

I wanted the top cross member to be a bit tall a) its at a good height to use as a "handle" to roll the top around the garage & b) I wanted to use it to drape my original factory tonneau cover for safe, clean & dry storage.

You might notice on the top cross member, I chose to use "T" connectors in lieu of 90-degree elbows. This is so I have some flexibility in the future in-case I want to put some extensions in there for who-knows-what...







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# Richmond Triumph Register Economy Run October 29<sup>th</sup>

Join the Richmond Triumph Register on October 29, 2011, for its nationally recognized Economy Run!

The run this year covers 99.7 easy miles of mixed highway northeast of Richmond. We will begin at 8:00am, with 50 cars of any make, model, year, or configuration leaving in one-minute intervals. Starting point for the festivities will be Kelley's Country Store, located at 13311 Hanover Court House Road, Hanover, Virginia.

As the name suggests, the competition revolves around economy; drivers will see who can run the route in the allotted time using the least amount of fuel. Cars will compete in classes determined by engine displacement and type, but also overall on both miles-per-gallon and ton-miles-per-gallon. The ton-miles-per-gallon levels the playing field to allow the "big boys" to participate by taking vehicle weight into consideration. For example, a heavy Pontiac station wagon getting 15 mpg could actually beat a Sprite getting 35 mpg in this category.

THIS IS NOT A CONTEST OF SPEED. Moderate and skilled economy driving is the mark of a competitive driver for this event.

A "Dutch Treat" luncheon will follow the driving. Awards will be announced at the luncheon. In past years, we are usually headed home by 1:30pm (to bask in our individual glory).

The field is limited to 50 cars, so sign up early. See the web site ([http://www.richmondtriumphregister.info/Economy\\_Run.html](http://www.richmondtriumphregister.info/Economy_Run.html)) for a registration form.

Registration is \$25 per vehicle. After submitting your online entry form, you have two options for payment. Prior to October 15, please either pay in person at a club event or mail your registration fee to the RTR Treasurer: Jim Scherer, Richmond Triumph Register, 15618 Moss Light Place, Moseley, VA 23120

If any CTR members are planning to go, please coordinate with Lionel Mitchell by phone (703-217-1485) or email ([haymarket4@verizon.net](mailto:haymarket4@verizon.net)).



## PDWA

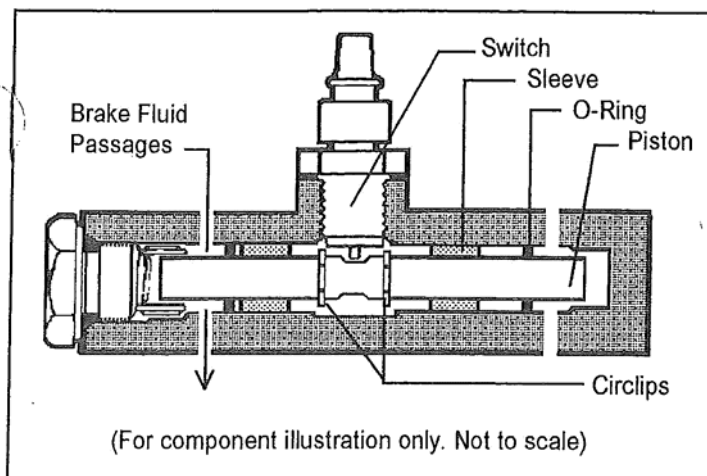
Charlie Brown

Originally published in the  
February 1994 edition of  
*The Standard*

There's a small, sometimes overlooked piece of important equipment on Triumphs with dual (tandem) brake systems – the Pressure Differential Warning Actuator – the PDWA.

Around the late '60s, Triumph began using these simple devices to warn drivers of leaks in their braking system. I say "simple" because the actual mechanical portion is just that. Until sometime in the mid-'70s, the units had a screw cap at either end housing two unequal length pistons inside. Later models, probably in an effort to reduce production costs, had only one threaded end plug and a full length piston. Earlier switches had a full plastic housing and utilized a small ball bearing between the switch plunger and piston. Later switch units incorporated a brass threaded portion and eliminated the internal ball bearing.

Nonetheless, the operation on either style is straightforward and easy to understand. When you apply the brake, pressure from the master cylinder's front and rear lines flows by and exerts an equal force on either end of the piston(s) (also called a "shuttlecock") located in the PDWA. If at any time, fluid leaks from either the front or rear system, the greater, constant pressure from the end that's not leaking will force the PDWA piston toward the side that can't hold pressure. When that happens, the reduced dimension at the center of the piston is moved off center, causing the actuating pin of the electrical switch to depress, triggering the dashboard warning light.

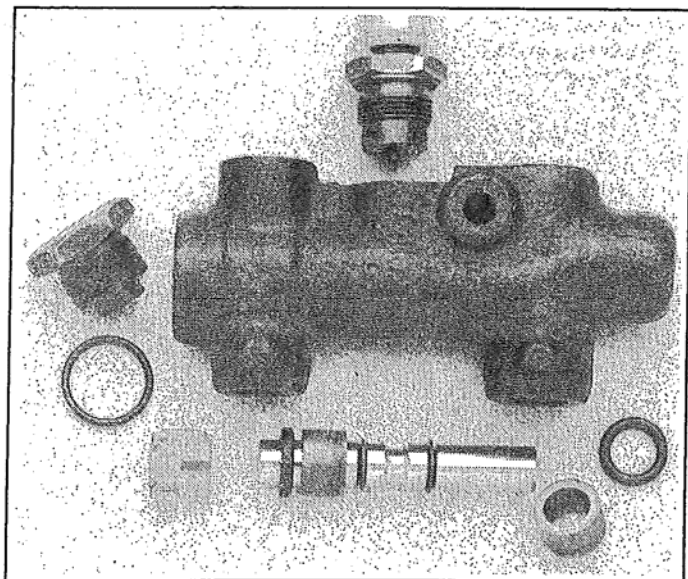






In all the times I've done work on my brake system I've never had the piston go off center. I thought myself lucky to never have needed to recentralize. There may have been a reason.

Recently, while completely gutting my Spitfire's engine bay as part of my engine replacement, I had a chance to take a closer look at this thing. Checking my catalogs, no one offered a rebuild kit, the manuals offered no rebuild procedures, and cost of the entire replacement part ranged from about \$100 (TRF) - \$200 (VB).



Upon removing the switch and looking down the resulting threaded hole I think I found the reason why my piston never decentralized. Rust and sludge. The piston is steel, as are the loose internal sleeves (on later models) and the outer body. Over the years, brake fluid has been slowly leaking by the O-Rings, bringing moisture and contamination with it – enough to bond everything together in the supposedly dry, central switch chamber. Off comes the threaded end plug. Out comes the WD-40.

After liberal application of the penetrant, a little prying, and slightly more than gentle tapping on a pine board, parts started coming out. The last reluctant part to come out was the O-Ring, furthest from the end plug, down in the bore (remember, this is a later unit with only one open end). A small hook did the trick.

After thoroughly cleaning the metal internals (solvent and very fine steel wool), I was glad to find no

pitting of the metal. Maybe I caught it in time. Maybe I'm just lucky.

Anyway, barring any pitted components (which *would* warrant a replacement unit), the only renewable parts needed are the two internal O-Rings and another O-Ring or gasket fitted on the end plug(s). If the single piston had been pushed off-center hard enough, there may be a damaged circlip.

Maybe that's why no rebuild kit is offered – there's just not much inside to replace.

The two internal O-Rings on my late Spitfire's PDWA piston are 9/16" O.D. and 3/8" I.D. The O-Ring on the end plug is 3/4" O.D. and 5/8" I.D.

The earlier units use only two "square cut" O-Rings that measure 11/32" O.D. and 7/32" I.D. When rebuilding these, one counterman assured me, a standard O-Ring of the same dimensions will work in this application.

I tried some replacements from the plumbing department of a hardware store. After a three day soak in Castrol LMA, slight swelling occurred. Even though this is a normally "static" (versus "dynamic") application, where slight swelling would probably not be detrimental, I was concerned about long-term exposure and possible breakdown.

Next I visited a couple of local outlets that deal in hydraulic fittings. After checking sizes needed against the likely compounds they have on hand, I tried a Nitril elastomer called BUNA-N and a Fluorocarbon elastomer called Viton. After the LMA soak test they both showed different degrees of swelling – back to the hydraulic stores. Their compound charts indicated the correct elastomer for an auto brake fluid, O-Ring combination is *Ethylene Propylene* (EP). For some reason, even though a comparison of properties shows EP superior to the compounds they do carry, except for oil resistance, they don't stock EP. I needed to order my replacements – it took only two days. You should be able to do that from any local hydraulic equipment counter.

Should you decide to overhaul your PDWA, remember this is a brake component. Carefully observe the order in which parts come out to avoid confusion when you reassemble, especially on the earlier units. Be careful not to scratch the polished surface of the piston, and sanitary reassembly is essential, using only clean brake fluid to lubricate the parts.



## EVENTS

**All listings including “\*CTR\*” are events for which club participation points will be awarded.**

Sep 3-4, Virginia Scottish Games car shows, The Plains, VA, [www.vascottishgames.org](http://www.vascottishgames.org)

Sep 13 - CTR ESB Meeting

Sep 17 - Edgar Rohr Classic Car Meet, Manassas, VA, [www.bullrunaaca.org](http://www.bullrunaaca.org)

Sep 18 - Classics on the Green, New Kent Winery, VA [www.classicsonthegreen.com](http://www.classicsonthegreen.com)

**Sep 24-25** - 2<sup>nd</sup> Annual Trappe Triumph Invasion and St. Michael's Concours d'Elegance **\*CTR\***

Sep 24 - MGs on the Rocks, Rocks State Park, Street, MD, [www.mgsofbaltimore.com](http://www.mgsofbaltimore.com)

Sep 30-Oct 2 - Shenandoah Valley British Car Festival, Waynesboro, VA, [wesandpam@yahoo.com](mailto:wesandpam@yahoo.com) or 540-396-3411

Oct 1 - Vintage Restorations Open House and Car Show, Union Bridge, MD, [www.vintagerestorationsltd.com](http://www.vintagerestorationsltd.com) or 410-775-0500

**Oct 9** - Hunt Country Classic followed by CTR Picnic, Middleburg and Haymarket, VA **\*CTR\***

**Oct 15** - GYHD, Fred Mittelman's TR3 **\*CTR\***

**Oct 29-30** - Webb Motors Tour, Roanoke, VA **\*CTR\***

**Nov 5** - T4 **\*CTR\***

Nov 8 - CTR ESB Meeting

**Dec 11** - CTR Holiday Party (tentative date) Virginia location **\*CTR\***

## CLASSIFIED

**CTR assumes no responsibility for quality or condition of merchandise listed herein. All transactions resulting from listings are strictly between buyer and seller.**

**NOTE: Ads for CTR members shall run on a space available basis for 3 issues. To rerun, please resubmit your ad at end of period. Other ads are space available only.**

**1980 Spitfire 1500 convertible for sale.** 90% original, garage kept, no damage, no accidents, runs great, 30 MPG, 42900 miles. Original 1.5L (1493cc) engine, body, chassis, paint, emblems, trim, moldings, carpets, crash pad, fascia, hood cover, hood stowage cover, tonneau cover, bumpers and lots of various bits including padded roll bar.

Twin SU carburetors and heat shield, four speed electric overdrive gearbox, Panasport wheels, Yokohama AVS 185/60R13 tires.

Asking \$5500. Call 703-963-2744.



**Storage/Shop space to rent.** We have some room at the Springfield/Newington storage shop for a small British Car (MG or TR). The rent is \$100/month with additional storage area also available at \$1 per square foot per month. The shop is heated, alarmed, bathroom, water, etc. We also have a drill press, shear, compressed air, sandblaster, band saw, and many other tools. Everyone there is very friendly and we often give each other a hand when needed. For more information, e-mail Ed Chan at [capitaldriving@yahoo.com](mailto:capitaldriving@yahoo.com) or call me at home at 703-721-1771.

