



# THE STANDARD

The Official Publication of the  
**Capital Triumph Register**

Volume XXIV, Number 1, January 2012



*RJ Fortwengler, John Buescher, Rich Smalling, Lionel Mitchell, and Glenn Minucci circle in on the dessert table during CTR's December 4<sup>th</sup> Holiday Party at Patti and Rich Townsend's.*

*For more on the Holiday Party, turn to page 4.*

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## CTR Happenings

Welcome CTR's newest member:

- ➔ Keith Jackson, Silver Spring, MD, 1968 Spitfire

### Coming up in January and February

The BOG 2012 kickoff meeting will be held at Collingwood on Saturday, January 28<sup>th</sup>. 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>. With CTR attending on Friday, February 3<sup>rd</sup>. On February 11<sup>th</sup> we're planning a Get Your Hands Dirty (GYHD) session. Look for details on the CTR Forum and Facebook sites.

### In the Newsletter

This issue contains photos and an article on CTR's Holiday Party.

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? Want to brag about work in progress? Send a copy to the editor for inclusion in the newsletter.

### CTR Gift Memberships

Looking for a special 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

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.)



## The Shape of Things to Come

**(Miscellaneous Ramblings from the President)**

**By Lionel Mitchell**

Here we are in the dead of winter, but you wouldn't know it by some of the nice days we've had. Some of us have tempted the hounds of winter by sneaking in a few drives, even with our tops down. Life's short, do it while you can. And when you can't, winter's a good time for projects to get your Triumph ready for spring driving.

I've noticed numerous members are working on improving or restoring their cars as reported on our Facebook group page and on the CTR Forum. I've just completed making replacement speaker panels for my two TR6s and have other projects that I'll be working on. My next project is to work on my TR7 – again. I sent my distributor off to Advanced Distributors and had it rebuilt and recurved and had a Pertronix electronic ignition module installed in it. Now, I'll know for sure that the distributor is not the problem. Other activities that I've noted include JP who has sent his TR3A body off to have metal work done for his body-off restoration. Meanwhile, Patrick C is having his dash replaced and refurbishing all his gauges plus replacing the front engine oil seal. Tim S is doing a total rebuild of the rear suspension on his TR6 – all new springs, shocks, bushings, adjustable trailing arm brackets, and replacing all the trailing arm studs. Steve M has just finished rebuilding his stock TR6 seats, replacing the foam and installing new seat covers and heaters. Rich W is rebuilding an overdrive for his TR3A. Jeff K is replacing his rear TR6 axles with CV units from Richard Good along with replacing the trailing arm studs while everything is apart. And from Facebook, Greg B reports that he is replacing the clutch cross shaft and bearing, and maybe other clutch mechanical parts. Mark S has had his carb linkage repaired and reports a much faster TR6. Wow! I'm impressed at all this work. And I'm sure there's more going on that I don't even know about.

Finally, we've embarked on a new club tool loan program. Because of all the hands-on work that folks are doing on their cars, the ESB voted to spend some club money on acquiring specialty tools that several people have a need for but might only use the tools once or very infrequently. We initiated the program by purchasing a set of jigs for replacing trailing arm studs for IRS models (TR4A/TR250/TR6/Stag). As noted above, there are several people who will be doing this upgrade. You might recall that Dennis E demonstrated this procedure at the T4 event in November. We can't buy lots of expensive tools and equipment, but we will consider requests from members for specialty tools. If you want to request a tool for club purchase or have tools you'd be willing to share, shoot me an email.



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, February 3<sup>rd</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/>

## 2012 Britain on the Green Kickoff Meeting

**January 28<sup>th</sup>**  
**Jeff Knepp**

The meeting to kickoff the planning of CTR's immensely popular spring car show will be held Saturday January 28 at 9:30 AM at Collingwood, located at 8301 East Boulevard Drive, Alexandria, Virginia.



This year's co-coordinators are Jeff Knepp and Fred Mittelman. If you haven't had the chance to join in the effort in past years, it's a great opportunity to be part of this outstanding event. Bring your ideas! Light refreshments will be served.

## Awards Brunch and Elections

**January 29<sup>th</sup>**

Hear ye, hear ye, and all that traditional folderol. Be it known 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<sup>rd</sup> to Lionel Mitchell at [haymarket4@verizon.net](mailto:haymarket4@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 has the opportunity to run for office or volunteer for an appointed position.

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!



# CTR Holiday Party

## December 4<sup>th</sup>

Patti and Rich Townsend hosted the 2011 Capital Triumph Register Holiday Party at their home in Catlett, Virginia, on Sunday, December 4<sup>th</sup>. The turnout was great with around 45 CTR members, family and friends attending. As is always the case, fantastic food and desserts were present in abundance.

As has become our custom, one of the highlights of the holiday party was the gift exchange, with most participants going home happy while a few others plotted a way to sneak their prize into next year's exchange. Santa was on hand to help Rich the T with the logistics of the gift exchange. (Why is it we never see Bill Goodwin and Santa in the same picture? Must be a coincidence.)

Although the weather was unseasonably mild, only a few Triumphs made it to the place on honor on the Townsends' front lawn. The long distance award goes to Glenn Minucci who drove his Stag from St. Mary's County, Maryland. Thanks to all who attended for an afternoon of fellowship and camaraderie. And a special thanks to Patti and Rich for opening their beautiful home to their friends in CTR this holiday season!



*Above: Our hostess, Patti Townsend, in front of the Christmas tree  
Top right: Maureen and Jay Donn*

*Middle: Carol Goodwin, Lionel Mitchell and Santa keep an eye on Rich the T*

*Bottom: Rich Wilkins, RJ Fortwengler, Jeff Knepp, Glenn Minucci, and Paul and Sharon Edelstein*





*Top left: Eying the gift exchange presents*

*Middle left: Rita Cannon (center) holds the ladies' attention*

*Bottom left: Penny Johnson, Pam Michell, a sleepy Joe Cannon, Sheila Skipper, and Bruce Hislop*

*Top right: Sue Fournier, Camellia Blackwell, Nancy Mitchell, and Bill Wemhoff*

*Middle right: Kathy Wemhoff, Sue Fournier, Mary Schoen, Camellia Blackwell, and Dennis and LuAnne Eckhout*



## TR3 Memories Part 3: Our Cars in Paris

Earl Hill

When we left Colorado Springs, our trusted Chevrolet station wagon was sold to a fellow worker. I heard later that it had ended up doing pickup duties at a mountain ranch, with the entire top cut off. Later word was that it rolled off a rutted road and was no longer in use.

We arrived in Paris with no car, but had decided to live in the city where having one was not crucial. I was able to get back and forth by Metro and lost twenty pounds walking between the several offices that were doing paperwork on me. Our four youngsters were not enrolled in any school. They and Arda were ensconced in a hotel which the Embassy had reserved for our family, in a suite of many small rooms. It was memorable for the bathtub and bidet in the kitchen, across from the sink and counter; and for the pigeons which sat on window sills all hours of day and night.

We had to have some kind of car, however, for the primary function of getting to the Army PX outside the city, and searching for more permanent housing. Reviewing the options, it seemed that the newly improved Volkswagen bus would carry us all without being too large for city streets or finding room to park. A nearby dealer had one ready, and we were soon making excursions in all directions.

The trusty bus was to be our primary transport for the rest of our time in France. When I was assigned to do the location survey of West Germany, investigating possible sites for new NATO air defence facilities, I removed the standard bus seats and drove the VW. I arranged to arrive in Volksburg early one morning to stay about six hours so the factory there could install a complete package of camping equipment. It included beds, table, and cabinets which were all held in place by latches that made it possible to remove everything and reinstall the bus seats. I used the camper instead of hotels at some of the more remote areas on the rest of my trip.

Back in Paris, we began going out of the city on alternate weekends, camping at interesting places in France. I don't see now how we did it, but all six of us bedded down inside until we finally bought a tent to pitch alongside.

Over our three and one-half years in Europe, the bus got us to the North Sea coast, Stonehenge, London, Munich, Vienna, Venice, Spain, all the way to Greece, and the full length of Italy twice.

When we were not traveling, friends sometimes asked for help moving from one location to another. There was room for lots of stuff when the seats were all removed, and the side door was good for loading from the sidewalk. I saw a lot of interesting real estate, and kept in pretty good shape carrying items down and up narrow stairways. Some places as high as the fifth floor had fine views. Others not so good.

We had one garage with the apartment, so we alternated whether the VW or the TR was in under cover. The apartment windows facing out on the street looked right toward a boys middle school, just half a block away. One event that worried me for a while was the slicing of a perfectly straight cut in the tonneau cover at a point where it was wrinkled and usually held a small puddle of rainwater. Rather than continuing to count it as deliberate hostility toward Americans, I finally understood it as some young man's curiosity to know what would happen when he applied his penknife to that tempting puddle. It would have not only disappeared instantly, but would not reappear no matter how much rain fell. Until I taped it to lessen the cockpit dampness.

A more aggravating event required that I to buy a new top. The original one was stolen in the Fall of '67, when another TR driver followed Arda back the 17<sup>th</sup> Arrondissement. After she parked at the curb, around the block from our apartment, he stole the top and side curtains. Someone reported to us several hours later that the car was sitting there with the cockpit uncovered in the rain.

I drove to the office for a month or two with just the tonneau cover and an umbrella. Almost as if I had a camera, I can still picture myself walking from the office to the car in a fairly heavy afternoon rain; holding the umbrella in one hand while unzipping and unsnapping the driver's side of the cover; slipping into the seat still under the umbrella; then folding it as I got rolling. At least some of the rain would be intercepted by the windscreen. I played the game of choosing a route home to get the least traffic and best speed, similar the daily topdown trips I used to do in Colorado Springs. I could not arrive completely dry, but driving was at least possible when I got caught in a change in wet weather.



We finally picked up a replacement top and side curtains on a holiday trip to England in November. A dealer just outside of London had everything needed, and it was no problem carrying them back to France in the VW. I do recall, however, that it took some careful work to install all the snaps to fit the attachment points around the rear edge of the cockpit. From then on, we kept the TR in the garage more of the time, and let the VW sit out. Nothing of the sort happened again.

Having two cars in the city would have been a big problem, if I had not been eligible for diplomatic license plates. They were large and a distinctive green color. We were instructed not to take undue advantage, but there were certainly times when our vehicle overhanging into some prohibited space was not acted upon by the parking official.

I say that "I learned to drive in Boston" (where putting your front fender out into the traffic is the only way to get through many intersections), and "I learned to park in Paris." The VW was a marvel in areas where the streets are so narrow that everyone must get both curbside wheels up onto the sidewalk. The length of space between already parked cars was often just barely enough, or even less. At such times, the authentic German steel bumpers of the VW were exactly what was needed to slightly enlarge the discovered spot and enable back and forth maneuvers sufficient to get two wheels up over the curb.

Obviously, the TR3 was not suitable for those tight situations, and we had to be careful which parts of Paris we were headed for when choosing one car or the other. The TR was agile, and served well to get out of hazardous movement situations. Dodging, as it were. The drivers and automobiles on the streets were in a continual tangle where 'survival of the fittest' was the rule. Staid businessmen drove small, expendable cars into town, which made it possible after a fender bender to merely jump out, tear off the damaged parts, toss them aside, and continue on. Under the right-hand rule (priorité à droite, except in traffic circles) it always was clear from the pattern of damage which driver was in the wrong. Little time was spent in recording incidents, and debris was quickly cleared from intersections.

In that environment, Arda drove the Volkswagen on her missions. She felt that the fun of wheeling it into the great traffic circle around the Arc de Triomphe, the *Place de l'Etoile*, was "just like flying". She was sitting higher and could see over the small man-

(Continued on Page 8)

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### Our Cars in Paris (*Continued from Page 7*)

chines; truck drivers accorded her van equal privileges. The bus size helped create needed space to squeeze into the turmoil and out again on the way to a desired exit on the other side.

Twice, in the year before we got the TR, I rode a bicycle into and around the Etoile on my way to work. I stayed near the outside edge of the eight-lane roundabout and gave cars the right of way. But twice was enough of such death-defying behavior. Trying the same thing in the Triumph was a different sort of challenge. Looking other drivers in the eye, and up at bigger participants, while entering the circle, moving into better lanes, and defending all corners of the car, was definitely not for the faint-hearted. I had some close calls but never a bump.

We rarely took the TR out of the City. The ride that I recall as being at once the most fun, risky, and illegal was a lunchtime outing with three work companions, two perched with their feet on the rear bench, but sitting out behind it on top of the gas tank. We gaily went up the length of rue Mouffetard, in the 5<sup>th</sup> Arrondissement, on the Left Bank, headed for a restaurant someone told us about. The guys got a lot of waves and shouts from the sidewalk. No one fell off as we bounced over cobblestones and wobbled our way through the busy cafe district. Not one gendarme objected, and a fine time was had by all.

The degree of survival was evident when both cars were returned to Virginia. The Triumph was fine, except that the paperboard glove box had been pulled out by Customs when they did not find the key to open the hatch. In contrast, the lower panels of the VW were sculpted all around as the result of numerous encounters with the realities of Paris streets. It was sold fairly soon to a guy who saw some residual value in it, but did not want the custom fitted camping equipment. Disposing of those pieces separated from the bus was not so easy.

The Triumph remained an active member of the family for many years, as my transport to work; each of the kid's first car; and our mainstay for two years of an assignment to Hawaii. Oahu was its natural environment, where we hardly ever had to put the top up. I could have left it there, but it served well for each of us in later years.

As it got older, several remarkable repair jobs had to be accomplished in unexpected surroundings, with only a few available hand tools. Those adventures may be worth one more story, capped by a reason for the TR's descent into 30 years of resting here in our garage.



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### CTR Happenings (*Continued from Page 2*)

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 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 managers at the Post Office? Want to save CTR money? Contact Art Fournier about receiving your newsletter electronically rather than by regular mail.



## Reupholstering TR6 Seats: A Warming Experience

Steve Mumma

Encouraged by a TRF week end special, I embarked on this year's winter project, the dreaded seat reupholstery. However, with just a little research I found plenty of "how-to" information on the internet. The Buckeye Triumph, Re-driver Triumph and Victoria British websites all contain very good step-by-step instructions and detailed photographs, and provide much more detail than I do here. I did find that the Victoria British two-part seat covering instructions the most instructive. For your reference the following links are provided:

[http://www.buckeyetriumphs.org/technical/Seats\\_ReupholsteringSeats.htm](http://www.buckeyetriumphs.org/technical/Seats_ReupholsteringSeats.htm)

<http://www.redrivertriumphclub.org/tech.htm>

<http://www.victoriabritish.com/interiors/t6/t6-guide.pdf>

This article documents the most visable steps of my seat reupholstery, however, with a particluar focus on the installation of a seat heater kit. I purchased my kit from Sports Imports, LLC, (at a significantly lower price than the three major LBC parts suppliers, I might add).

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

First, it is very important to start out with a matching set of 39 year old seats, preferably with the last 20 years being incubated in an unprotected in a barn, or under a deck. This will ensure that the tilting mechanisms (now encapsulated by a moist foam barrier) are well rusted in place, and those little outside critters have replaced much of the foam with their own organic nesting materials. Tearing down the seats to the frames was the absolute worst part of the process, and should be done outside (hazmat suit optional). Liberal amounts of WD-40 and elbow grease (*read: hammer/bigger hammer*) will be necessary to free the mechanisms.



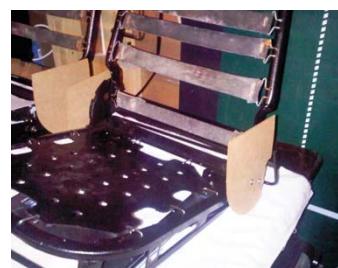
The next phase of the projected involved preparation of the frames for spray painting. I used Restoleum Gloss black after sanding and scrapping off as much of the original contact cement and rust that was built up over the years.



The seat webbing was almost non-existent, and needed replacing.



The new side-board stiffeners required fitting with the original metal clips that were salvaged from the old upholstery. I also found the resistance springs for the head rests were missing. With a little experimentation, I found that a  $\frac{1}{4}$ " plastic breather tubing provides just enough friction to keep the head rests in place.



The head rest assembly was relatively easy, but did require new wooden inserts. The new seat slides were temporarily bolted to the frame and the rubber buffers were attached. The foam skirts were then applied to the base of the frames using spray adhesive.

(Continued on Page 10)



## TR6 Seats (Continued from Page 9)



Next the flat bottom seat foams were glued in place with the larger beveled sides up. To this flat foam surface the heating pads elements were fitted and cut to length.



Using the self adhesive strips, the heating pads were pressed in to place and the bottom "U" shaped foam was glued around the perimeter.



After allowing the glue to dry, the bottom seat covers were sorted, then unfurled over the foam and clipped to the base of frame. The most unnerving part of this step is to cut a slit in each side of the seat bottom upholstery so it will fit around the tilting mechanisms where the bottom and back frames connect.



## CTR & BOG Grill Badges

**April 25th, 2010**

**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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Next the back seat foams were glued to the frames and the back heating pads were cut to length and secured with adhesive strips.

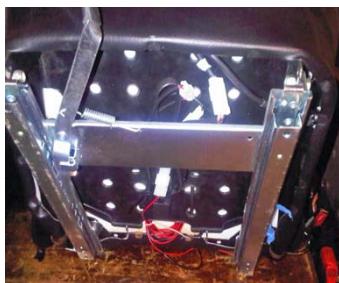


If you decide to install a heater kit, it will be helpful to pre-drill a 13/16" hole to receive the two-way rocker switch. I elected to place the switch on the outboard bottom frame brackets as pictured below.





Next the heater kit wiring harness was tightly bundled underneath the seat and secured to the diaphragm using nylon cable ties. Attaching the side stiffener boards (which ride in the pockets in the bottom of the upholstery) to the frames with the metal clips was somewhat difficult, and I found it necessary to significantly trim the bottom of the fiber boards to ease the attachment.



The tilting handles were cleaned up and re-attached. The seat heater kit came with ample wiring harness with an in-line fuse. I simply connected the positive wire to the power block, and grounded the negative wire.



I instantly took her out for a drive, and found the re-stuffed seats were quite comfortable and pleasantly warmed my now aching back side. All in all, this was not too difficult and I am quite pleased with the results. Without too much additional effort and cost, the addition of a seat heater kit is an easy upgrade and will extend your driving season. Happy and warmest motoring!



**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 artfournier@comcast.net or 410-535-0690 to order. Specify exactly how you want your name to appear.



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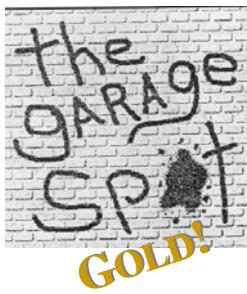
Looking back at **THE STANDARD:**

**Volume IV, Number 1  
January 1992**

Just as in this issue, the lead off article in our January 1992 edition covered the club holiday party. In 1992 the event was held at the home of Elene Gillespie, the club's events coordinator at the time, and was attended by about 20 members, family and friends.

And then, as now, the club's steering committee met to lay out the club calendar for the upcoming year. As was the case for 2012, there was a plea in 1992 for suggestions from the membership on events they would like to see the club hold. One item under discussion was the possibility of a car show at a centrally located scenic Virginia location. (Hmmm, bet they never thought of the Collingwood Library and Museum!)

The tech article in that issue was written by Keith Dunklee and described the differences between the various grades of nuts and bolts available for home and automotive use. And finally, there was an article listing the Group 44 cars currently up for sale — if we'd known then what we know now (and could have afforded it)!



## Ballast Resistors and Coils

**Charlie Brown**  
Originally published in the  
June 1996 edition of  
*The Standard*

One of the more lively “conversations” that recently popped up on the Scions of Lucas Triumph’s list involved ballasted wiring harnesses, and 6 volt versus 12 volt coils. There was concern about using aftermarket high output coils, like the Lucas Sport Coil, with a Crane ignition, such as the XR700, that some of us have hooked into our wiring harness. What’s the difference between stock and aftermarket ignition coils, 6 volt, 12 volt, and who needs to use a ballast resistor? Who doesn’t? Curious minds want to know.

First off, all coils that I know of require some sort of resistance wired in series with the primary windings. Early OEM Lucas coils, up until the early 1970s, had resistance built in. These coils operated at the full 12 volts supplied continuously by the harness. Sometime around the early ‘70s, Lucas began supplying, as stock, a lower operating voltage coil (referred to as 6 volt) used with some sort of external resistance. This resistance came in the form of either a series of windings encased in a ceramic block, or a length of wire, bundled into the harness. The ceramic block is usually mounted somewhere near the coil itself. Don’t confuse it with the external “drive” resistor used with later stock electronic ignition systems. Those resistors are usually mounted somewhere near the distributor or alternator.

The purpose of going to the 6 volt coil was to improve cold weather starts. These coils, when used with an external resistor have a lower inductance value, which means, simply, it allows a quicker build up of the coil’s magnetic field. When this lower voltage coil is supplied with 12 volts, it can produce a slightly stronger spark. Even with the external resistor to help dissipate heat, running a 6 volt coil at 12 volts continuously would soon overheat and destroy it. So 12 volts is only applied for a short duration, while cranking the starter. That’s when it gives a better spark for cold starts. Once the ignition switch is returned to the “run” position, reduced voltage is supplied to the coil through the ballast resistor. The supplied voltage is, in reality, around 7-10 volts.