**TR6 factory (steel) hardtop for sale.** Disassembled but absolutely complete with a new Roadster Factory restoration kit. Ready for painting in the buyer's choice of color. N.W. Washington, DC. Asking \$1,400. Call Noble at 202-882-5636.

**Wanted, a differential for a '71 TR6.** Need it to do a rebuild as a GYHD project and then put it on my TR6. Also I have some navigation stuff for a student pilot, calculator, circular slide rule and other stuff. Hate to throw in trash. Call Joe Cannon 703-280-4104

**Doors and other parts for a '71 Spitfire for sale.** Contact Sean Lyons at [sean.d.lyons@att.net](mailto:sean.d.lyons@att.net)





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<b>- TR8</b>	Paul Edelstein	703-914-0507	pgedelstein@capitaltriumphregister.com
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<b>- Late Spitfire</b>	Art Fournier	410-535-0690	artfournier@comcast.net
<b>- Late GT6 &amp; 2000 Saloon</b>	Matt Schipani	703-724-1573	matt@ashburnsoftware.com
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<b>- Racing</b>	Ira Schoen	703-698-1691	Pterodactyl771@aol.com

## THE STANDARD

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artfournier@comcast.net**

*The Standard* welcomes any submitted material for publication; however, neither its editor nor the CTR accept responsibility for accuracy of article content or any damage or injury resulting from suggested modifications. Articles may be submitted in writing, by mail, fax, or e-mail. Photos are also very welcome. If any mailed material must be returned, please include a self-addressed, stamped envelope.

**Deadline  
for the next issue of  
*The Standard*:  
October 7<sup>th</sup>!**

## Photo Credits

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Pages 4-7 - Art Fournier  
Pages 6-7 - Mark Shlien  
Pages 8-11 - Patrick Carter

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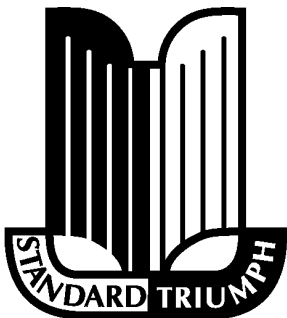
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**44333 Silkworth Terrace**  
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# TRIUMPH TRIVIA: What is a Francorchamps TR2?

The Francorchamps TR2 was a hardtop coupé designed by Imperia of Belgium. Imperia imported TR2s and other Triumphs as CKD (completely knock down) kits and assembled them to avoid tariff issues. It built 22 left-hand drive TR2s as coupés with lengthened doors and wind up windows. The name was taken from a racing circuit near Spa in Belgium



## Texas TR6 License Plate



*It's a bit hard to see, but the plate on this TR6 reads "I 8 A MG" and it came to us from a local MG owner who shall remain nameless for his own well being!*



The Capital Triumph Register is a chapter of The Vintage Triumph Register, 6-Pack, and The Triumph Register of America

4729 Willows Road  
Chesapeake Beach, MD 20732-4221

THE STANDARD







# THE STANDARD

The Official Publication of the  
***Capital Triumph Register***  
Volume XXIII, Number 10, October 2011



*Triumphs line up across the front lawn at Lionel and Nancy Mitchell's home in Haymarket, Virginia, following this year's Hunt Country Classic British car show. The picnic has become one of CTR's best attended events. This year 26 British cars (and a number of other interesting cars) vied for space on the lawn.*

*For more on the Hunt Country Classic turn to page 6. And for more on the picnic turn to page 8.*

**PAGES 1 and 6 - Hunt Country Classic; PAGE 2 - CTR Happenings;  
PAGE 3 - From the President - Shape of Things to Come; Fall Foliage Tour;  
PAGE 4 - T4; Halloween Party; PAGE 5 - Vintage Restorations Car Show;  
PAGE 8 - CTR Picnic; PAGE 9 - GYHD TR3 Disassembly; PAGE 10 - TR3 Memories;  
PAGE 11 - Rockville Car Show; PAGE 12 - Garage Spot Gold - Auxiliary Bonnet Release;  
PAGE 14 - Classified; Events; PAGE 15 - Club Info**



## CTR Happenings

### Welcome CTR's newest members:

- ➔ Peter Phillips, Richmond, VA, 1964 Herald
- ➔ Chip Collingwood, Richmond, VA, 1969, two 1973, and 1976 TR6s

### In the Fall and into the Winter

Information about the T4 and other Fall events may be found in this issue of *The Standard*.

This year's Holiday Party will be held at Rich and Patti Townsend's home in Catlett, Virginia, on Sunday, December 4<sup>th</sup>. Start time will be in the early afternoon. Look for details in next month's newsletter.

### Earl Hill's TR3 Memories

Back in June 2010, Earl Hill was kind enough to share some of his experiences with the TR3 he has owned since new. Earl continues the saga in this edition of the newsletter and has promised some additional chapters in the future.

### Garage Spot Gold

Over the years, an incredible number of tech tips have been written by CTR members for *The Standard*. We've republished some favorites over the [ast few months and continue in this issue with Joe Cannon's "how to" article on fabricating a back up bonnet release for TR6s. Like Charlie Brown's article on air shocks for Spitfires, Joe's article has seen publication in a variety of forums over the years, but remains a worthwhile (and simple) tech tip to foil a common TR6 problem.

### CTR Facebook and Forum Accounts

Both the Forum and Facebook sites are great sources of late breaking news about club events. Get details and ask questions, find out who is attending. Both contain a number of continuing general interest threads

The Forum is at <http://www.capitaltriumphregister.com/forum/Blah.pl?> (Passwords must be eight characters or less. And we recommend you stay logged in.)

Facebook is at [www.facebook.com](http://www.facebook.com) - join Facebook then apply to the Capital Triumph Register group.

### E-Mail and Regular Mail Address Updates

Please make sure we have your up-to-date e-mail address so that you don't miss out on news of CTR events, especially late breaking changes and pop up events! And please don't forget to give us your new mailing addresses and phone numbers when they change. It's hard to let you know about CTR events when we don't know how to contact you!

### Newsletter Articles

Keep those articles and photos coming! *The Standard* appreciates (and needs) your contributions to your newsletter!

### Save a Tree

Want to save paper? Want to see the pictures in *The Standard* in color? Want to receive your newsletter about a week earlier than your computer illiterate friends? Want to frustrate the professional paper manglers at the Post Office? Want to save CTR money? Contact Art Fournier about receiving your newsletter electronically rather than by regular mail.



**These high-quality spin-cast metal badges have terrific detail and are easily mounted on your grill or bumper. They are now on sale for only \$19.99 each**

**Order now. Supply is limited.**

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## The Shape of Things to Come

(Miscellaneous Ramblings from the President)

By Lionel Mitchell

Lots of buzz in the club about events – we had a good turnout at Fred's for his GYHD to partially dismantle his TR3A. His car is off to the body shop for some minimal body work and a paint job. He's returning it to the original BRG color. Mark has invited club members to his annual Halloween party in D.C. on October 29<sup>th</sup> – costumes are required. Patrick is organizing a fall foliage drive for the following day if enough people sign up. And of course, we have the T4 event scheduled for November 5<sup>th</sup>. We've also settled on a date, time and location for the annual holiday party. Look for details on all these events further on in the newsletter.

On some personal notes, I'm taking back my garage and getting re-motivated on my TR6 restoration project (aka Maple 6). I recently had new garage doors installed. One of my old doors was totally inoperable. So this is a great stride forward and a first step to making my garage a better place to work. Next, I will be looking into heating and cooling options so that I can work year-round without freezing in the winter or burning up in the summer. I'm also starting a number of small in-door projects on the restoration. I report on my projects on the CTR Forum in a folder called Restorers Anonymous. I encourage all of you to also report on what you're doing on your cars. It's a good way to keep motivated. But getting back to my current projects, I just completed stripping, priming, and painting the soft top frame for my Maple 6. I painted it the proper satin black with paint from Eastwood. It turned out very well. To finish it off, I will replace the rubber channels and Velcro on the sides where the soft top meets the frame. I'm also planning a number of small jobs over the fall and winter that can be done in-doors. It doesn't take much in terms of space and equipment to do some of these jobs – just a work table, good lighting, and some basic tools. Next up for me is making two sets of radio speaker panels for both 6s. Another cold weather project will be re-veneering the fascia. I also have the old AC brand fuel pump in a plastic container in the family room with a rebuild kit and plan to rebuild it in the coming weeks (or months more likely). And just maybe, I might send my engine short block to the machine shop for disassembly and cleaning in preparation for rebuilding.

Just because the driving season is coming to an end doesn't mean the fun car stuff has to be put under a cover like the cars.

Find a space in your basement or somewhere in your house to work on small projects to make your car better, or use the down time to send out a mechanical component for refurbishment so that your car will be more reliable and safe – and fun – during driving season.

## Fall Foliage Tour & Poker Run

October 30<sup>th</sup>

Patrick Carter

As some of you know, in the last couple days I ran the idea of a Fall Foliage Triumph Poker Run (the Poker Run is optional) past the members of the ESB. There was some positive feedback, so I thought I would expend the feelers. Here are some PRELIMINARY details. If this is something that interests you, let me know and I'll make it happen:

**When:** Sunday 10/30 - Time TBD

Rain Date: Sunday 11/6/11 - Time TBD

**What:** A Fall Foliage Tour of north-western VA and Charity Poker Run

**Where:** Meet at Manassas Battlefields - Rt. 55 to Front Royal, Fort Valley Rd. to Luray. Lunch in Luray, 211 over Skyline Drive through Sperryville to Warrenton, Rt. 29 & end at Buckland VA (29 & 15.)

There would be several stops along the way where participants would draw a sealed envelope containing a playing card. At the end of the day, he/she with the highest hand WINS. Proceeds will go to the charity selected by the winner. This is NOT a race!!!

**Cost:** \$20 per car and additional \$10 for a passenger (passengers get to play a hand too.) - Again, the Poker Run aspect is OPTIONAL. If we can get 8 cars and 4 passengers, that's \$200.

If you are interested, please email or message me at pcarter.dc@gmail.com. If I can get enough people interested, I will circulate the specific meeting place and time.

Hope to make this happen!



# T4

## CTR's 14<sup>th</sup> Annual T4 November 5<sup>th</sup> RJ Fortwengler

As the days get shorter and the leaves change colors we know it is time for one of CTR's perennial favorites, the T4. So plan to come out on Saturday, Nov. 5<sup>th</sup> for as sure as the seasons change we know it will be one of the best attended and most enjoyed events of the year.

For the uninitiated, the Triumph Tasty Tech Tour (the four T's) combines a day of driving, dining, and tech sessions in progressive fashion as we caravan from stop to stop through Northern Virginia. This year's route will take us "inside/out" beginning in Arlington and ending near the Beltway and Braddock Road interchange.

We will kick off at 9:30 a.m. in RJ Fortwengler's garage in Arlington with a light continental breakfast and a session on electronic ignition. Next stop will be at CTR "resident architect" Patrick Carter's Arlington design studio for lunch and a session on garage design. Patrick will discuss special needs and requirements for various vehicles, tools, and lifts as well as highlight code and construction issues. This session is a must if you plan to be a contender in the CTR GarageMahal competition! The last stop of the day will be in Springfield for dessert at "repatriated" member Dennis Eckhout's new garage (I think his wife has a house attached). Dennis will do a demonstration of the Patton Machine drill guide for installing threaded inserts on delicate aluminum TR6 trailing arms. We usually end around 3 o'clock.

Here are the addresses of this year's T4 stops:

- ➔ RJ Fortwengler's  
1601 N. Danville St.  
Arlington, VA 22201
- ➔ Patrick Carter's  
5319 N. Carlin Springs Rd.  
Arlington, VA 22203
- ➔ Dennis Eckhout's  
5515 Yorkshire St.  
Springfield, VA 22151

In addition to the topics being presented you can be assured of lots of informal car chat, tech talk, and fun.