If you don’t see that ceramic block wired into the “+” of your later model coil, chances are, wrapped somewhere into the nearby harness there’s a pink/white wire providing the

needed resistance. This wire is usually about 2 feet long and both ends generally poke out of the harness (unless a previous owner has “reworked” the wiring). Each end should be crimped to either a plain white or a white/yellow wire before it disappears back into the harness.

Before you install an aftermarket or alternate coil, you’ll need to know your car’s supply voltage to the coil. Turn the ignition on, not start. Measure the voltage between the “+” of the coil and ground. If the voltage is within a few tenths of battery voltage, i.e. about 12 volts, you’ll want an internally ballasted coil – an older stock Lucas, a Sport Coil, or something like the Bosch Blue coil. If you measure something like 7 or 8 volts, you’ll need an externally ballasted, 6 volt coil.

If you’ve got an extra coil in the garage you’d like to use and you’re not sure which type it is, here’s the check. Using a digital volt/ohm meter, check the resistance across the “+” and “-“ terminals (resistance of the primary windings). A reading around 1.5 ohms means you have a 6 volt, external resistance type. If your meter indicates between 3 and 4 ohms, you’ve got resistance built in for use in a full 12 volt circuit. If you need to do this check with the coil in the car, disconnect the wires from both the “+” and “-“ terminals.

OK, so now you want to install a Lucas Sport Coil in your late model TR. The instructions tell you to bypass the ballast resistor. Since this coil is internally ballasted, you’ll want to remove any external resistance. It will be one of the two circuits that supply voltage to the “+” coil terminal. The external ceramic types should be fairly easy to trace, identify, and disconnect. On in-harness resistors it’s a bit more of a challenge. Depending on the model and year it could be a white or a white/yellow wire that connect to the coil. But the resistor wire itself will be pink/white. Check your wiring schematic and follow wires. Hopefully you’ll find either a pink/white – white or a pink/white – white/yellow wire combination poking out of the engine harness. Clip the pink/white and insulate the bare ends. Now run a new lead (16 gauge) from the harness, that supplies a full 12 volts to the “+” terminal when the ignition switch is on. Bypass complete. Double check to make sure you’ve supplied a full 12 volts in both the “start” and “run” key positions.

Instructions for aftermarket electronic ignitions will tell you if you need to use ballast resistance. For instance, the Crane XR700 needs resistance, but the Crane XR3000 does not. If you have an older ignition system



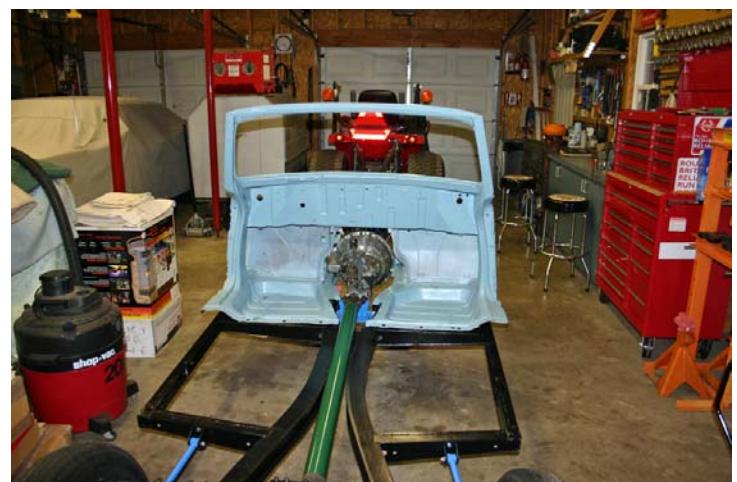
(points) and want to upgrade, check for that “on” voltage. If necessary, external resistors can usually be purchased from the same manufacturer that supplies your ignition module.

Here comes the disclaimer. While doing research for this article, I had Karl Johnson check the wiring schematic for his Stag and TR8. The Stag wiring was fairly normal due to its vintage. The TR8, on the other hand, had a ballast resistor with six connections. It appears this unit switches electronically between starting voltage and running voltage. The unit also has a take-off for the electronic tach and the stock ignition module. His resistor seems to have disappeared during a Luminition upgrade years ago, so I wasn’t able to get my hands on a sample. If any of you other TR8 drivers can offer any insight on upgrades—coil replacement or ignition modules—pass it on.

*[Editor’s note: Aftermarket ignition systems have changed and proliferated since Charlie wrote this article back in 1996. If any of you have updates or additional information, please pass it on to share as a follow up.]*

## Personal Triumphs: Bill Goodwin's Blue Herald Convertible

At a CTR Get Your Hands Dirty (GYHD) session in February 2009, we helped Bill Goodwin lift the major body pieces off his third Herald, a blue convertible. Bill sent these photos to show his progress thus far. From the photos, it won’t be too long before he’ll be ready for help in refitting the body!



Keep up the good work and let us know when you’re ready put the big pieces (like the body tub propped up against the wall in the lower left photo) back on!



# EVENTS

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

## Partial List—More to Come!

- Jan 10 - CTR ESB Meeting
- Jan 27-Feb 5 - Washington Auto Show
- Jan 28 - Britain on the Green (BOG) kickoff meeting
- Jan 29 - Awards Brunch, Maryland location \*CTR\*
- Feb 3 - CTR visit to Washington Auto Show \*CTR\*
- Feb 11 - GYHD \*CTR\*
- Feb 25 - Winter Dinner, Virginia location \*CTR\*
- Mar 6 - BOG Mailing Party
- Mar 13 - CTR ESB Meeting
- Mar 23-24 - AACA Antique Auto Parts Meet, Frederick Co, MD, Fair Grounds, Robert Clubb, smraaca@aol.com 301-831-0300
- Mar 24 - GYHD \*CTR\*
- Apr 14 - Knock the Dust Off Drive \*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 21 - CTR does Katie's Cars and Coffee, Great Falls, VA \*CTR\*
- Apr 25 - BOG Stuffing Party
- Apr 28 - BOG Prep and Set Up
- Apr 29 - Britain on the Green (BOG), Collingwood Library and Museum, Alexandria, VA \*CTR\*
- May TBD - Clustered Spires Spring Rally \*CTR\*
- May 5 - The British Are Coming Car Show, Lewes, DE, [www.leweschamber.com/](http://www.leweschamber.com/)
- May 8 - CTR ESB
- May 12 - GW Parkway Run \*CTR\*
- May 18-20 - Carlisle Import, Kit and Replica Show
- May 30-Jun 6 - British Car Week
- Jun 2 - Orphan Car Tour, [www.orphancartour.org/](http://www.orphancartour.org/), \*CTR\*
- Jun 3 - The Original British Car Day, Lilypons, MD \*CTR\*
- Jun 9 - CTR Driving Event \*CTR\*
- Jun 17 (Anticipated Date) - Sully Car Show
- Jun 30 - GYHD \*CTR\*
- Jul 10 - CTR ESB
- Jul 14 - CTR Driving Event \*CTR\*
- Jul 28 - GYHD \*CTR\*
- Aug 2-4 - The Roadster Factory Summer Party \*CTR\*
- Aug 26 - Cruisin' for Crustaceans \*CTR\*
- Sep 2-3 - Baltimore Grand Prix
- Sep 2 (Anticipated Date) - Out of the Past Car Show, McLean, VA
- Sep 11 - CTR ESB

- Sep 15 - CTR Driving Event \*CTR\*
- Sep 29-30 - Trappe Triumph Invasion \*CTR\*
- Sep 30 - St Michaels Concours d'Elegance
- Oct 7 - Hunt Country Classic and CTR Picnic \*CTR\*
- Oct 20 - GYHD \*CTR\*
- Oct 28-Nov 2 - VTR National Convention \*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.



# Photo Credits

Pages 1, 4 & 5 - Art Fournier  
 Pages 9 through 11 - Steve Mumma  
 Page 13 - Bill Goodwin



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- Late GT6 & 2000 Saloon	Matt Schipani	703-724-1573	matt@ashburnsoftware.com
- Herald & Dolomite	Bill Goodwin	301-870-8594	redrag@radix.net
- Stag	Paul Scuderi	240-876-7222	trsix_guy@yahoo.com
- Autocross	Lionel Mitchell	703-754-7362	haymarket4@verizon.net
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For renewals with unchanged status, return your mailing label

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Checks payable to C.T.R.

Please complete and return this form to:

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**44333 Silkworth Terrace**  
**Ashburn, VA 20147**

## THE STANDARD

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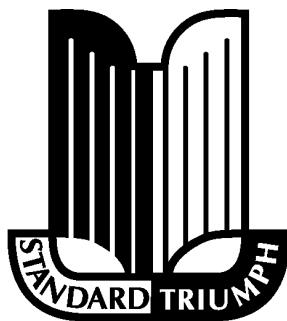
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**Deadline**  
for the next issue of  
*The Standard*:  
**February 3<sup>rd</sup>!**

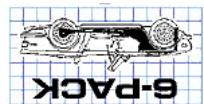


## TRIUMPH TRIVIA: What is the Macau Spitfire?

The Macau Spitfire was a one-off racer commissioned by Hong Kong Standard-Triumph dealer Walter Sulkin to be entered at his expense in events in Asia. Mechanically similar to the 1965 Lemans cars and built by the factory, it was a streamlined roadster with a fairer-in headrest, rigid tonneau over the passenger compartment and lowered windscreen for the driver.



## No Passing on the Right



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



4729 Willows Road  
Chesapeake Beach, MD 20732-4221  
**THE STANDARD**



# THE STANDARD

The Official Publication of the  
**Capital Triumph Register**

Volume XXIV, Number 2, February 2012



*John Buescher (right) presents Lionel and Nancy Mitchell with a certificate of recognition at the CTR awards brunch on January 29<sup>th</sup>. Lionel and Nancy had the highest participation points total for 2011. For more on the awards brunch, turn to page 4.*

**PAGES 1 and 4 - CTR Awards Brunch; PAGE 2 - CTR Happenings; From the President - Shape of Things to Come; PAGE 3 - BOG Kickoff Meeting; Winter Dinner; PAGE 6 - Garage Spot - Replacing Studs in TR6 Trailing Arms; PAGE 7 - Odds and Ends; PAGE 8 - Washington Auto Show; PAGE 10 - Events; Classified; PAGE 11 - Club Info**



## The Shape of Things to Come (Miscellaneous Ramblings from the President)

**By Lionel Mitchell**

We're off to a great start in 2012 with club events. We had our annual awards brunch at Clyde's of Chevy Chase. We had a vote on the resolution to incorporate the club (we are now officially Capital Triumph Register, Ltd.) and election of club officers. Yours truly was elected to serve as President and John Buescher was elected as Vice-President. We had a new member and his family join us for their first club event, and we had a visitor from the Tyee Triumph Club from Seattle, Washington. We handed out framed certificates of recognition to members in attendance for their 2011 participation with gift certificates going to the top points earners. I am especially pleased that two-thirds of our members attended at least one club event in 2011 and over half attended many events. The following weekend, we attended the DC car show and got to see lots new and vintage cars but no Jaguar CX-16 concept car, much to my disappointment. But there were some interesting sporty cars there. I talked to a Lotus car salesman about the new offerings coming out in 2012. He was immediately drawn to the CTR logo on my sweatshirt. He said he would be bringing a new Lotus to BOG this year.

And speaking of BOG, we've reached second gear in our planning process and expect to be upshifting very soon. We had a kick-off meeting at Collingwood in January where we met the new director and began our planning process. There's still time for you to get involved and we need your help to make BOG successful. We're streamlining the process somewhat this year to make things easier. We're not offering options for pre-ordering food or shirts, but will have those for sale at the show. We've also simplified the BOG mailer and are having it printed, addressed, and mailed in one fell swoop by a single company, and at a lower price than in years past. Each year in the recent past, we've had a special theme. This year, we will also have special features, but I won't steal anybody's thunder by revealing what they are in this column.

We are finally moving forward with updating our club web site. This has been a pet project of mine for awhile. We've gotten a lot of mileage out of our current web site for very little cost over the years thanks to the efforts of Paul E and Paul S, but it's always been a chore to update it every year, and it is looking a little dated. We have managed to update the BOG pages for the 2012 show plus clean up broken links and update old information on several pages thanks to Matt S and Art F.

We are working with a young web developer to come up with a new and exciting web site that will integrate all club communications and provide a dynamic place for members to interact. It will also provide a fresh face to the LBC community for our club. As we progress on this effort, I will write more about it.

There continues to be a lot of grassroots activity on car restoration going on. I'm sure you'll be reading about some of them in this issue and future editions. There's also lots of communication on car stuff on the CTR Forum and our Facebook group page. They're both good ways to find help or share information. If you're not participating in events or interacting though our media, you're missing a lot of fun.



## CTR Happenings

### Welcome CTR's newest members:

- ➔ Michael and Kathie Lake, Vienna, VA, 1960 TR3A

### Coming up in February and March

Details for this year's February 25<sup>th</sup> Winter Dinner are on page 3. A Get Your Hands Dirty (GYHD) session had been planned for February 11<sup>th</sup>, but there were no takers. Anyone need some technical help (or brawn) for a project later in the month? Another GYHD is scheduled for March 24<sup>th</sup>. This one is planned for Sherman Taffel's to look at TR4 thrust washers. On March 31<sup>st</sup>, plan on the annual Collingwood Clean Up where we help get the grounds spruced up and ready for Britain on the Green. Details in next month's newsletter

### Britain on the Green

Applications and information on BOG 2012 is now available on the Capital Triumph Register's website.

### 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? Want to brag about work in progress? Send a copy to the editor for inclusion in the newsletter. And as we update the website, we'll be looking for photos (glamour or otherwise) of members' Triumphs.



## 2012 Britain on the Green Kickoff Meeting January 28<sup>th</sup>

Serious planning for BOG 2012 began with a kickoff meeting held at Collingwood on January 28<sup>th</sup>. There will be many more meetings between now and April 28<sup>th</sup> when we host our 15<sup>th</sup> annual Britain on the Green show. BOG is CTR's largest event and the one where we need the most help from our members. Whether it's taking on a leadership role or just volunteering for a few hours on the day of the event, we really need your support. Contact Jeff Knepp or Fred Mittelman to find what you can do!



BOG 2012 information has been posted to the Capital Triumph Register website. Check it out for applications and details.



*"Ummm, donuts!"*

Several CTR members met at Collingwood on January 28<sup>th</sup> to begin planning in earnest for Britain on the Green 2012.

Working our way around the table from front left to front right are Patrick Carter, Mark Shlien, Fred Mittelman, Jeff Knepp, Keith Jackson, Dennis Eckhout, Lionel Mitchell, Roger Morrison, Rich Smalling, and RJ Fortwengler. Art Fournier was on the other side of the camera.

Several other CTR members have already volunteered to help out, but we need lots of support to carry off a top notch show!

## CTR Winter Dinner February 25<sup>th</sup>

CTR will hold its Winter Dinner at the Capitol City Brewing Company in Shirlington, Virginia, at 7:00 PM on Saturday, February 25<sup>th</sup>. Extensive research by Rich the T indicates that the Capitol Brewing Company offers an excellent selection of beers, ordering off the menu, excellent beer, reasonable prices, excellent beer, separate checks, excellent beer, easy access, excellent beer, free parking in a garage directly behind the restaurant, and of course . . . Well, you get the idea. It's a great place for socializing and talking Triumphs on a winter evening. And yes, they have beverages other than beer for those so inclined.



The Capital City Brewing Company is located at 4001 Campbell Avenue, Arlington, Virginia 22206. It is on the corner of Campbell Avenue and Quincy Street in the heart of Shirlington Village just off I-395 between the District and the Beltway. Their phone number is 703-578-3888 and their website is <http://capcitybrew.com/arlington.php>

Please RSVP to Rich Townsend at 540-788-4588 or [retownsendjr@comcast.net](mailto:retownsendjr@comcast.net) or you may also RSVP on CTR's Forum or Facebook sites.

We hope to see you on February 25<sup>th</sup> for a winter get together of friendship and camaraderie with Capital Triumph Register.



**CTR Name Badges.** We will place an order for CTR name badges on February 20. 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.



# CTR Awards Brunch

## January 29<sup>th</sup>

Each year CTR holds an event to honor those who have contributed to the organization's success throughout the previous driving season and conduct any formal business necessary for the operation of the club.

This year our awards brunch was held at Clyde's of Chevy Chase in Maryland on January 29<sup>th</sup>. The formal business meeting saw the election of president and vice president for the 2012 and 2013 term. The current incumbents, Lionel Mitchell and John Buescher, were nominated and reelected. Congratulations to both! (Now if only national elections could be so straightforward and dignified.) CTR also took its next step toward incorporation as the Capital Triumph Register, Ltd., with the membership's formal vote on the resolution to incorporate – we're almost there. Thank you to all those who voted in person or by proxy!

Certificates of recognition were presented to those who participated in CTR events or who otherwise earned participation points throughout 2011. Those recognized (in points order from the highest) were: Lionel and Nancy Mitchell, Art and Sue Fournier, Rich and Patti Townsend, Patrick Carter, Matt and Carrie Schipani, Mark Shlien, Fred Mittelman and Diane Page, RJ Fortwengler and Sheila Skipper, Dennis and LuAnne Eckhout, Rich and Joanne Wilkins, Bruce and Miriam Hislop, Jeff and Marcy Knepp, Sandy and JoAnne Thomson (not to mention Rob, Jonathan and Scott), Paul, Sharon and Rebecca Edelstein, Tom and Mary Burke, John and Sara Buescher, Karl and Penny Johnson, Tim Shalvey, John Puckett, Stephen Prior, Rich and Lisa Smalling, Bill and Kathy Wemhoff, Joe and Rita Cannon, George Earwaker, Bill and Carol Goodwin, Rob Reynolds (who has moved to Georgia), Sherman Taffel and Camellia Blackwell, Bruce Mundie, Ira and Mary Schoen, Lyle Farmer, Roger Morrison, Steve Mumma, Steele Lipe, Paul Scuderi, Maureen and Jay Donn, Glenn Minucci, and Brian Murray. In addition to the certificates of recognition, Motorhead gift certificates were presented to top participants. Congratulations to all and keep it up; we hope to honor you and more next year!

Before and after brunch there was plenty of time to socialize and chat at Clyde's downstairs lounge, which has an automotive theme and is the home of several interesting cars including one of only 16 Jaguar XKSS roadsters ever



Art Fournier



Patti and Rich Townsend



Patrick Carter



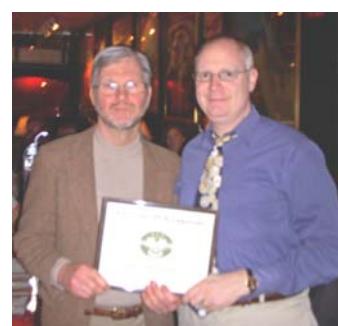
Mark Shlien



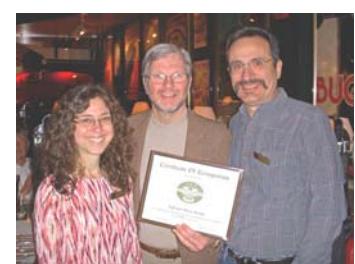
Fred Mittelman



LuAnne and Dennis Eckhout



Bruce Hislop



Marcy and Jeff Knepp



Sandy Thomson



Mary and Tom Burke



produced. Our event had a national flavor as we were joined by new members Mike, Kathie and Richard Lake and by Jim Philpott. The Lakes recently moved here from Oklahoma where they knew the Eckhouts as members of VTR's Central Oklahoma Club. Jim, who is working here on the east coast temporarily, is a member Washington's Tyee Triumph Club. Our thanks go to Rich Townsend and Lionel Mitchell for setting up the brunch with Clyde's. (Even if Lionel's secret motive was to get another look at the XKSS!)



*Sara and John Buescher*



*Bill and Carol Goodwin*



*Mary and Ira Schoen*



*Jay Donn*



*CTR's president (and the award presenter in the other pictures) with the Jaguar XKSS at Clyde's of Chevy Chase*



## Looking back at THE STANDARD:

### Volume VII, Number 2 February 1995

Considering that the club achieved a milestone at this year's awards brunch with our vote to incorporate, it seemed fitting to go back to February 1995 when we enacted a name change at our annual awards banquet. After what seemed like two hours of heated discussion, we voted to simplify our name from the National Capital Area Vintage Triumph Register (NCAVTR) to the Capital Triumph Register (CTR). You'll still see some NCAVTR logos on club regalia worn by our more senior members.

And who were the top points winners who received certificates of recognition and Motorhead gift certificates presented by club president Karl Johnson? Art Fournier was first followed by Alex and Brigitte Akalovsky and David and Beverly Dougherty. At the time, club officers weren't eligible to receive gift certificates, so the real top points scorers were Charlie Brown and Karl Johnson who beat out Art. Ray and Carole Aranda beat out the Doughertys to round out the top six.