Please RSVP by Thursday Nov 3<sup>rd</sup> via the CTR Forum, the CTR Facebook page, email ([rfortwengler@verizon.net](mailto:rfortwengler@verizon.net)), or phone (202-236-7682) so your hosts can plan for food and drinks.

We hope to see you there!

A Scream Goes Out Again to All Witches, Warlocks and Ghoulish Spirits to be Present for the:

### 10<sup>th</sup> ANNUAL HALLOWEEN DEBAUCHERY BALL - Saturday, October 29<sup>th</sup>

Join Us for an Evening of Compulsive Drinking, Reckless Gluttony, Passionate Misgivings and Dancing with Past and Present Souls.

Attending Spirits Will be Foolishly Drinking Brain Cell Destroying Jello Shots; Cousin Marty's L.A. Mystery Punch; Along With Dancin' to Bone Chillin' Tunes!

Costumes are Required as always. Don't be a Silly Soul...Dress to Impress! No exceptions!

All Spirits Are Encouraged to Bring a Bottle of Evil Intent (beer, wine, vodka, gin, rum will be appreciated)!

Your Early RSVP is Kindly Requested!  
Mark Shlien via Facebook or  
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## Vintage Restorations Car Show and Open House

**October 1<sup>st</sup>**

**John Puckett**

So on a not so gorgeous morning I decided to take a trip to Vintage Restorations Ltd. It was not my first trip to that location. It all began when the original event was posted on the CTR forum and I did not notice that the date was October 1<sup>st</sup>. I headed out only to get out to Union Bridge and noticed the shop was locked up. I had taken Ethan along for the ride so after a quick and disappointing turn around, promised we would return on October 1<sup>st</sup>.

It looked to be a fun event, car show, model trains, food; we know how I love food. The camaraderie of being in the midst of other vintage car enthusiasts has a certain appeal as well. It was a nice drive the first go around so I already had my route mapped and I knew how long it would take to drive there.

I awoke this morning to see rain and wetness. Do I go, do I not go? I was pondering the options but kids, yes kids, my daughter included, do not see rain as a downside. So we got ready and packed up some treats, headed out towards Maryland. It would not be a long drive according to the GPS about 1 hour 5 minutes. The further north we headed the lighter then rain became. By the time we arrived it had stopped all together. It was damp and not very sunny, but as we pulled in Ethan spotted the model trains.....life was good. These model trains were nothing like I have seen and the kids were in awe.



I eventually got them to enter the Vintage Restorations work zone and I was in awe as well. The array of freshly painted car parts, complete cars, projects half done.....do not touch signs....how far can I lean over? I can lean quite far by the way. I saw a 1957 TR3 frame completely re-worked and inquired as to the location for the rest of its parts.....it was out being treated with paint.....one day mine will be there as well.

As I came back to reality, my kids were hungry and thirsty. We rounded the corner into another section of the shop and were greeted with treats, sandwiches and refreshing drink. The hospitality of the event was fabulous. I began chatting about my project car and noticed the kids had found some friends to pass along the time watching a smaller scale train running in circles puffing apple pie smoke from its stack.

We headed out the back door to see a small but nice lineup of British rides. We walked through and looked them over....all were in good order and some daily drivers. A very nice MGA coupe, Ethan's favorite a Mini Cooper. Took a few pictures and headed back inside. I think my kids underestimated the coolness of the morning air, so it was time to get them heated up. We left and stopped by one of the local Inns in Union Bridge for lunch.



About 15 minutes in to the return drive the rain began, the car became quiet and I figured out that both kids were sleep. I will keep asking if they want to go car shows and I hope they keep saying yes.....one day soon I will be the one answering the question about how I restored that beautiful Primrose Yellow 1957 TR3 with my kids and how it has been in the family since my father in law purchased it brand new, back in the day.



*Emma and Ethan Puckett*





# Hunt Country Classic October 9<sup>th</sup>

Perfect fall weather – clear and warm – after several rained out weekends brought an amazing number of British cars out to the Hunt Country Classic on Sunday, October 9<sup>th</sup>. Held at Barbara Scott's Willoughby Farm near Middleburg, Virginia, the show was sponsored by the MG Car Club Washington DC Centre which claimed 280 cars registered. Triumphs were well represented with five classes – Spitfire and GT6, TR2/3/3A/3B, TR4/4A/250, TR6, and Other. With so many entries, a second TR6 class would have been welcome. And there were enough Wedges and Stags in the Other class to warrant classes of their own. But class structure was probably based on pre-registrations. (Please take the time to pre-register!)

CTR did very well on the prize rolls – Spitfire/GT6: 1st Matt Schipani (GT6), 2nd Patrick Carter (Spitfire); TR2/3: 1st Paul Malandrino (TR3B); TR4/250: 2nd Sandy and JoAnne Thomson (TR250); TR6: 2nd Tim Shalvey, 3rd Pete Dunlop; Triumph Other: 1st Bill and Carol Goodwin (Herald Convertible), 3rd Bill and Carol Goodwin (Herald Estate). And among those who drove their, hmmm, other cars – MG TD: 1st Joe Cannon; MG TF: 1st Jaime Steve. Congratulations to all who took home prizes – the competition was tough!



*Left, clockwise from top left: Bruce Hislop, Bill Goodwin, Tim Shalvey, and Steve Prior  
Above top: Jim Coleman of RTR, Daniel Mitchell, Lionel Mitchell, and Paul Edelstein  
Center: Paul Malandrino and Rich Townsend  
Bottom: Mary and Ira Schoen with Sheila Skipper and RJ Fortwengler*





*Top left: Diane Page and Fred Mittelman*

*Center: Kathy Wemhoff and Rita Cannon*

*Bottom left: Matt Schipani*

*Bottom right: Jim Coleman of RTR and Bruce Mundie at the CTR picnic*

*Top right: Patrick Carter, Jay Christopher, and Al Ames*

*Center: Sharon Edelstein, Carol Goodwin, and "Cuddles"*

*Bottom: Triumphs on the lawn at the Mitchell's*



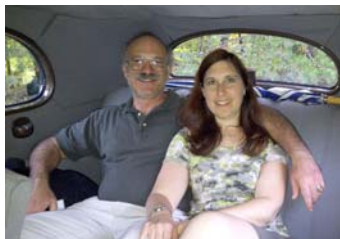


## CTR Picnic

### October 9<sup>th</sup>

After the Hunt Country Classic, it was over to Lionel and Nancy Mitchell's home in Haymarket for CTR's now traditional post-show picnic. In addition to Lionel and Nancy, thanks go to Dan Mitchell as well as to Tom and Mary Burke who served as grill masters once again. The Mitchell's need a larger lawn – there wasn't room for all the LBCs in front of the porch this year – several were relegated to the driveway and parking areas. Lionel counted 52 guests and 26 LBCs making the CTR picnic the second largest October British car show in Northern Virginia, right after the Hunt Country Classic itself! And there were some interesting non-British cars as well. Ira and Mary Schoen showed up in one of the new Fiat 500s and Sherman Taffel and Camellia Blackwell drove a gorgeous 1936 Packard 120B!

Between the car show and the picnic, it was all-in-all a fantastic way to spend a fall Sunday!



*Above top: Scott, Jonathan, Rob and Sandy Thomson, Camellia Blackwell, and Paul Edelstein  
Above: Paul and Sharon Edelstein and Tom Burke  
Top right: Sherman Taffel and Camellia Blackwell  
Center right: Joe Cannon, Rich Smalling, Glenn Minucci, Ira Schoen, and Paul Edelstein*

*Bottom right: LuAnne Eckhout, Nancy Mitchell, and Camellia Blackwell*





# TR3 Disassembly GYHD

**October 15<sup>th</sup>**  
**Fred Mittelman**

What can ten dedicated CTR members do to a 1960 TR3A in four and a half hours on a Saturday's morning and afternoon? Totally strip the car of trim, lights, interior, and dashboard.

Paul Malandrino, Earl Hill, Rich Townsend, Rich Wilkins, and Rob Reynolds started on the bumpers and lights. Along came Tom Burke, fresh from great medical news, and he removed the seats and started on the interior. Reinforcements by way of Lionel Mitchell, Matt Schipani and John Puckett, with son Ethan in tow, arrived to add to the workforce, start on the interior and finish off the donuts.

Having several TR3 owners, John Puckett, Earl Hill and, especially, Rich Wilkins really helped out a lot since there was a lot of familiarity with the quirks of a TR3. Rich Wilkins and Paul were especially helpful, dismantling the dash and instruments.

We made the usual discoveries. The two front fenders are fiberglass, *quelle surprise*. Also, you can't remove the temperature cable and sensor (to remove the gauge) without a leak. A dowel pin wrapped in electrical tape makes a good stopper.

The work done, we adjourned to the rec room for Fred's chili, both meat and vegetarian, cornbread, salsa and chips, brownies and beer.



*Top: Paul Malandrino sizing up the task at hand  
Above: Rich Wilkins has at the instrument cluster  
Below: Ethan Puckett doesn't seem too interested in what Rich Wilkins, Fred Mittelman, and Paul Malandrino are up to  
Below left: Paul Malandrino, Lionel Mitchell, Rich Wilkins and Rich Townsend enjoying the fruits of their labor*





## TR3 Memories Part 2: Prelude to Paris

Earl Hill

The TR3B we took to Paris had already covered a lot of ground.

I originally learned about TR3s in my initial visit to Colorado Springs. A rental agency near the old Denver airport had several available, at a rate comparable to a regular sedan. Another engineer on the trip was an enthusiast and suggested that we each take one for the sixty-mile run south to the Springs. The weather allowed tops down, so wind in my hair and great scenery combined for a memorable drive down I-25. Once in town, slow enough to put my hand down and touch the pavement, I was startled to come alongside big trucks and be looking at their hubcaps! We buzzed around to make our appointments, eat out and find our motel. On the last day we made a short run up the mountainside west of town, through the Garden of the Gods, and took both machines back to Denver. Needless to say, the entire experience convinced me that I had to have a TR someday.

Working with the North American Air Defense Command in the Springs, the time finally came to acquire one. I bought it off the boat in Chicago while on a business trip to Boston. Stopping over one day, I did a telephone negotiation with four different dealers, saying that I was after a new black one with red interior. Each firm offered a vehicle, and said they could have it ready to pick up on my return trip. By the clues I was getting from each of them, it became clear that they were all talking about the same automobile, the only one in town, which had just been unloaded from the delivery ship. Dealer selection became the simple matter of taking the lowest price. I saved enough to justify having Michelins installed all around, even on the spare.

On the return trip from Boston, Morgan Long, a fellow worker and MG owner had agreed to stay with me for the car pick up and drive from Chicago to Colorado Springs. We took a cab from O'Hare; all was ready; I completed the paperwork; and we got ourselves seated in the marvelous new machine. With me at the wheel, we rolled out of the lot and onto the street. Within moments, I was in trouble, because the radial tires had characteristics I had never encountered. We were weaving along, with me overcompensating in an attempt to stay in our

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lane. Luckily, there was not much traffic, and with Morgan's coaching, I slowly got the hang of making softer steering moves, so we got out of the city limits and headed west.

The mechanic who briefed us on fundamentals before departure made a point of not running the engine too fast during break in. I don't remember the rpm limit he suggested, but we found that we could be in fourth gear with the electric overdrive on, and do seventy mph without exceeding his stricture. Making good time, and trading off driving, Morgan and I were home the next day.

For the rest our years in Colorado, I drove the TR, top down, just about every day. With the office at one edge of town and our house on the opposite side, a game I played many afternoons was to take different paths through the rectangular street layout to see if I could avoid getting wet from the thunderstorms that rolled in around Pikes Peak. There would often be a single cloud with a visible column of rain trailing below, and occasional lightning bolts out in front. It was always satisfying to roll into our garage after





a successful evasion. Not so much if I misjudged the route and finished my trip freshly doused.

Another kind of fun was to arrange our entire family into the TR for a local jaunt. Our youngest son was born just months after we acquired the car, in 1962. With him on Ardath's lap in the passenger seat, we found it was possible for the three other youngsters to fit on the bench behind, providing that Bruce, our oldest, sat in the middle and stretched his legs out between the seats. The photo which was printed with my New Mexico story showed us in the same arrangement, but with all the kids several years older and grown. Not so easy to fit all six in anymore. They would all have a chance to drive it themselves when old enough, and the main reason I still have the car is their emotional attachment to it from an early age.

I give credit to all my hours of hair into the wind for stirring the roots enough that I still have not gone bald. I have never seen it advertised as a treatment, but sitting in front of a strong fan at home might be just as effective as most of the bottled stuff.

Another memory, that gave me some chills in later years when I had to rework the front end steering components, was how I used to make high-speed runs to the Denver airport on business trips. More than once, I got the needle just about to the end of the speedometer ring, making the trip remarkably quicker. If something had come loose, there would not have been much of me or the TR to pick up. While it was new, the steering stayed tight and those same Michelins gripped well, for just as much fun as the first rental trip in 1960.

I also made one trip up the Pikes Peak road, which annually was the track for a famous race to the top. In those years, many TR3s were entered and often did well, depending on the skill of their drivers. My own attempt demonstrated the high degree of difficulty in getting a rear wheel drive auto successfully around sharp turns of loose gravel. I felt lucky to have been just part way up and safely back down again. It was good training, however, for other poor surfaces, when the lightly loaded tail end would start skittering and bouncing.

Early in 1964, I accepted the assignment to work on the NATO Air Defence\* system, in the employ of the U.S. State Department, but loaned to the project office in the center of Paris, France. Not knowing where we would be living, it was decided that the TR3 would not come along.

My parents had a place for it in their garage in Helena, Montana. Getting it there was taken on as a task by Morgan Long, sometime later in the spring when the weather would be more favorable. As already told in my previous story, Morgan found his way to Butte rather than Helena, and under the pressure of time, left the car in a parking garage. My mother drove it home through the mountains with Dad in trail. The summer of 1966, we retrieved it for our journey to Texas (via New Mexico) and I delivered it to a pier in Houston for shipment to France.

----

\* English spelling, as used at NATO. Typists in the 'English pool' corrected me until I learned.

## Rockville Car Show

October 15<sup>th</sup>

Patrick Carter



This was the 50<sup>th</sup> Anniversary of the Rockville show. Though the rain had stopped early Friday afternoon, the muddy field reminded me of so many BOGs... I would estimate about 400 cars were in attendance with the featured marque being race and rally cars: everything from kids dragsters on up to Alfa and Ferrari racers.

I've been to this show each year since 2005, and this year had the most Brits of any year I've been. I would say the majority were the big Healeys, a few old Minis, TR6s, DeLoreans and MGs. By far the biggest classes were the American marques.



## Auxiliary Bonnet Release

Joe Cannon

Originally published in the  
July 1997 edition of  
*The Standard*

The hood release described here works very well. Actually, the force required to operate this is less than the force required for the standard pull cable.

The lever can be made by cutting out the drawing here and gluing it to a suitable piece of steel (i.e., a mending plate), available from a hardware store. Cut it out with a hack saw and finish it with a file. The general shape and radius is for aesthetics, as long as the hole and vertical catch portion is as illustrated, the rest doesn't matter.

Installation: After you have made the lever place it in position on the hood latch bracket and clamp it with vise grips. Then with a 1/4" drill bit running in the 1/4" hole drill just enough to make a small starting hole in the hood latch bracket. Remove the lever and finish drilling the hole for a



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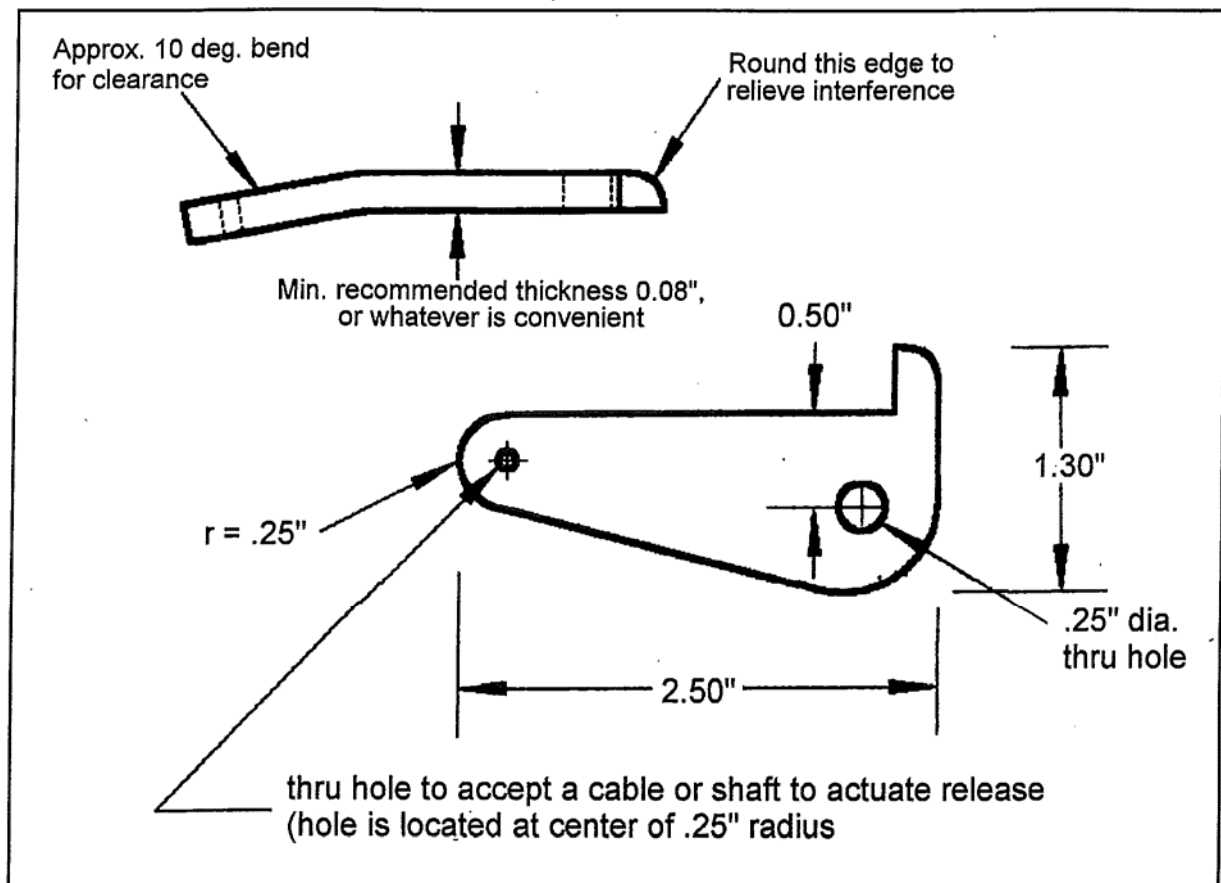
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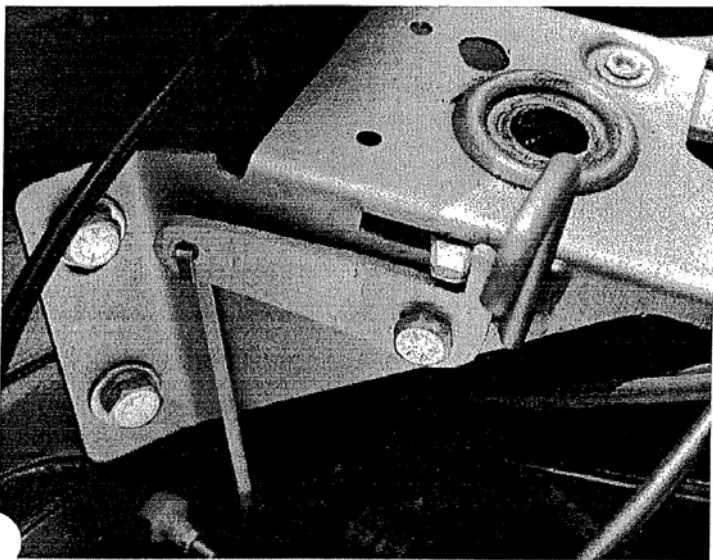






1/4" tap drill (.201 or #7 drill), threading the hole with a 1/4-20 or 1/4-28 tap. Make the activating link using a 10" length of wire (i.e., clothes hanger or welding rod), bend the wire sharply about 1/2" from an end and pass it into the small hole, then bend again to capture the wire link. Now drill an appropriate hole in the horizontal section of the firewall directly beneath the latch bracket into the passenger side foot compartment. With the link attached and inserted in the firewall hole, mount the release lever on the bracket using the 1/4" bolt with flat washers as spacers. Screw the bolt in just enough so the lever does not bind or is too loose, its movement should feel right. Then use a nut and lock washer on the inside of the bolt to lock it in place securely. Now put an upward bend in the link in the portion that extends into the foot compartment. You wouldn't want a passenger to do "a stab in the leg."

And that's all for installation. To activate the release, just grip the loop of the link in the foot compartment with pliers and pull down – "pop goes the hood."



*Dave Balboni's Stag at CTR's post Hunt Country Classic picnic at Lionel and Nancy Mitchell's home in Haymarket, Virginia*

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## EVENTS

**All listings including “\*CTR\*” are events for which club participation points will be awarded.**

Oct 1 - Vintage Restorations Open House and Car Show, Union Bridge, MD, [www.vintagerestorationsltd.com](http://www.vintagerestorationsltd.com) or 410-775-0500

**Oct 9** - Hunt Country Classic followed by CTR Picnic, Middleburg and Haymarket, VA **\*CTR\***

**Oct 15** - GYHD, Fred Mittelman's TR3 **\*CTR\***

Oct 29 - Mark Shlien's Halloween Party, Washington, DC

**Oct 30** - Fall Foliage Tour and Poker Run **\*CTR\***

**Oct 29-30** - Webb Motors Tour, Roanoke, VA **\*CTR\***

**Nov 5** - T4 **\*CTR\***

Nov 8 - CTR ESB Meeting

**Dec 4** - CTR Holiday Party (updated date) Catlett, Virginia **\*CTR\***

### Looking Ahead to 2012

**Jan 10** - CTR ESB Meeting

**Jan TBD** - Awards Brunch, Maryland location **\*CTR\***

**Feb TBD** - Winter Dinner, Virginia location **\*CTR\***

**Apr 29** - Britain on the Green (BOG), Collingwood Library and Museum, Alexandria, VA **\*CTR\***

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**NOTE:** Ads for CTR members shall run on a space available basis for 3 issues. To rerun, please resubmit your ad at end of period. Other ads are space available only.

**Storage/Shop space to rent.** We have some room at the Springfield/Newington storage shop for a small British Car (MG or TR). The rent is \$100/month with additional storage area also available at \$1 per square foot per month. The shop is heated, alarmed, bathroom, water, etc. We also have a drill press, shear, compressed air, sandblaster, band saw, and many other tools. Everyone there is very friendly and we often give each other a hand when needed. For more information, e-mail Ed Chan at [capitaldriving@yahoo.com](mailto:capitaldriving@yahoo.com) or call me at home at 703-721-1771.



**1980 Spitfire 1500 convertible for sale.** 90% original, garage kept, no damage, no accidents, runs great, 30 MPG, 42900 miles. Original 1.5L (1493cc) engine, body, chassis, paint, emblems, trim, moldings, carpets, crash pad, fascia, hood cover, hood stowage cover, tonneau cover, bumpers and lots of various bits including padded roll bar. Twin SU carburetors and heat shield, four speed electric overdrive gearbox, Panasport wheels, Yokohama AVS 185/60R13 tires.