## CTR & BOG Grill Badges

April 25th, 2010

**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 Lionel Mitchell at  
[haymarket4@verizon.net](mailto:haymarket4@verizon.net) or call  
703-754-7362**



## Replacing Studs in a TR6 Trailing Arm

Tim Shalvey

My 73 TR6 needed a complete rear suspension over-haul. I removed the hubs and when doing so three trailing arm studs backed out. The threads looked fine and I contemplated reinserting them during the re-installation. After doing a bit of research I decided to replace the existing studs on the trailing arms. They are fine thread and a bit undersized. Having fine threads in aluminum isn't the best set up either, they strip easily, and that made my decision.

There are three options to the replacement, larger 3/8 course direct stud replacement, Heli-coil, and Keenserts. I decided to go with the course stud replacement. It seemed simpler and will get the job done. There is a jig made by Rick Patton and you can't do the work without it. As it happens, a few of the club members are interested in doing this same upgrade, and the club decided to buy the jig, thank you! (<http://www.pattonmachine.com/>)

I removed the trailing arms as part of the suspension work. The first step was to remove the existing studs. Soak them with penetrating oil and use the double nut method to remove them. Mine came out fairly easily. Clean the TA's well. Use a putty knife to get the heavy stuff off and then use a good degreaser. You will also want to scrape and clean the flange that the studs sit in. The jig needs to sit flat against it to get the best results.

You will need a helping hand, so thank you Lionel for the help! Here is a list of the tools needed:



- Drill
- 5/16 drill bit to drill the TA holes
- 13/32 bit to drill the hub and backing plate
- Drill bit stop
- 3/8, 16 tap
- Masking tape
- WD-40

Lionel and I found that the bottoming out drill and associated tap were not needed for the 3/8 stud replacements. They may be needed for the Heli-coil or Keenserts. We just used a standard drill bit and tap. Set the jig up on the first TA by bolting it on with 3 of the existing studs. Measure the depth of the existing stud holes through the jig and drill insert, transfer that to the 5/6 drill bit and set the bit stop to this depth. A bit of masking tape on a smaller drill bit did the trick for us.

Drill the first 3 holes with WD40 lubricant. Clean them out really well and tap them with WD40. Hold the jig inserts tightly and wear gloves! Lionel and I found out the best way to get the new threads clean was to extract the tap, clean it, reinsert it carefully and then remove it again. The new studs seemed to go right in that way.

Repeat the above process for the final 3 holes and the other TA. You are done!



The next step is to use the 13/32 drill bit to enlarge the hub and backing plate holes. Dry the newly tapped holes in the TA's and reinsert the new studs with lock tight. Finger tighten only and use a torque wrench to tighten the new nyloc nuts holding the hub and backing plate to 19 ft pounds per the instructions that come with the new course studs.

Thanks to everyone for the information provided on the forum. It's great to have access to such great support!



## Odds and Ends from Bill Goodwin



Bill Goodwin sent in these three photos after his most recent trip to England. At the top is a low tech anti-vapor lock tool in use on a GT6 during one of the high altitude segments of the Club Triumph's Ten Country Run.

In the center is a shot of Bill in a Rolls Royce at the Goodwood Revival. "Nice car for 350,000 pounds."

And at the bottom is a bottle of genuine Lucas Replacement Wiring Harness Smoke, to be used should an electrical malfunction let the original smoke escape from your car's wiring!



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## Washington Auto Show February 3<sup>rd</sup>

Each year CTR members visit the Washington Auto Show at the Convention Center in the District to “ooh” and “ah” over the latest automotive styles from around the world. It’s a chance to kick some tires, sit in a few seats, and perhaps do a little wishful thinking. Some of us (Paul Edelstein, RJ Fortwengler, Art Fournier, and Karl Johnson) arrived mid-afternoon and checked out the imported car display on the lower level of the cavernous Convention Center. Then at 6:00 PM we met up with others (John Buescher, Lionel Mitchell, Jutta Luckas, and Mark Shlien) for dinner at the nearby Old Dominion Brew House. After dinner we linked up with Rich Smalling and continued the tour on the upper level of the Convention Center where domestic cars and trucks were featured.



*Left top: John Buescher, Paul Edelstein, Rich Smalling, RJ Fortwengler, Lionel Mitchell, Karl Johnson, and Art Fournier  
Left bottom: Lionel Mitchell, John Buescher, Jutta Luckas, and Karl Johnson with an engine that won't fit a Triumph  
Right top: Probably the most photographed car at the show, a Chevy Camaro painted with a history of America  
Right center: Mark Shlien, John Buescher, Lionel Mitchell, and Jutta Luckas  
Right bottom: Ford concept car*





*Top: RJ Fortwengler and Paul Edelstein try on a car  
 Center: Chevrolet concept car  
 Bottom: Would you buy a used Fiat from these guys?  
 (Rich Smalling and John Buescher)*



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# EVENTS

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

**Partial List—More to Come!**

- Feb 3 - CTR visit to Washington Auto Show \*CTR\*
- Feb 11 (To be rescheduled) - GYHD \*CTR\*
- Feb 25 - Winter Dinner, Virginia location \*CTR\*
- Mar 6 - BOG Mailing Party
- Mar 13 - CTR ESB Meeting
- Mar 23-24 - AACA Antique Auto Parts Meet, Frederick Co, MD, Fair Grounds, Robert Clubb, smraaca@aol.com 301-831-0300
- Mar 24 - GYHD \*CTR\*
- Mar 31 - Collingwood Clean Up \*CTR\*
- Apr 14 - Knock the Dust Off Drive \*CTR\*
- Apr 15 - Williamsburg British and European Car Show, <http://www.wmgbrit.com/>, contact Roy Gavilan at [rgavilan@verizon.net](mailto:rgavilan@verizon.net) or 757-220-4774
- Apr 21 - CTR does Katie's Cars and Coffee, Great Falls, VA \*CTR\*
- Apr 25 - BOG Stuffing Party
- Apr 28 - BOG Prep and Set Up
- Apr 29 - Britain on the Green (BOG), Collingwood Library and Museum, Alexandria, VA \*CTR\*
- May TBD - Clustered Spires Spring Rally \*CTR\*
- May 5 - The British Are Coming Car Show, Lewes, DE, [www.leweschamber.com/](http://www.leweschamber.com/)
- May 8 - CTR ESB
- May 12 - Webb Motors Open House \*CTR\*
- May 12 (May be rescheduled) - GW Parkway Run \*CTR\*
- May 18-20 - Carlisle Import, Kit and Replica Show
- May 30-Jun 6 - British Car Week
- Jun 2 - Orphan Car Tour, [www.orphancartour.org/](http://www.orphancartour.org/), \*CTR\*
- Jun 3 - The Original British Car Day, Lilypons, MD \*CTR\*
- Jun 9 - CTR Driving Event \*CTR\*
- Jun 17 (Anticipated Date) - Sully Car Show
- Jun 30 - GYHD \*CTR\*
- Jul 10 - CTR ESB
- Jul 14 - CTR Driving Event \*CTR\*
- Jul 28 - GYHD \*CTR\*
- Aug 2-4 - The Roadster Factory Summer Party \*CTR\*
- Aug 26 - Cruisin' for Crustaceans \*CTR\*
- Sep 2-3 - Baltimore Grand Prix
- Sep 2 (Anticipated Date) - Out of the Past Car Show, McLean, VA
- Sep 11 - CTR ESB
- Sep 15 - CTR Driving Event \*CTR\*
- Sep 29-30 - Trappe Triumph Invasion \*CTR\*

- Sep 30 - St Michaels Concours d'Elegance
- Oct 7 - Hunt Country Classic and CTR Picnic \*CTR\*
- Oct 20 - GYHD \*CTR\*
- Oct 28-Nov 2 - VTR National Convention \*CTR\*
- Nov 3 - T4 \*CTR\*
- Nov 4 - Fall Foliage Tour \*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.



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- Page 6 - Tim Shalvey
- Page 7 - Bill Goodwin
- Page 9 (Bottom) - Lionel Mitchell



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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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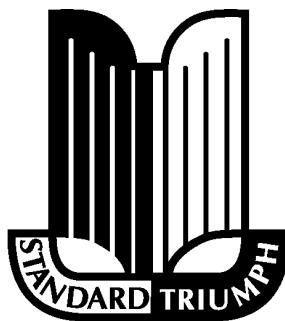
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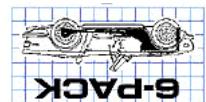
The US market TR250 retained carburetors while the competition along with considerably more horsepower. To compensate, TR250s received stripes across the front edge of their bumpers (hoods).



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# THE STANDARD

The Official Publication of the  
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Volume XXIV, Number 3, March 2012



*Flanked by a TR8 and a TR7, CTR members Bruce Hislop, Tom and Mary Burke, and Nancy and Lionel Mitchell enjoy the Best of Britain show at the Simeone Museum in Philadelphia on February 26<sup>th</sup>.  
For more, see page 4.*

**PAGES 1 and 4 - Simeone Museum; PAGE 2 - CTR Happenings; From the President - Shape of Things to Come; PAGE 3 - GYHD - Thrust Washers; Collingwood Clean-Up; George's Blow the Dust Off Drive; PAGE 6 - New & Improved - Distributor Rotors; PAGE 7 - Winter Dinner; PAGE 8 - Garage Spot Gold - Threaded Fasteners; PAGE 10 - Events; Classified; PAGE 11 - Club Info**



## The Shape of Things to Come (Miscellaneous Ramblings from the President)

**By Lionel Mitchell**

All these warm days keep tempting me, and I hope you too, to play hooky and drive my car. I keep filling up the gas tank like I typically do for winter storage, but then the temps get up into the 60s or even above 70, and it's just too much temptation. So, I give in to the temptation and go for drives, and I'm a much better person for doing it! I hope you are giving in also.

We had a small contingent attend the last day of the Best of Britain exhibit at the Simeone Museum in Philadelphia recently. In addition to the LBCs, the museum's permanent collection of cars is outstanding. Look for details and photos in this issue. We made a connection with a member of the Delaware Valley Triumph club at the museum. Marc Roland came out to welcome us and spent several hours with us at the museum. We shared stories and experiences about our two clubs, which have a lot of similarities.

BOG planning is getting into high gear. By now, you should have received our mailer, which this year was an oversized post card instead of the tri-fold that we did in the past. Thanks to Patrick Carter for handling all of that. He designed and produced the post card digitally, and then mailed the file along with the file of the names and addresses to the printer. They not only printed the post card, but they addressed and them for us, all at a price lower than we've paid in the past. Good job, Patrick. We've also got other folks contacting potential sponsors and doing the myriad of jobs to make BOG happen. We can still use your help if you're not already involved. We especially need folks to help work on the day of the show. Please contact Jeff Knepp or Fred Mittelman if you volunteer for a few hours that day.