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**Doors and other parts for a '71 Spitfire for sale.** Contact Sean Lyons at [sean.d.lyons@att.net](mailto:sean.d.lyons@att.net)

### Photo Credits

Pages 1 & 12 - Lionel Mitchell

Page 5 - John Puckett

Pages 6, 7, & 8 - Mary Burke, Art Fournier, Lionel Mitchell, & Sherman Taffel

Page 9 - Earl Hill & Fred Mittelman

Pages 11 & 16 - Patrick Carter

Pages 11 & 12 - Joe Cannon





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## THE STANDARD

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**Deadline  
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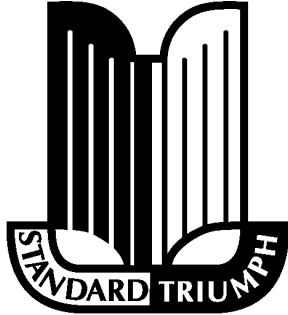
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**TRIUMPH TRIVIA:** What Triumph series sold more, the TR2 through TR 6 or the Spitfire?

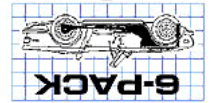
Total Spitfire production was over 314,000 units while the total production of TR2s through TR6s was over 197,000 units.



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# THE STANDARD

The Official Publication of the  
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Volume XXIII, Number 11, November 2011



*Participants in CTR's Fall Foliage take a break with the Shenandoah Valley and Blue Ridge Mountains as a backdrop. From left to right are Tom Burke, Al Ames, Lionel Mitchell, Art Fournier, Nancy Mitchell, Patti and Rich Townsend, Jay Christopher, Rich Wilkins, Patrick Carter, Stephen Prior, and Mark Shlien.*

*For more on the Fall Foliage Tour, turn to page 6.*

PAGES 1 and 6 - Fall Foliage Tour;  
PAGE 2 - CTR Happenings; From the President - Shape of Things to Come;  
PAGE 3 - Ace Rosner; CTR Holiday Party; PAGE 4 - T4;  
PAGE 9 - BOG Co-Coordinator; CTR Newsletter Recognized  
PAGE 10 - Classified; Events; PAGE 11 - Club Info



## CTR Happenings

*Welcome CTR's newest member:*

➔ Jay Christopher, Arlington, VA

### *In the Fall and Winter*

In addition to the Middleburg, Virginia, Christmas Parade on December 3<sup>rd</sup> (see Lionel Mitchell's column on page 2) and the CTR Holiday Parade on December 4<sup>th</sup>, CTR is looking into participating with Wreaths Across America on December 10<sup>th</sup> in their wreath laying efforts at Arlington National Cemetery -- start time 9:00 a.m. If the logistics can be worked out, more information on the wreath laying will be forthcoming from Bruce Hislop via e-mail, Facebook and our CTR Forum site.

And January 29<sup>th</sup> is the target date for CTR's annual Awards Brunch and annual business meeting. We are looking into the possibility of once again using Clyde's in Chevy Chase, Maryland. Look for more details in the December newsletter.

### *CTR Gift Memberships*

Looking for a holiday present for that Triumph-loving friend? Consider a gift membership in CTR. Send in a membership application and indicate it's a gift from you. Your generosity will be recognized with a card enclosed with the first month's newsletter.

### *CTR Facebook and Forum Accounts*

Both the Forum and Facebook sites are great sources of late breaking news about club events. Get details and ask questions, find out who is attending. Both contain a number of continuing general interest threads

*(Continued on Page 8)*



## The Shape of Things to Come (Miscellaneous Ramblings from the President) By Lionel Mitchell

We've had great participation in some great events lately. Kudos to Patrick, RJ, and Dennis on the T4 event and to Patrick and non-member Al Ames for the Fall Foliage Tour. Coming up we have the Holiday Party on December 4 at Rich and Patti's home on Catlett, Virginia. Be sure to RSVP ASAP. We're also

trying to organize club participation in the Middleburg, Virginia Christmas Parade on Saturday, December 3. Contact me ASAP if you're interested. Here is the link: <http://www.christmasinmiddleburg.org/>

Looking ahead to January, we will be having a kick-off meeting on Britain on the Green. Look for announcements on Facebook, Forum, and via email. We need your help in putting on the premier show of the region. Please contact BOG Coordinator Jeff Knepp to volunteer. Also on January 29<sup>th</sup>, we will have the awards banquet at a TBD Maryland location. In addition to presenting participation awards, we will hold the bi-annual election for President and Vice-President. After the election, the President will appoint the remaining position for Secretary, Treasurer, and Events Coordinators as specified in the club by-laws. If you are interested in serving in any of these positions, please contact an member of the Executive Steering Board (ESB).

And speaking of the ESB, the ESB meets bi-monthly on the second Tuesday of the month to discuss club business. All members are welcome to attend. At the recent meeting and in subsequent emails, we had spirited discussions on making the club more visible. We have had loss a net of 30 members over the past two years. We will be moving out on several fronts: printing post cards to distribute, phone campaign to contact people with expired memberships, and re-designing the club web site. Look for signs of these activities in the near future. If you're interested in getting involved in these activities or any others, don't hesitate to contact an ESB member. You can follow ESB meeting discussions on the club forum where we publish the meeting minutes.

Finally, on a sad note, you might have heard that classic car enthusiast, WWII hero, and ex-CIA agent Ace Rosner passed away last week at age 94. If you're not familiar with this legend of a man, look up his obituary in *The Washington Post*. There's also a video interview on the *Post* web site with him. Ace had an extensive classic car collection, including rare British and German cars. Ace came to BOG every year and said it was his favorite car show. He attended BOG 2011 driving his new Mercedes Gullwing, which he let kids sit in. He also had the original version of the Gullwing in his collection. Ace also participated in our GW Parkway Run event in the spring, riding with his friend and CTR member Jaime Steve. At the recent ESB meeting, we raised our glasses in a toast to him. He was quite a guy. Keep on motoring Ace.





## Ace Rosner 1917-2011

CTR lost a friend on November 6<sup>th</sup> when Adolph C. ("Ace") Rosner, Jr. passed away at age 94. Ace and his cars were familiar sights at our annual Britain on the Green shows. He would show up in the most interesting cars, everything from classic Rolls Royces and Jaguars to the brand new Mercedes Benz SLS AMG gullwing coupé he drove this year. Cars were obviously important to Ace – he owned over 200 in his lifetime, including 44 at one time. And he kept the cars in the garage of his apartment building in Washington, DC. He also raced cars. This was all the more remarkable considering he lost his right arm to shrapnel shortly after landing at Anzio in World War II. He claimed that he was good at steering with his knees and shifting through the steering wheel!

In addition to BOG, Ace participated in a CTR's George Washington Parkway Run in April which he attended with his friend and CTR member, Jaime Steve. As Ace told Jaime, "I've seen everything, done everything and I have no regrets. I've had the greatest and luckiest life of anybody." You just can't ask for more than that.



## CTR Holiday Party December 4<sup>th</sup>

CTR will hold its annual holiday party on Sunday, December 4<sup>th</sup>, at Rich and Patti Townsend's home in Catlett, Virginia, beginning around 1:00 pm. The format remains the same as in recent years. Bring a dish to share (Patti will coordinate our efforts in this area). Also bring your sense of humor and a gift for each person who wishes to participate in CTR's traditional gift exchange. The gift value should be about \$10.00. The gift may be serious, outrageous, holiday or automotive, but please keep it clean and, please, no used pistons or sparkplugs! Rumor has it that Father Christmas or, as he is known locally, Santa Claus may be on hand to help out with the gift exchange.



Please RSVP by Monday, November 28<sup>th</sup>. Contact Rich or Patti at [retownsendjr@comcast.net](mailto:retownsendjr@comcast.net) or 540-788-4588 to RSVP, coordinate food, get directions, or obtain additional information. Rich and Patti's home is at 8036 Springhope Drive, Catlett, Virginia 20119.



*Above: Ace Rosner (front left) in a Jeep at Anzio in Italy in 1944 shortly before he lost his right arm to shrapnel. His brother Larry, who died a month ago at 96, is beside him behind the wheel. It's perhaps especially fitting that this newsletter is being written on Veterans' Day!*

*Top right: Ace with Collette and Desmond Rodriguez next to Jaime Steve's TR6 at this year's CTR George Washington Parkway run*



## T4

### CTR's 14<sup>th</sup> Annual T4 November 5<sup>th</sup>

CTR's 14<sup>th</sup> annual T4 – Triumph Taste Tech Tour – was held on Saturday, November 5<sup>th</sup> in Northern Virginia. Our hosts were RJ Fortwengler, Patrick Carter, and Dennis Eckhout. The day began with a continental breakfast and a discussion of electronic ignitions in RJ's garage in Arlington. After a short drive, the tour continued with lunch and a discussion of garage design considerations in Patrick's Arlington garage. Finally, the tour progressed to Dennis' garage in Springfield for dessert and a demonstration of the Patton tool used to correctly align threaded screw inserts in TR4 IRS, TR250 and TR6 rear trailing arms. And we would be remiss if we didn't recognize Sheila Skipper and LuAnne Eckhout for their efforts in "helping" RJ and Den-

nis with some of the logistics niceties that made the day a success!

All of us were just a bit jealous of RJ's and Patrick's "garage mahals," but as Dennis pointed out "garage mahal is in the eye of the beholder."

Turnout was excellent: five TR6s, four Spitfires, a TR250 and a TR7. Oh, the membership turnout wasn't bad either: Patrick Carter, Jay Christopher, Chip Collingwood, George Earwaker, Dennis and LuAnne Eckhout, Paul Edelstein, RJ Fortwengler and Sheila Skipper, Art Fournier, Bruce Hislop, Karl Johnson, Lionel Mitchell, Pete Phillips, Mark Shlien, Sherman Taffel and Camellia Blackwell, and Rich Townsend.

Thanks to all involved in making the day entertaining and educational!







*Previous page top: Our hosts RJ Fortwengler, Patrick Carter, and Dennis Eckhout  
Bottom left: George Earwaker, Paul Edelstein, Lionel Mitchell,, Dennis Eckhout, Sherman Taffel, Karl Johnson, and Pete Phillips at RJ's  
This page top left: Mark Shlien, Sherman Taffel, Paul Edelstein, Lionel Mitchell, Pete Phillips, Karl Johnson, and Patrick Carter at Patrick's  
Bottom left: Chip Collingwood, Pete Phillips, and Jay Christopher at RJ's  
Top right: Bruce Hislop and Rich Townsend (who either knows the answer or needs to leave the room)  
Bottom right: Bruce Hislop, Lionel Mitchell, and Mark Shlien at Dennis'*





## Fall Foliage Tour

### November 6<sup>th</sup>

It's been several years since CTR has held a Fall Foliage Tour. This year Patrick Carter suggested we hold one and volunteered to organize it. The tour was originally to have been held October 30<sup>th</sup>, but the weather didn't cooperate – there's been a lot of that this year! – so it was rescheduled to November 6<sup>th</sup>, turning that weekend into a CTR extravaganza.

Most of us – Tom Burke, Patrick Carter, Joe Cannon, Jay Christopher, Art Fournier, Lionel and Nancy Mitchell, Stephen Prior, and Mark Shlien – met bright and early near the Bull Run Battlefield in Manassas then made our way to Route 55 west toward Front Royal. Rich and Patti Townsend joined in somewhere beyond Haymarket and by the time we arrived in Front Royal, Rich Wilkins was in the caravan also. For those not familiar with it, Route 55 more or less parallels I-66, but passes over rolling hillside and through a number of quaint towns. It's an altogether much more civilized route than the interstate.

Arriving in Front Royal, we were joined by Al and Eleanor Ames who would lead the next section of the tour over an incredible series of roads that passed through the George Washington National Forest on the west side of the Shenandoah Valley. The great scenery and fantastic roads were made for little British cars! In fact, at one point a string of Austin Healeys passed us going in the other direction – lots of smiles and waves!

In Luray, we stopped for lunch at the Brookside restaurant on Route 211 located where that road heads east into the Shenandoah National Park. A room had been reserved for us allowing us share stories and good company. After lunch, the caravan broke up as we headed back across the Blue Ridge toward the Washington area. All agreed that Patrick and Al had done a great job in selecting roads that were scenic and challenging. Any votes for making this an annual event?

In addition to three Spitfires, a TR3, four TR6s, and a TR7, the caravan included Mary Burke's brand new MINI coupé that she reluctantly allowed Tom to drive on the tour. Relax Mary – Tom drove your MINI as gently and conservatively as the rest of us drove our Triumphs!



*Above top: Fall foliage colors are mirrored by Triumphs (and a MINI) near the Manassas Battlefield*

*Above and on the next page: Triumphs chase each other along twisting country roads passing through rural villages and valleys just an hour or so west of Washington*





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### CTR Happenings (Continued from Page 2)

The Forum is at <http://www.capitaltriumphregister.com/forum/Blah.pl?> (Passwords must be eight characters or less. And we recommend you stay logged in.)

Facebook is at [www.facebook.com](http://www.facebook.com) - join Facebook then apply to the Capital Triumph Register group.

### E-Mail and Regular Mail Address Updates

Please make sure we have your up-to-date e-mail address so that you don't miss out on news of CTR events, especially late breaking changes and pop up events! And please don't forget to give us your new mailing addresses and phone numbers when they change. It's hard to let you know about CTR events when we don't know how to contact you!

### Newsletter Articles

Keep those articles and photos coming! *The Standard* appreciates (and needs) your contributions to your newsletter!

Have a favorite photo of your Triumph? E-mail it to the editor for inclusion in the newsletter.

### Save a Tree

Want to save paper? Want to see the pictures in *The Standard* in color? Want to receive your newsletter about a week earlier than your computer illiterate friends? Want to frustrate the professional paper manglers at the Post Office? Want to save CTR money? Contact Art Fournier about receiving your newsletter electronically rather than by regular mail.



**CTR Name Badges.** We will place an order for CTR name badges on November 15. The badges are plastic, about 1 inch by 3.5 inches, and have a pin back. They are gold with the CTR logo and your name in black. If you're interested, the badges are \$5.00 each. To order, please pay by cash or a check made out to the "Capital Triumph Register." Contact Art Fournier at [artfournier@comcast.net](mailto:artfournier@comcast.net) or 410-535-0690 to order. Specify exactly how you want your name to appear.

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## Britain on the Green Co-Coordinator Jeff Knepp

With the leaves at the height of their fall colors, the spring time seems far away. But preparations for CTR's Britain on the Green show in April will be commencing before too long. And this year there is an opening for a volunteer to serve as co-coordinator along with Jeff Knepp. It's a great opportunity to help plan and organize one of the region's premier British car events with the assistance of dozens of fellow club members. To find out more, contact Jeff at 301-765-0727 or marcyandjeff@verizon.net.

## CTR's Newsletter Recognized



*CTR president Lionel Mitchell (right) congratulates newsletter editor Art Fournier (left) on the award for one of the outstanding newsletters of 2010 presented by the Vintage Triumph Register at their national convention in Breckinridge, Colorado.*

*The newsletter is only successful due to the efforts, contributions, and support of CTR's members! Keep it up!*

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Please accept my thanks and I do hope you enjoy **TURN LEFT AT THE PACIFIC!** if you decide to order a copy. Additional information can also be found at [www.triumphtransamerica.org.uk](http://www.triumphtransamerica.org.uk)



## EVENTS

All listings including “\*CTR\*” are events for which club participation points will be awarded.

**Nov 5** - T4 \*CTR\*

**Nov 6** - Fall Foliage Tour \*CTR\*

**Nov 8** - CTR ESB Meeting

**Dec 3** - Middleburg, VA, Christmas Parade, Lionel Mitchell \*CTR\*

**Dec 3** - Chris' Classic Restorations Open House, 11:00 - 3:00, Frederick, MD, [www.chrisclassicrestorations.com/](http://www.chrisclassicrestorations.com/)

**Dec 4** - CTR Holiday Party, Catlett, VA \*CTR\*

**Dec 10** - Possible CTR participation in Wreaths across America at Arlington National Cemetery - watch for further information \*CTR\*

### Looking Ahead to 2012

**Jan TBD** - Britain on the Green (BOG) kickoff meeting

**Jan 10** - CTR ESB Meeting

**Jan 29** - Awards Brunch, Maryland location \*CTR\*

**Feb TBD** - Winter Dinner, Virginia location \*CTR\*

**Apr 29** - Britain on the Green (BOG), Collingwood Library and Museum, Alexandria, VA \*CTR\*

## CLASSIFIED

CTR assumes no responsibility for quality or condition of merchandise listed herein. All transactions resulting from listings are strictly between buyer and seller.

**NOTE:** Ads for CTR members shall run on a space available basis for 3 issues. To rerun, please resubmit your ad at end of period. Other ads are space available only.

**Storage/Shop space to rent.** We have some room at the Springfield/Newington storage shop for a small British Car (MG or TR). The rent is \$100/month with additional storage area also available at \$1 per square foot per month. The shop is heated, alarmed, bathroom, water, etc. We also have a drill press, shear, compressed air, sandblaster, band saw, and many other tools. Everyone there is very friendly and we often give each other a hand when needed. For more information, e-mail Ed Chan at [capitaldriving@yahoo.com](mailto:capitaldriving@yahoo.com) or call me at home at 703-721-1771.



**1980 Spitfire 1500 convertible for sale.** 90% original, garage kept, no damage, no accidents, runs great, 30 MPG, 42900 miles. Original 1.5L (1493cc) engine, body, chassis, paint, emblems, trim, moldings, carpets, crash pad, fascia, hood cover, hood stowage cover, tonneau cover, bumpers and lots of various bits including padded roll bar.

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**Doors and other parts for a '71 Spitfire for sale.**  
Contact Sean Lyons at [sean.d.lyons@att.net](mailto:sean.d.lyons@att.net)

## Photo Credits

Page 1 - Joe Cannon

Page 3 right - Jaime Steve

Pages 4 & 5 - Jay Christopher & Art Fournier

Pages 6 & 7 - Tom Burke, Joe Cannon & Art Fournier

Page 9 - Tom Burke

Page 12 - Courtesy of Patrick Carter





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## THE STANDARD

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*The Standard* welcomes any submitted material for publication; however, neither its editor nor the CTR accept responsibility for accuracy of article content or any damage or injury resulting from suggested modifications. Articles may be submitted in writing, by mail, fax, or e-mail. Photos are also very welcome. If any mailed material must be returned, please include a self-addressed, stamped envelope.

**Deadline  
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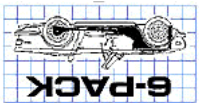
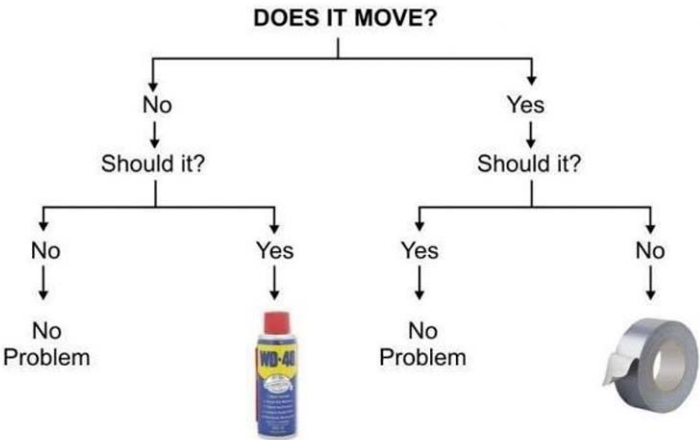
**TRIUMPH TRIVIA:** What did Standard produce during World War II?

During World War II Standard produced Mosquito fighter-bombers, Beaufighter fuselages, Oxford trainer aircraft, Hercules engines, armored cars, vans, fire pumps, bomb release mechanisms, and thousands of other components that supported the war effort.



# How to fix your Triumph

## Engineering Flowchart



The Capital Triumph Register is a chapter of The Vintage Triumph Register, 6-Pack, and The Triumph Register of America



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# THE STANDARD

The Official Publication of the  
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Volume XXIII, Number 12, December 2011



*Mark Shlien's TR6, Rich Wilkins' TR4 and Matt Schipani's GT6 are seen over the luggage rack on Patrick Carter's Spitfire during the Middleburg, Virginia, Christmas Parade on December 3<sup>rd</sup>.*

*For more on the parade, turn to page 4.*

PAGES 1 and 4 - Middleburg Christmas Parade;  
PAGE 2 - CTR Happenings; From the President - Shape of Things to Come;  
PAGE 3 - CTR Gives 2011; PAGE 5 - Awards Brunch and CTR Elections;  
PAGE 6 - Turkey Bowl; PAGE 8 - Garage Spot Gold - Hmmm, That's a New Noise;  
PAGE 10 - Events; Classified; PAGE 11 - Club Info



## CTR Happenings

*Welcome CTR's newest members:*

- ➔ Wayne Winterling, Arlington, VA
- ➔ Samuel Pena, Lorton, VA, 1980 Spitfire
- ➔ Al Ames, Luray, VA, 1972 and 1978 Spitfires

### *Coming up in January and February*

The January 10<sup>th</sup> Executive Steering Board meeting will focus on roughing out the CTR events calendar for 2012. Look for specifics for a BOG planning meeting during January. And January 29<sup>th</sup> is the date for CTR's annual Awards Brunch and annual business meeting. The Washington Auto Show will run from January 27<sup>th</sup> through February 5<sup>th</sup>. If we follow our practice of the past few years, we will attend on Friday, February 3<sup>rd</sup>.

### *In the Newsletter*

Look for details and photos of CTR's Holiday Party in the January newsletter.

The newsletter always needs articles and photos, please keep them coming! Do you have a photo of your Triumph that you're especially proud of? Send a copy to the editor for inclusion in the newsletter.

### *CTR Gift Memberships*

Looking for a holiday present for that Triumph-loving friend? Consider a gift membership in CTR. Send in a membership application and indicate it's a gift from you. Your generosity will be recognized with a card enclosed with the first month's newsletter.

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Facebook is at [www.facebook.com](http://www.facebook.com) - join Facebook then apply to the Capital Triumph Register group.



## The Shape of Things to Come

**(Miscellaneous Ramblings from the President)**

**By Lionel Mitchell**

Since the last time we chatted, we've had two back-to-back events that were well-attended. On Saturday, December 3, we participated in the Middleburg Christmas Parade with eight Triumphs. It was a gorgeous day with temps in the 50s and sunny, a perfect day for top-down motoring to and from Middleburg over twisty back roads and then driving in the parade, waving to the throngs of people. We had the new CTR door magnets on our cars. They showed off very well and told the crowd instantly who we were. The following day, we had our annual Holiday party hosted by Rich and Patti Townsend at their estate in Catlett. It was a perfect Triumphant weekend.

Looking ahead to January and February: we will be having a kick-off meeting on Britain on the Green planning; we will plan out our 2012 club events calendar at the ESB meeting; we will have our annual awards brunch and election at Clyde's in Chevy Chase; and we are planning to attend the car show in DC. Rumor has it that Jaguar will show their concept 2-seater sports car called the CX-16 at the show. It surely looks to be a worthy successor to the E-Type, and I say - it's about time. Check it out here:

<http://www.jaguarusa.com/future-vehicles/c-x16/>

We've had a good bit of buzz in the club about having a higher profile, and some of our newer members have taken the proverbial bull by the horns to make things happen. Patrick Carter took the initiative to have some items printed with the club logo, in particular door magnets, post cards, business cards, and coffee mugs (or for the more Anglophiles amongst us, tea mugs). And lest you think we've gone mad and broken the club treasury, we've recouped most of the money by selling the door magnets and mugs to club members, and at a very low price I might add. The post cards and business cards are being used to hand out or mail to prospective members. Mark Shlein took the initiative to contact former members by phone, email, and snail mail and has already succeeded in getting some people to rejoin. And on another front John Puckett, aka JP, has been looking into re-vamping our web site. We've kicked around some ideas and have looked at a few alternatives for a new web site. Kudos to Patrick, Mark, and JP.