We have several club events lined up before BOG. Next up is a Get Your Hands Dirty (GYHD) tech session at Sherman Taffel's in Columbia, MD on March 24<sup>th</sup>. Sherman will talk about and demonstrate measuring float in crankshaft thrust washers. This is something that all of us should know how to do. Don't ruin your crank or engine block by ignoring your thrust washers. Look for details in this issue on this GYHD. Also this month on the 31<sup>st</sup> is our annual Collingwood cleanup day. This is when we help the folks at CW clean the grounds after the ravages of winter so that everything will look good for BOG. We can use all the help we can get.

Already in-progress is a full season of autocross events sponsored by the Capital Driving Club with events at two Maryland and two Virginia locations. You can view the calendar on their web site.

Also on-going are a couple of Cars and Coffee shows in Great Falls, VA at Katie's Coffee Shop and in Fair Lakes, VA at Starbucks. The former is on Saturdays 7:00-9:00 AM, and the latter is on Sundays 8:30-10:30. These are very informal events. You just drive your car and park with all the other special interest cars, talk to the other car guys and girls, and have some coffee and pastries.

Finally, I'm on a mission to get some club information documented. I want to get someone to record and track information on Triumph-related books and tools that individual members own and would be willing to lend. These could be spreadsheets and could be used to track the items when they are loaned out. In addition, I would like to document information about the Triumphs owned by our members. We have a good start on that information, but I would like to get it in a form that we could use to let other clubs know what we're driving and working on and any special histories about our cars (e.g., original owners, cars in the same families, etc.). Again, this could be in spreadsheet form. So not a lot of computer skill would be required. If you're interested in working on this project, shoot me an email.



## CTR Happenings

**Welcome CTR's newest member:**

→ Eric Zakim, Washington, DC

**Coming up in April**

On April 14<sup>th</sup>, CTR is planning a Blast the Dust Off run. On April 21<sup>st</sup>, CTR plans to attend Cars and Coffee at Katie's in Great Falls. Further details will be forthcoming. And, of course, Britain on the Green is set for April 29<sup>th</sup>.

**Britain on the Green**

Applications and information on BOG 2012 are now available on the Capital Triumph Register's website.



## Get Your Hands Dirty: Thrust Washers

**March 24<sup>th</sup>**

Crankshaft thrust washers are a critical part of the engines in most of our Triumphs. Failure to treat them with the proper respect can easily result in damage to your crankshaft, bearings, cylinders, and other drivetrain components. Sherman Taffel will host a Get Your Hands Dirty (GYHD) and tech session on Saturday, March 24<sup>th</sup>, to discuss end float measurement and thrust washer replacement. Plan on arriving around 10:30AM for brunch munchies, followed by burgers and dogs later in the day, and wrapping up around 3:00 PM.



The event will be at the Columbia garage and workshop of "Taffel Vintage Motors," located at 6001 Jamina Downs, Columbia, Maryland 21045. Please RSVP to Sherman at staffel@comcast.net or 410-302-3930.

## George's Blow the Dust off Drive

**April 14<sup>th</sup>**  
**George Earwaker**

Join us for the first official driving event of the 2012 season on Saturday April 14<sup>th</sup>. This will be an easy, 65 mile jaunt through the Virginia countryside. The drive should only take about 2-2.5 hours, leaving the remainder of the day for your other activities. An après drive lunch at a local Manassas watering hole is optional for anyone so inclined. We'll meet up at the Kings Park Shopping Center at 9:10 am. Departure will take place promptly at 9:30. If you'd like to participate, please RSVP to George Earwaker via email ([coses6622@mypacks.net](mailto:coses6622@mypacks.net)) or phone 703-204-1104 by Thursday, April 12<sup>th</sup>.

Directions to starting point: From the Capital Beltway, go west on Braddock 1.5 miles. At the fifth light, turn left onto Burke Lake Road. Take the second right into the shopping center.

## Collingwood Clean Up

**March 31<sup>st</sup>**

The annual Collingwood Clean-Up is scheduled for March 31<sup>st</sup>. This is our opportunity to help get the grounds at Collingwood ready for Britain on the Green. So, if you can make it over to Collingwood around 9:00 to 10:00 AM on Saturday, March 31<sup>st</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. Although this winter has been mild (so far), there's been plenty of wind, so expect there will be lots of branches and limbs to clear.



Speaking of Britain on the Green, don't forget that we need your help to make Capital Triumph Register's largest annual event a success!

And if it's a nice day, why not drive your Triumph? Collingwood is located along the Mount Vernon Parkway, one of the most pleasant roads in the Washington area.

If you would like additional information or if you can help, please RSVP to Jeff Knepp (marcyandjeff@verizon.net) so Collingwood will know much lunch to prepare for us and other volunteers after the clean-up is complete. Hope to see you there!



**CTR Name Badges.** We will place an order for CTR name badges on May 20. 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.



# Simeone Museum Visit

Lionel Mitchell

For some time, several of us have talked about going to the Simeone automotive museum in Philadelphia. It's probably not widely known but is an outstanding museum not only for its permanent collection of race cars but also for the creative way in which they are displayed. Add to those characteristics the fact that they also bring in cars for special exhibits plus they have demonstration days where they drive their own cars in a huge parking lot, which makes for a very good museum experience. In fact, the Simeone Museum was awarded the International Historic Motoring Awards "Museum of the Year" for 2011-2012 as judged by an international panel including Jay Leno, Pebble Beach Chief Judge Ed Gilbertson, and five times Le Mans winner Derek Bell, among others. This museum was founded and is run by a brain surgeon, Dr. Frederick Simeone. He just happens to have a passion for race cars – and obviously lots of money.

While this museum had been on our radar for a while, it just happened to pop up a few weeks ago when I was looking at the Classic Motorsports magazine web site. I was looking at their calendar and saw that the Simeone had a "Best of Britain" exhibit in place. I saw this on a Monday; the exhibit was only up until the following Sunday. What to do? I put out messages on our Facebook page and forum and sent an email message to our core group to see if there was any interest in going on the last day of the exhibit. There was enough interest. So, we decide to send out an all-members email because of the short time fuse. Note



that we don't take lightly sending out such emails because we know that everyone gets bombarded with hundreds of messages. Given the other communication approaches that we have, we don't expect to use this approach unless it's absolutely necessary to contact members on short-term notice situations.



Anyway, getting back to our trip, only a few of us could go, but our intrepid club liaison, Bruce Hislop, reached out to the Delaware Valley Triumph club in the Philly area to see if they would like to meet us at the museum. It turned out that they had had a club event there just the weekend before. However, one of their members, Marc Roland graciously volunteered to come back for another visit and tour the exhibit with us. That made the tour more enjoyable. Not only did Marc give us information about the cars and the museum, but we compared notes on how our two clubs operate. It turns out that we are similar in a lot of ways.



The museum is housed in a large, but attractive warehouse building. You know if my wife, aka the Design Czar, called it attractive, it's attractive. The Best of Britain exhibit was in the center of the building with partitions around it to visually separate the cars from the permanent collection, which were positioned around the outside walls. It was like a huge candy store for car guys. It was hard to know what to look at first.

It's really hard for me to say what my favorite cars were. The BoB cars were nice, and there were LBCs there that we won't likely see at BOG or HCC shows. So, it was worth the trip just to see those. But the permanent collection will just blow you away. Of course you probably know of my partiality to the C and D Type Jaguars. I have many photos of those two cars to prove it. The older Ferraris and Alpha Romeos are phenomenal as well. Dr. Simeone is known to be partial to the Alphas. But he says, and I have to agree, probably the most beautiful car in his collection is the Aston Martin DBR1. But don't take my word for it; go see the cars yourself.

Rather than ramble on, I'll let the photos do the talking. Here are some tips that might be helpful when you go. The museum is located just off I-95 and is 3 hours from my house in Haymarket. The building has little if any heat in the winter – wear warm clothes; don't know about A/C in the summer. Admission is \$12 per person with discount for 65+. There are no food facilities in the museum, just a couple of snack vending machines, but there's a restaurant a few miles away. They have plenty of free parking. About once a month, they take a few cars out behind the museum where Dr. Simeone and other staff drive the cars around and allow visitors to examine them up close. Their web site gives a schedule for which cars are driven and when.

<http://simeonemuseum.org/>

*Previous page left: Aston Martin DBR1*

*Previous page top right: D and C Type Jaguars*

*Bottom right: A TR250 posed with a MGC*

*This page top right: Nancy Mitchell with a Sunbeam Tiger*

*Middle right: An early Spitfire with a GT6*

*Bottom right: Allard K2*

We spent three hours there. I could have easily spent another hour or two, and I'm planning on going back again whenever the opportunity presents itself. How's that for a recommendation?





## New & Improved

### Triumph Parts Art Fournier

Two years ago, I had a problem with a failed electrical fuel pump, which I unknowingly replaced one bad pump with another that was bad as well. Over two frustrating weeks of trouble shooting, I replaced a number of things including the distributor rotor. Last summer, the car began running badly, especially on hot days. When hot, the engine would misfire and lose power. After letting the engine cool down, the car would run normally for a while before the engine (or engine compartment) heated up again and the problem recurred.

As you've probably guessed, the rotor was bad. Actually, bad rotors have been a fairly common problem in recent years. Even rotors from normally reputable suppliers have caused problems. The bad rotors are apparently made from a plastic with a high carbon black content, which increases the conductivity of the material. Additionally, the bad rotors have a contact held somewhat loosely in place with a rivet that comes close to the interior spring clip that holds the rotor snug against the distributor shaft. These design flaws allow the spark from the coil to short from the rotating contact through the rivet, plastic and spring clip to the distributor shaft causing the misfire or stumble.

Fortunately, there's an easy solution in the form of better quality rotors. These "new and improved" rotors can be recognized by their red epoxy bodies and by rotating contacts that are molded in place rather than held by a rivet. These premium rotors may be a bit more costly, but well worth the extra expense in terms of reliability. They are available from a number of suppliers for a variety of applications. Price varies: Moss sells them for around \$11 apiece, while Advanced Distributor sells them for \$15 for a package of two and British Parts Northwest lists what appear to be similar items for around \$5 or \$6 depending on application, so shop around.

Riveted Contact



High Carbon Black Rotor

Molded Contact



Red Epoxy Rotor

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and you, the wobbly-shafted MG SU carb twins...

And what about you, Mr. Triumph crankshaft free-play fore and aft...