Don't forget to look on the club Facebook page and Forum to keep up with events and members' activities. These are great resources to get information on your Triumphs and communicate with other members.





# CTR Gives - 2011

## Rich Smalling, CTR Treasurer

At the November 2011 CTR Executive Steering Board meeting our club continued its tradition of giving to charity by donating \$1000 to Special Love (children with cancer) and \$500 to Us Too (prostate cancer education and support network).

In the summer of 2006 CTR put in place its charitable giving guidelines. Each year since then CTR has followed those guidelines and donated to a focused set of charities. Including this year's donations, CTR has given a cumulative total of \$9,700 to charity. Read below for more information about the charities receiving our donations this year.

### Special Love

Special Love, Inc. was founded in 1983 by Tom and Sheila Baker of Winchester, Virginia, after losing their own daughter to lymphoma. The Bakers wanted to give other children with cancer the opportunity to enjoy traditional camp activities and other opportunities that healthy children often take for granted. Special Love's hallmark program, Camp Fantastic, is a one-week adventure for 7-17 year olds and, like most of Special Love's events, is held at the Northern Virginia 4-H Educational Center in Front Royal, VA. In the 23 years since Special Love's inception, it has grown from one camp for 29 children to nearly 20 programs that impact over 3,000 people annually. Special Love also provides emergency financial relief to families and scholarships for post-secondary education to young adults with cancer.

**"Your continued support is overwhelming..."**

### Us TOO

Us TOO International Prostate Cancer Education & Support Network is a grassroots cancer education and support network of 325 support group chapters worldwide, providing men and their families with free information, materials and peer-to-peer support so they can make informed choices on detection, treatment options and coping with ongoing survivorship. The organization was founded in 1990 by five men who had been treated for prostate cancer.

**"If it wasn't for your support, we would not be here..."**



117 Youth Development Court, Winchester, VA 22602 888-930-2707  
www.speciallove.org

November 21, 2011

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Richard Smalling  
Capital Triumph Register  
34 Lipscomb Court  
Sterling, VA 2015

Dear Richard:

Wow! Thank you so much for your latest gift of \$1000, which arrived late last week. Your continued support is overwhelming, especially in the current economy. Special Love is blessed to have stalwart supporters like you who have helped us reach so many families with our life-affirming mission.

It's hard to overstate how much parents (and their kids) value our services, but here's a great quote we got from a parent on a survey we sent out earlier this year:

*"Special Love has been incredibly valuable. I cannot afford summer camps, so my daughters would not have that group experience without Special Love. Each year it is the highlight of their summer. Our daughter with cancer feels encouragement and inclusion here when she has often been left out in other social settings. It is a key to her well-being and source of emotional strength."*

Thanks again for being part of our community of support – and our camp family. Please contact me at 888-930-2707 or at [dsmith@speciallove.org](mailto:dsmith@speciallove.org) if I can be of service. Best wishes for a great holiday season!

Sincerely,

David Smith  
CEO

P.S. Special Love is a 501(c)(3) corporation and your donation is fully tax-deductible as you received no goods or services in exchange for it. Our tax ID # is 54-1218130.

Someone to talk to...  
who understands!

**US TOO**  
PROSTATE CANCER  
EDUCATION & SUPPORT

11/29/2011

Capital Triumph Register  
Attn: Richard Smalling, Treasurer  
34 Lipscomb Ct.  
Sterling, VA 20165

Dear Capital Triumph Register

I want to personally thank you for your generous gift to the Us TOO International Prostate Cancer Education and Support Network, Tax ID #36-3723349. This letter serves as a receipt for your records.

If it wasn't for your donation, we would not be here and be able to facilitate Us TOO's special and unique brand of person-to-person, patient-to-patient and family-to-family information and support programs and services.

Your gift supports a number of our initiatives, including the Us TOO resource center for chapter support group leaders, patient helpline 800#, the Us TOO HotSheet Chapter NEWS! and Prostate Cancer NEWS You Can Use newsletters, ongoing updates to the Us TOO website, creation of new patient education brochures, Circles of Love families and companions education and support program and the SEA Blue awareness campaign.

Just as pink is to breast cancer, blue is to prostate cancer. We want people to See More Blue, or SEA Blue, with SEA standing for support, education and advocacy - the primary components of Us TOO's mission.

Date Received: 11/28/2011  
Check #: 1210  
Donation Amount: \$500.00  
No goods or services were exchanged for this donation.

Memory of Charlie Brown

Your thoughtfulness will help us reach out and make a significant impact in the lives of those people touched by prostate cancer. Fighting cancer is a personal battle - you have made a difference.

Thank You,

Thomas N. Kirk  
President & CEO

*Thank you very much for thinking of us too - Tom*



Us TOO is a 501(c)(3) non-profit organization founded in 1990 by prostate cancer survivors and their families.

Us TOO International  
Prostate Cancer Education  
& Support Network

5005 Fairview Avenue  
Downers Grove, IL  
60515-5286  
Phone: (630) 795-1002  
Fax: (630) 795-1002  
PCA Support Helpline:  
(800) 80-US TOO  
(800-808-7866)  
Email: [ustoo@ustoo.org](mailto:ustoo@ustoo.org)  
[www.ustoo.org](http://www.ustoo.org)

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Support. Education. Advocacy.

Us TOO is a 501(c)(3) non-profit organization founded in 1990 by prostate cancer survivors and their families.

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# Middleburg Christmas Parade

## December 3<sup>rd</sup>

The weather has been pretty good recently allowing CTR to extend its driving season with a fall foliage tour in November and participation in the Middleburg, Virginia, Christmas Parade on December 3<sup>rd</sup>. Lionel Mitchell organized CTR's presence in this year's parade, which was the first time CTR participated as a club.

Several of us met in Haymarket then followed Lionel over back roads to Middleburg – top down, of course. Traveling as we did through The Plains there was no backup arriving in Middleburg; however, those who chose Route 50 were faced with a long delay getting into town. Once in Middleburg we looked for a place to eat as a group. This presented a bit of a challenge due to the huge crowds in town, but the Red Fox Inn was serving sandwiches on their patio, which worked out fairly well.

The eight Triumphs in the parade – a GT6, two Spitfires, a TR3, a TR4, and three TR6s – were very well received. The cars made a very professional appearance for the club due in no small part to magnetic signs on the doors identifying us as the Capital Triumph Register. Patrick Carter took the initiative to design and obtain the signs for the club. There were an amazing number and variety of marching, performing, riding, driving, and walking units in the parade; many more than you would have thought would appear in a small town event.



There were an incredible number of people lining the parade route through town. There were so many people, in fact, that we had to go from double to single file in some spots in order to pass safely through the crowd. After the parade, some of us again used the fantastic back roads in the area to make our way to Haymarket. All in all, a great way to spend a late fall day!

Taking part were Patrick Carter, Jay Christopher, Joe and Rita Cannon (in their MG TD), Mark and Kasie Cannon (in Joe's TR6), Art Fournier, Lionel Mitchell, Paul Malandrino, Matt Schipani, Mark Shlien, Rich Townsend, and Rich Wilkins with his grand-daughters Kelly and Melissa Ryan. The MGs outnumbered us this year, but then again they've been participating in this parade for years. We'll see what we can do about that next year!







*Previous page left: Art Fournier's Spitfire and Lionel Mitchell's TR6 on the parade route*

*Right top: Paul Malandrino's TR3 and Patrick Carter's Spitfire seen from over the bonnet of Matt Schipani's GT6  
Right bottom: Patrick Carter, Matt Schipani, Mark Shlien, Lionel Mitchell, Paul Malandrino, and Art Fournier*

*This page top: Extricating Mark Shlien's TR6, which had hung up on a sharp shoulder drop off*

*Center: Waiting for the parade to start*

*Bottom: The magnetic door signs look great!*

## Awards Brunch and Elections January 29<sup>th</sup>

Hear ye, hear ye, and blah, blah, blah. Be it know to all members of the Capital Triumph Register that the club will hold its annual awards brunch and bi-annual



election of president and vice president on Sunday, January 29, 2012 at 11:00 AM. The brunch will be held at Clyde's of Chevy Chase (5441 Wisconsin Avenue, Chevy Chase, Maryland 20815, 301-951-9600) home of a real live Jaguar XK-SS. Order off the menu; separate checks available. RSVP by January 23 to Lionel Mitchell at [hay-market4@verizon.net](mailto:hay-market4@verizon.net), 703-754-7362, or through the CTR Forum or Facebook sites.

In addition to electing a President and vice president, there are several officers that the president appoints. The offices are: secretary, treasurer, events director, newsletter editor, membership czar, club liaison, and web master. This notice is posted here and on other club media as prescribed in the club by-laws to announce the election and appointments so that any interested club members can have an opportunity to express interest in participating.

If you have interest in running for election for either of the two offices (president or vice president) or serving in any of the appointed offices, please contact a member of the CTR Executive Steering Board (ESB) by email at [esb@capitaltriumphregister.com](mailto:esb@capitaltriumphregister.com) or by individual email addresses or phone numbers listed in the back of the newsletter. There will also be a brief business meeting to include club incorporation.



CTR members will be recognized for noteworthy participation in events throughout 2011 with certificates, the admiration of their friends, and perhaps a gift certificate. The awards brunch is always well attended and is a great opportunity to socialize with fellow Triumph-loving members of the CTR. We hope to see you there!



# Turkey Bowl XV

George Earwaker

Summit Point Motorsports Park hosted the annual Turkey Bowl November 25-27. The Turkey Bowl closes the VRG (Vintage Racing Group) racing season, and is designed to be a laid back event which emphasizes fun. There is no scoring, timing, points or trophies. There are no losers, just winners, as everyone has a good time. There are five racing groups: Group 1 (Vintage Small Bore), Group 2 (Vintage Big Bore), Group 3 (Vintage Open Wheel), Group 4 (Modern/GT), and Group 5 (Legends & Baby Grands).

Karen and I used to come up to Summit Point to enjoy the vintage races like the Jefferson 500, and the Blue-Gray Challenge, but hadn't been there for many years. I'd always wanted to attend the Turkey Bowl, but didn't always have the time, or the weather was miserable. With the promise of beautiful weather, this year, we decided to give it a try. Saturday morning, we hopped into the GT6 and headed for Summit Point, WV. After a pleasant ride through the scenic Virginia countryside, we arrived at our destination. Admission for spectators was very reasonable, just \$10. Once inside the gate, we headed to the paddock area for a close up look at the cars, and some information about the day's activities. (No programs either. Remember, this is a really loose, laid back event.)

Saturday morning featured practice runs for all five groups. We hadn't arrived early enough to see the vintage groups, but we did catch the Modern/GT cars. These were mostly Porsches, but did include a couple of Miatas and modern Minis. The Legends cars were a big hit! We'd never seen them before, and they were great fun to watch. In short, they are 5/8 scale cars made to look like cars of the 1930s, and powered by Yamaha engines. They are so small that there's barely room for the driver.

Following a lunch at "Chez Summit," we took our seats in the bleachers off turn eight to enjoy the afternoon races. Group 1 included cars with which we are all familiar: Sprites, Midgets, Couriers, Mini Coopers, a MGTD, a Lotus Cortina, an Alfa, and a Turner. It was a large field, and racing was spirited, with several spin-outs at turn five providing excitement. Group 2 was equally exciting, and featured a beautiful BRG GT6 (no, I'm not prejudiced), a Peerless GT, a GT350 (Mustang), a '63 Corvette, a Ford GT40, XKEs, MGAs, Porsche 914-6s, a MGC, a TVR, a

Corvaire, and even a couple of Pintos. More spirited driving was witnessed during this race. The GT350 lost it right in front of us at turn eight, skidding sideways, and screeching to a stop, only to get right back into the race. Group 3 featured vintage racers like Lotus (I don't know all the numerical designations), and formula Fords. Group 4, again, was the Legends cars - cool cars, and fun to watch. Karen said repeatedly, "They're so cute!" Group 5 was a 45 minute race that featured a quasi Le Mans start where a team member ran to the car where the driver was already strapped in. When the tag was made, the driver could start the race. The cars in this race were from the vintage groups only (Groups 1-3).

There were a number of spectators who drove their British cars to the track. Besides ourselves, representing CTR, there was a contingent from the British Road Rovers Touring Association (Gettysburg, PA), as well as the Clustered Spires British Car Club (Frederick, MD). A good day was had by all!







*Previous page top: Spectators' LBCs in the paddock  
Bottom: Chevrons and Abarth Fiat approaching turn #5*

*This page top: George Earwaker with a Legends racer in the paddock  
Bottom: Legends racers in action at turn #8*



**CTR Name Badges.** We will place an order for CTR name badges on February 15. The badges are plastic, about 1 inch by 3.5 inches, and have a pin back. They are gold with the CTR logo and your name in black. If you're interested, the badges are \$5.00 each. To order, please pay by cash or a check made out to the "Capital Triumph Register." Contact Art Fournier at [artfour-nier@comcast.net](mailto:artfour-nier@comcast.net) or 410-535-0690 to order. Specify exactly how you want your name to appear.

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## CTR Happenings (Continued from Page 2)

### E-Mail and Regular Mail Address Updates

Please make sure we have your up-to-date e-mail and mailing addresses for you. The e-mail address is handy for late breaking event changes due to weather and the like. And please don't forget to give us your new mailing addresses and phone numbers when they change. It's hard to let you know about CTR events when we don't know how to contact you!

### Save a Tree

Want to save paper? Want to see the pictures in *The Standard* in color? Want to receive your newsletter about a week earlier than your computer illiterate friends? Want to frustrate the professional paper manglers at the Post Office? Want to save CTR money? Contact Art Fournier about receiving your newsletter electronically rather than by regular mail.



## Hmmm, that's a new noise

**Charlie Brown**

Originally published in the  
December 1995 edition of  
*The Standard*

Every car has its own personal sounds. After driving one on a daily basis you get to know them.

My Spitfire came up with a new one a few weeks ago. It started out as an intermittent vibration and rumble that was proportional to engine speed. I had replaced the alternator bearings during its recent inspection and rebuild. A new water pump had been installed when the engine went in about three months ago. The one certainty I've come to acknowledge over the years is that brand new parts, fresh off the shelf, aren't always good.

Within a few miles the now more frequent rumble/vibration became a loud (in a Spitfire everything is loud) whooshing sound. Upon my arrival home the bonnet came up for inspection. A stethoscope on the alternator and water pump cleared them of wrong doing. There, in the driveway, at idle, there were no unusual sounds. With the engine off the culprit was revealed.

My attempt to spin the water pump's fan was met with solid resistance. The fan's clutch, a.k.a. viscous coupling, had pretty much seized.

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These circular, finned devices were used on Triumphs during the mid to late '70s (they're still common on many modern cars that are rear wheel drive) to regain a little of the horsepower lost to emissions equipment. Designed to spin at a lower rpm than the engine, their function is to reduce fan noise and loading at highway speeds and during acceleration. At idle the coupling spins at about the same speed as the crankshaft. That's good for maintaining air flow through the radiator while the car is stationary or moving slowly. At higher speeds. When the blades offer their greatest resistance, the viscous material allows the central bearing to slip, letting the fan speed fall behind that of the crankshaft.

The material that makes all this work is a graphite based "syrup." Rubber seals, similar in construction, but smaller than those used on the front of the crankshaft, keep the thick liquid contained. Over the years (about 20 of them in my case) the liquid part of the syrup gradually finds its way out, leaving only dried graphite behind. That's when the trouble starts. The graphite alone will not lubricate the center bearing.

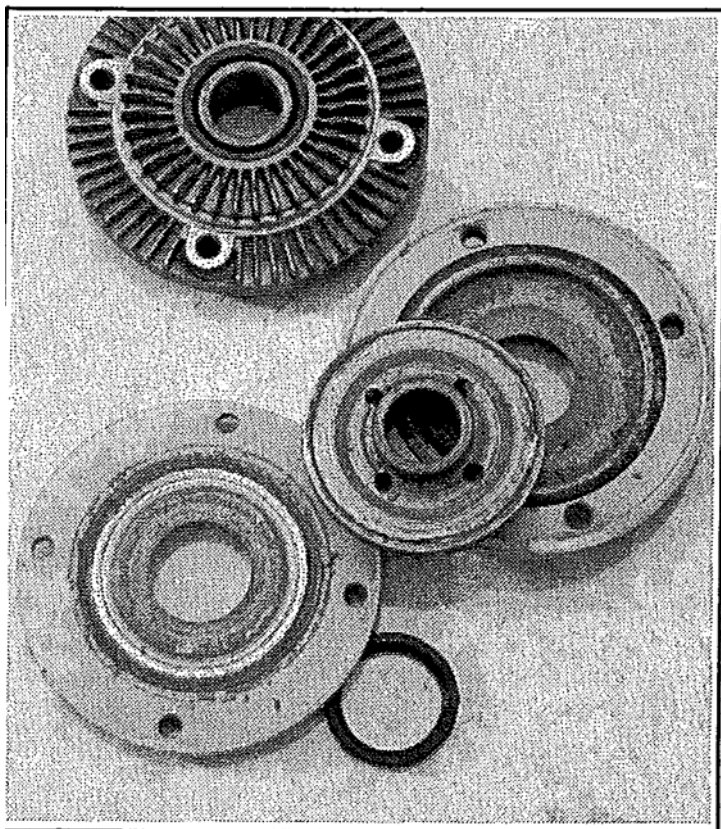
Internally, metal starts rubbing on metal, wear accel-





erates and, if you're lucky, the bearing will just lock up. That's what happened to me. Worst case scenario is the wear creates a vibration and wobble that eventually breaks the coupling's two-part housing and the fan goes flying. That happened to member Jaime Goffaux while driving one of his TR7s.

If you've got one of these couplings behind your cooling fan, a real quick monthly check could avert problems out on the road. With the engine off, grab one of the fan blades and give it a quick wiggle front to back. There should be no play. Before you let go, give the fan a twirl. It should spin about one complete revolution. A little more or less won't matter as long as the movement is smooth. If it binds or feels rough, it's time for a replacement. Considering their normal 10 - 20 year life span, the \$75 - \$95 price range seems reasonable. [editor's note: viscous couplings or fan clutches now list for \$160 - \$190 from the usual sources.]



*Over the years the liquid portion of the viscous material dissipates leaving only a dry graphite paste. Metal-to-metal contact quickly destroys the simple internal workings.*

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## EVENTS

**All listings including “\*CTR\*” are events for which club participation points will be awarded.**

**Dec 3** - Middleburg, VA, Christmas Parade, Lionel Mitchell \*CTR\*

**Dec 3** - Chris' Classic Restorations Open House, 11:00 - 3:00, Frederick, MD, [www.chrisclassicrestorations.com/](http://www.chrisclassicrestorations.com/)

**Dec 4** - CTR Holiday Party, Catlett, VA \*CTR\*

### Looking Ahead to 2012

**Jan TBD** - Britain on the Green (BOG) kickoff meeting

**Jan 10** - CTR ESB Meeting

**Jan 29** - Awards Brunch, Maryland location \*CTR\*

**Feb 3 (Tentative)** - Washington Auto Show \*CTR\*

**Feb TBD** - Winter Dinner, Virginia location \*CTR\*

**Apr 15** - Williamsburg British and European Car Show, <http://www.wmbgbrit.com/>, contact Roy Gavilan at [rgavilan@verizon.net](mailto:rgavilan@verizon.net) or 757-220-4774

**Apr 29** - Britain on the Green (BOG), Collingwood Library and Museum, Alexandria, VA \*CTR\*

## CLASSIFIED

CTR assumes no responsibility for quality or condition of merchandise listed herein. All transactions resulting from listings are strictly between buyer and seller.

NOTE: Ads for CTR members shall run on a space available basis for 3 issues. To rerun, please resubmit your ad at end of period. Other ads are space available only.

**1980 Triumph Spitfire for sale.** Red/Orange w/Black Top, Approx 80k miles, Good condition. Asking \$3,000. Call 301-241-3018 or 301-524-0218 to arrange to see. Located in the Thurmont, MD, area.



**Storage/Shop space to rent.** We have some room at the Springfield/Newington storage shop for a small British Car (MG or TR). The rent is \$100/month with additional storage area also available at \$1 per square foot per month. The shop is heated, alarmed, bathroom, water, etc. We also have a drill press, shear, compressed air, sandblaster, band saw, and many other tools. Everyone there is very friendly and we often give each other a hand when needed. For more information, e-mail Ed Chan at [capitaldriving@yahoo.com](mailto:capitaldriving@yahoo.com) or call me at home at 703-721-1771.

**TR6 factory (steel) hardtop for sale.** Disassembled but absolutely complete with a new Roadster Factory restoration kit. Ready for painting in the buyer's choice of color. N.W. Washington, DC. Asking \$1,400. Call Noble at 202-882-5636.

**Wanted, a differential for a '71 TR6.** Need it to do a rebuild as a GYHD project and then put it on my TR6. Also I have some navigation stuff for a student pilot, calculator, circular slide rule and other stuff. Hate to throw in trash. Call Joe Cannon 703-280-4104

**Doors and other parts for a '71 Spitfire for sale.** Contact Sean Lyons at [sean.d.lyons@att.net](mailto:sean.d.lyons@att.net)



## Photo Credits

Pages 1, 4 & 5 - Jay Christopher  
 Page 4 top - Matt Schipani  
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<b>- TR250</b>	RJ Fortwengler Sandy Thomson	202-236-7682 410-253-8519	rfortwengler@verizon.net sthomsontr6@gmail.com
<b>- TR6</b>	Joe Cannon Sandy Thomson	703-280-1104 410-253-8519	jpc8904@yahoo.com sthomsontr6@gmail.com
<b>- TR7</b>	Bruce Hislop	410-721-9411	BMHislop@hotmail.com
<b>- TR8</b>	Paul Edelstein	703-914-0507	pgedelstein@capitaltriumphregister.com
<b>- Early Spitfire &amp; GT6</b>	George Earwaker	703-204-1104	
<b>- Late Spitfire</b>	Art Fournier	410-535-0690	artfournier@comcast.net
<b>- Late GT6 &amp; 2000 Saloon</b>	Matt Schipani	703-724-1573	matt@ashburnsoftware.com
<b>- Herald &amp; Dolomite</b>	Bill Goodwin	301-870-8594	redrag@radix.net
<b>- Stag</b>	Paul Scuderi	240-876-7222	trsix_guy@yahoo.com
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## THE STANDARD

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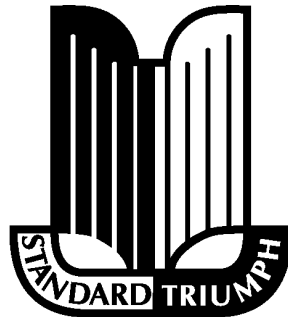
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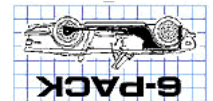
# Triumph over the Lord of Darkness?

**TRIUMPH TRIVIA:** Which design came first, the GT6 or the Spitfire fastback LeMans race cars of 1964?

Contrary to common belief, the fiberglass Spitfire fastback tops were molded from the Spitfire GT proto-type, which evolved into the GT6 and, consequently, didn't serve as inspiration for the GT6 design.



*Rich the T Townsend (left) and Rich Wilkins stand in front of the Triumph Baptist Church in Vint Hill, Virginia*



The Capital Triumph Register is a chapter of The Vintage Triumph Register, 6-Pack, and The Triumph Register of America



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