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We are Automotive Enthusiasts with  
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# CTR Winter Dinner

## February 25<sup>th</sup>

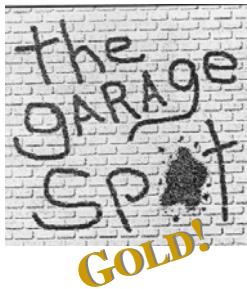
CTR's winter dinner is always a good opportunity for casual socializing after the intense pressure of our other two cold weather get togethers. After all, at the holiday party you not only have bring along a clever gift for the exchange, but then you must suffer through the suspense of knowing that the great gift you just received will be ripped from your hands by people you once thought were your friends. And the awards brunch is a bit like the Oscars: Will I win? What should I say in my acceptance speech? How will I look in the picture in the newsletter?

But the winter dinner gives you a low-stress chance to visit with old friends and perhaps make some new ones. You can even huddle with the guys and talk about carburetors and not feel too guilty about it. This year we returned to the Capital City Brewing Company in Shirlington, Virginia. It's more or less centrally located and pretty convenient to get to. Parking is usually easy, although it was a bit tight this year. Someone must have let the word out that the Capital Triumph Register would be in town. We had a room to ourselves with just the right number of chairs for the forty plus members, family and friends that attended. And, like a family reunion, there were people there we don't get to see very often in addition to the regulars – thank you all very much for attending! And their menu is varied, prices fair, and the beverages cold.

A big thank you goes to Rich "the T" Townsend and Mark Shlien for making arrangements and setting up the evening for the rest of us to enjoy! And now that the winter (what there was of it) is winding down, let's get those Triumphs on the road and do some driving!



*Left: David Dougherty and Mary Schoen chat  
Right middle: Sharon Edelstein and John Buescher  
Right bottom: Paul Edelstein and Jeff Knepp take "smile for the camera" way too, uhm seriously*



## Threaded Fasteners

The nuts and bolts thereof . . .

Keith Dunklee

Originally published in the  
January 1992 edition of  
*The Standard*

If you do any work on your Triumph, the one item that can hold up completion of the job is finding the correct screw or bolt with a matching nut or lock washer that fits the job on the car. You may know that some fasteners have fine (narrow) or coarse (wide) spaced threads, but did you know that they are also designed to be used in different applications where torque and stress can shear off a bolt that is not up to the job? So, before you begin to dismantle your steering column, drive shaft or remount that generator that keeps vibrating loose, read on.

Some threaded fasteners are manufactured to be hardened against breakage by the use of alloy metals and heat treating. Some are protected against corrosion by chrome, zinc or cadmium plating. The hardened alloy metal will prevent a bolt from breaking off, causing expensive damage (imagine the stress exerted on bolts used on main and connecting bearing caps). Some fasteners are used for safety applications. You don't want a steering component to fail because of a substandard bolt.

You should go to the trouble of using the right fastener even if you have never had one fail. Do this to protect your car from damage and yourself from injury and possibly being stranded. It is also advisable to check whether a fastener is still tight even if you just put it on the car last week. Consider the fact that many fasteners are exposed to the engine area and are subject to the effects of thermal expansion and contraction. Even normal daily temperature changes can make a difference in the clamping effect of nuts and bolts. Combine temperature with almost constant vibration and the effects of road salt and moisture. Maybe the only thing holding the bolt in place is corrosion and that won't last long.

How do you tell if the fastener is up to the application intent or grade needed? Manufacturers have adopted a grading system that is supposed to be standard across the industry. These guidelines are the same ones you can use to check the relative strength and even the composition of the fastener. My Triumph manual specifies which fastener requires torque and how much, where it is located, its size and thread, but not its grade. The accompanying illustrations are intended to be a

### Bolts, Screws and Studs

1) Low or Medium Carbon Steel

Grade 1 - 2

For light structures with little stress, not exposed to weather

Markings

None

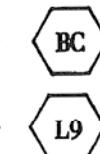
2) Medium Carbon Steel

3



3) Low, Medium Carbon Steel, Quenched and Tempered General use and in Low Temperature

5



4) Medium Carbon Steel

6



5) Alloy Steel

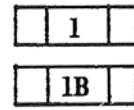
8



### Nuts

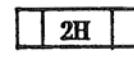
1) Carbon Steel

Use with Grade 1 & 2 Bolts



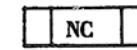
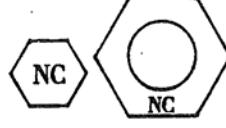
2) Carbon Steel Heat Treated

Use with Grade 8 Bolts



### Nickel Alloys

Screws, Bolts, Nuts and Studs - Fenders, Body Panels and Weather Applications



guide to the most commonly found grade markings (at least on my car). It is not complete but should help with identification.

A word of caution. There is no law that requires threaded fasteners to be marked. I found that the stock of bolts at Hechinger's were mostly common, ungraded fas-



teners, suitable for home projects, but not for most applications on cars. Moreover, their fasteners are of East Asian manufacture. Beware of counterfeit bolts – those that claim to be a high grade when in fact they are of common, inferior stock – the product of unscrupulous foreign manufacturers. There is no way to tell except for tests which are beyond the capabilities of most of us. So, purchase critical fasteners from a known supplier. I use Thompson & Cooke in Bladensburg, Maryland for sourcing fasteners and they should be able to take the samples you provide and sell you a replacement or higher grade of fastener.

A second word of caution. A common technique to prevent corrosion is cadmium plating. I have read restoration articles that advise cadmium plating to old fasteners to give an authentic look to the restoration. The problem is the toxicity of cadmium makes it very hazardous to work with. Human exposure to cadmium, even in low doses, may result in serious pulmonary disorders and fatal poisoning. In addition to its effects on humans, it also makes steel brittle at high temperatures and forms wax-like sludge when it is used in contact with oil or oil based products. Unfortunately, chrome plating is also an environmentally hazardous activity, so we can blame the restoration hobby for at least some of the damage to the ecology, although I doubt it is a significant part.

*[Editor's note: Hechinger's and Thompson & Cooke may no longer be around; however, McMaster-Carr is an on-line and catalog source with a good reputation for industrial products. (<http://www.mcmaster.com/>)]*



### Looking back at THE STANDARD: Volume IV, Number 3 March 1992

The March 1992 edition of The Standard led off with an article on the club's participation in the Alexandria Washington's birthday parade. Twelve club Triumphs took part in carrying dignitaries and parade officials..

Plans for the club's first show were in the works. The show would be part of the Southern Maryland Celtic Festival for several years before we became comfortable enough to host our own Britain on the Green.

Additional events were a Spring Check-Up hosted by Motorhead, which gave members to see what the ravages of time had done to the undersides of their cars. Additionally, club members joined Austin Healey club members at M & M Restorations in Fairfax for a show and tell on restoration techniques.

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# EVENTS

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

**Partial List—More to Come!**

**Mar 13** - CTR ESB Meeting

**Mar 23-24** - AACA Antique Auto Parts Meet, Frederick Co, MD, Fair Grounds, Robert Club, smraaca@aol.com 301-831-0300

**Mar 24** - GYHD \*CTR\*

**Mar 31** - Collingwood Clean Up \*CTR\*

**Apr 14** - George's Blow the Dust Off Drive \*CTR\*

**Apr 15** - Williamsburg British and European Car Show, <http://www.wmgbrit.com/>, contact Roy Gavilan at [rgavilan@verizon.net](mailto:rgavilan@verizon.net) or 757-220-4774

**Apr 21** - CTR does Katie's Cars and Coffee, Great Falls, VA \*CTR\*

**Apr 25** - BOG Stuffing Party

**Apr 28** - BOG Prep and Set Up

**Apr 29** - Britain on the Green (BOG), Collingwood Library and Museum, Alexandria, VA \*CTR\*

**May TBD** - Clustered Spires Spring Rally \*CTR\*

**May 5** - The British Are Coming Car Show, Lewes, DE, [www.leweschamber.com/](http://www.leweschamber.com/)

**May 8** - CTR ESB

**May 12** - Webb Motors Open House \*CTR\*

**May 12** (May be rescheduled) - GW Parkway Run \*CTR\*

**May 18-20** - Carlisle Import, Kit and Replica Show

**May 30-Jun 6** - British Car Week

**Jun 2** - Orphan Car Tour, [www.orphancartour.org/](http://www.orphancartour.org/), \*CTR\*

**Jun 3** - The Original British Car Day, Liliypons, MD \*CTR\*

**Jun 9** - CTR Driving Event \*CTR\*

**Jun 17** (Anticipated Date) - Sully Car Show

**Jun 23** - Test Drive an MG (or Triumph) at Bull Run Park , VA \*CTR\*

**Jun 30** - GYHD \*CTR\*

**Jul 10** - CTR ESB

**Jul 14** - CTR Driving Event \*CTR\*

**Jul 14** (Tentative) - MG Club Braille Rally \*CTR\*

**Jul 28** - GYHD \*CTR\*

**Aug 2-4** - The Roadster Factory Summer Party \*CTR\*

**Aug 26** - Cruisin' for Crustaceans \*CTR\*

**Sep 2-3** - Baltimore Grand Prix

**Sep 2** (Anticipated Date) - Out of the Past Car Show, McLean, VA

**Sep 11** - CTR ESB

**Sep 15** - CTR Driving Event \*CTR\*

**Sep 29-30** - Trappe Triumph Invasion \*CTR\*

- Sep 30** - St Michaels Concours d'Elegance
- Oct 7** - Hunt Country Classic and CTR Picnic \*CTR\*
- Oct 20** - GYHD \*CTR\*
- Oct 28-Nov 2** - VTR National Convention \*CTR\*
- Nov 3** - T4 \*CTR\*
- Nov 4** - Fall Foliage Tour \*CTR\*
- Dec 9** - Holiday Party (Maryland 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 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.



## Photo Credits

Pages 1, 4, & 5 - Lionel Mitchell

Page 7 - Art Fournier



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- Late Spitfire	Art Fournier	410-535-0690	artfournier@comcast.net
- Late GT6 & 2000 Saloon	Matt Schipani	703-724-1573	matt@ashburnsoftware.com
- Herald & Dolomite	Bill Goodwin	301-870-8594	redrag@radix.net
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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**  
for the next issue of  
*The Standard*:  
**April 6<sup>th</sup>!**



### Membership Renewal / Application

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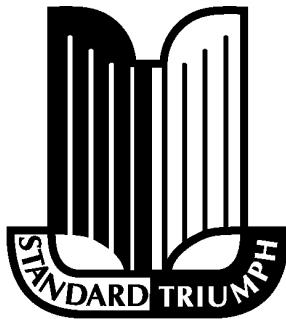
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**TRIUMPH TRIVIA:** Here's one from CTR's Forum site. If you enjoy trivia, check out our Forum. TR3B body shells were pressed by what company?

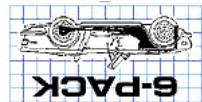


TR3B body shells were pressed by Standard Triumph (not to be confused with H. J. Milliners of Birmingham Standard Triumph subsidiary, Milliners using tooling from another subsidiary, Forward Radiator using bodies made bodies for Rolls Royce).

## The Shape of Things to Come?



*Could this aerodynamic beauty have been the inspiration for Triumph's TR7 and TR8?*



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THE STANDARD

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# THE STANDARD

The Official Publication of the  
**Capital Triumph Register, Ltd.**

Volume XXIV, Number 4, April 2012



*George Earwaker, Art Fournier, and Dennis Eckhout stand by their cars at the Point of Rocks, Maryland, railroad depot during an impromptu drive held Sunday, April 1<sup>st</sup>.*

*For more on this and other drives along with information on the April 14<sup>th</sup> Blow the Dust Off Drive,  
see page 4.*

**PAGES 1 and 4 - Blow the Dust Off Drive; PAGE 2 - CTR Happenings; From the President - Shape of Things to Come; PAGE 3 - BOG Stuffing Party; Orphan Car Tour; PAGE 6 - Get Your Hands Dirty: Thrust Washers; PAGE 8 - Garage Spot: TR7 Heater Hoses; PAGE 9 - Garage Spot Gold - Oil Pressure Check; PAGE 10 - Amelia Island Concours d'Elegance; PAGE 12 - Garage Spot: Refurbishing vs Replacing; PAGE 14 - Events; Classified; PAGE 15 - Club Info**



## The Shape of Things to Come (Miscellaneous Ramblings from the President)

**By Lionel Mitchell**

More warm weather equals more drives in our Triumphs. George E organized a couple of impromptu drives, one in Virginia and one in Maryland. A few of us were able to join in. George's Blow the Dust Off Drive is coming up on April 14<sup>th</sup>. Hope to see you there. I've got my TR7 FHC going and it's running like a scalded dog. I've been taking it out for short drives, and in the process I've discovered that the fuel pump leaks. But that's another story. I'll report on that next time.

In March several of us went up to Sherman T's in Columbia, MD for a tech session on measuring end float on crank-shaft thrust washers. Sherman had drained the oil and removed the oil pan on his TR4 in preparation of the event. We each crawled under the 4 to locate the thrust washers and measure the end float. Don't ignore this important check on your high mileage TR engine. You'll be sorry if you do.

In addition to George's driving tour mentioned above, we're also planning to go en masse to Cars and Coffee at Katie's Coffee Shop in Great Falls, VA on Saturday, April 21 to generate interest in BOG. This is a short and sweet event – it only lasts from 7:00 – 9:00 AM. Come early and have the remainder of your Saturday for other activities, like detailing your car for BOG. And on the following Wednesday, April 25, we're meeting at Joe Cannon's garage for the BOG Stuffing party. This is where we assemble the registration packets for the show. Rita's chili is not to be missed.

And of course BOG is just around the corner. We've been quite busy getting things in place for a successful show. Thanks to Mark S's efforts as sponsorship chairman, we have raised a record amount from sponsors. Also, thanks to the attention to details by our BOG co-coordinators, Jeff K and Fred M, we are on-track for another great BOG. We're already seeing a large number of preregistrations according to our registration chairman, Roger M. But we still need your help and participation at the show. Hope to see you bright and early on April 29<sup>th</sup>.

In other club activity, we are moving forward with the development of a new club web site. In addition to all the club activities going on, several of us met recently with our web site developer to explore a mock-up he had put together. The

mock-up is just a quick and dirty thing to allow us to explore capabilities and layouts. So, it was a very useful couple of hours to help us focus on what we want the web site to do and look like. After BOG is over, we will pick this back up and get into high gear. By the middle of the year we expect to have an initial version for limited release.

We are also moving forward on developing a database of cars owned by club members, the Thomson boys are gung-ho on working on this. So, expect to see something out of that effort in the coming months.

Finally, looking forward to May, we are planning a return to Webb Motors on May 12<sup>th</sup> in Roanoke, VA. This is a fun road tour back in time. Webb Motors is an old LBC dealership still in business as a restoration shop. Contact me if you're interested in joining in. We also have the GW Parkway Run scheduled in May. The date is TBD as of press time. There are other non-CTR events in May. Be sure to check the calendar at the back of the newsletter.



## CTR Happenings

### Welcome CTR's newest member:

→ David Balboni, Manassas, VA, 1973 Stag

### Katie's Cars and Coffee

On April 21<sup>st</sup>, CTR plans to attend Cars and Coffee at Katie's Coffee at The Old Brogue, 760 Walker Road, Great Falls, VA 22066. We will meet there — plan to be there before 7:00 to have the best chance of parking together. Rumor has it that the lot fills up early with an interesting collection of exotic cars.

### Britain on the Green and you

As always, your help would be greatly appreciated on the day of the show (Sunday April 29), even if only an hour or two. Please contact Fred Mittelman at [fred\\_mlaw@verizon.net](mailto:fred_mlaw@verizon.net) or Jeff Knepp at [marcy\\_andjeff@verizon.net](mailto:marcy_andjeff@verizon.net). As the old saying goes, the more the merrier!



## BOG Stuffing Party

**April 25<sup>th</sup>**

**Jeff Knepp**

The so called stuffing party for Britain on the Green will once again be held at the home of Joe and Rita Cannon on Wednesday April 25, starting at 6:30 PM. For those who haven't attended this event, the "stuffing" is the putting together of the goody bags that are handed out to each car entered in the show. The "party" is Rita's signature chili and tasty side dishes washed down with the cold beverage of your choice. If you've never been or if it has just been a while since you have, this is a great event to meet old and new CTR friends while helping to make our popular show a reality. Please let Joe know if you (and your significant other) plan to attend (703-280-4104 or [jpc8904@yahoo.com](mailto:jpc8904@yahoo.com)). The Cannons are located at 8904 Mears St, Fairfax, VA 22031 (Off I-66 Nutley St. exit).



## Orphan Car Tour

**June 2<sup>nd</sup>**

**Jon Battle**

On June 2, 2012 dozens of antique cars will "Escape From Harpers Ferry" as the 23<sup>rd</sup> annual Orphan Car Tour takes to the road. The "Escape" for which this year's event is titled, refers to a daring escape made by Union troops in 1862 from a Confederate siege of Harpers Ferry during the Civil War.

Participants will gather at 11:00 AM Saturday at the parking lot of the old Cindy-Dee Restaurant, 19112 Keep Tryst Rd., Knoxville, Md., a short distance from Harpers Ferry. At noon, cars will begin to depart onto a 60-mile route north, much of which parallels the path taken by those escaping Union soldiers. (The departure process usually consumes 30-45 minutes.) The event will give old car owners a chance to enjoy a relaxed afternoon behind the wheel on slower-speed, scenic and mostly rural roads in Maryland and Pennsylvania.

During the course of the day, participants will have the opportunity to view a private collection of 14 old cars and visit the Hagerstown Aviation Museum. As the tour route is refined, further stops may be added.

The day ends in Greencastle, Pennsylvania, where participants will gather at Mrs. Gibble's Restaurant for an all-you-can-eat dinner. During the course of the dinner, Civil War historian C.W. Whitehair will speak briefly about the original escape for which the 2012 Tour is named.

As in previous years, drivers will follow printed directions and set their own pace. Interspersed amongst the directions are questions testing passengers' observational abilities about things glimpsed along the way. (Drivers are urged to bring a navigator along to read the directions.) The entry fee is \$8 per car and can be paid at the tour. Dinner is \$21 for adults and \$10 for children 5 through 12. Meal reservations must be made by May 25. The tour will be held "rain or shine." Further information is available at the website [www.orphancartour.org](http://www.orphancartour.org), by calling 540-364-1770, or by e-mailing [tourdirector@orphancartour.org](mailto:tourdirector@orphancartour.org). Cellphone contact for Tour officials on the day of the tour is at 703-986-8785. (CTR's participation is being organized by George Earwaker, [coses6622@mypacks.net](mailto:coses6622@mypacks.net) or 703-204-1104 – expect more details from him as the event draws closer.)

The Orphan Tour is held in a different part of the greater Washington-Baltimore area each year for the purpose of encouraging the driving enjoyment of antique "orphan" vehicles: cars or trucks at least 25 years old which were produced either by now-defunct manufacturers, or by the discontinued divisions of surviving companies. Last year saw the event's biggest turnout: 64 cars and trucks. It is sponsored this year by Mid-Atlantic Packards (a region of the Packard Club), the Potomac Chapter of the Studebaker Drivers Club, the Potomac Ramblers chapter of the AMC Rambler Club, the DeSoto Owners Club of Maryland, the Chesapeake Bay Chapter of the Hudson-Essex-Terraplane Club, and the Keystone Region Chapter of the Studebaker Drivers Club.



**CTR Name Badges.** We will place an order for CTR name badges on May 20. 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.



# George's Blow the Dust off Drive

**April 14<sup>th</sup>**  
**George Earwaker**

This event is designed for the CTR member who generally doesn't drive his car very far. It is an easy, 65-mile jaunt through the Virginia countryside. We'll begin just outside the beltway, and won't travel farther than the east side of Warrenton, never getting too far away from civilization. The drive itself should only take 2-2.5 hours, leaving the remainder of your day for those 'honey dos' or other activities. An après drive lunch at a local Manassas eatery is optional for anyone interested in additional camaraderie. In the event of inclement weather, the drive will be canceled.

We'll meet up at the Kings Park Shopping Center at 9:10 am. Departure will take place promptly at 9:30. If you'd like to participate, [please RSVP](#) to George Earwaker via email at [coses6622@mypacks.net](mailto:coses6622@mypacks.net) or phone at 703-204-1104 by Thursday, April 12<sup>th</sup>.

Directions to starting point: From the Capital Beltway, go west on Braddock Rd. 1.5 miles. At the fifth light, turn left onto Burke Lake Road. Take the second right into the Kings Park Shopping Center.

**Note:** Because of a conflict, my significant other is unable to accompany me for this event. Therefore, I have an open passenger seat for anyone who's Triumph is unable to participate. Special consideration will go to those with photographic abilities.

## Upcoming Driving Events:

There are a couple of driving events coming up in the next two months that Karen & I enjoyed last year and are worth mentioning here. Weather permitting, we will be leading a group of CTR members who wish to join us, to both events. The first is the annual fun rally put on by The Clustered Spires British Car Club. This year it's been dubbed "The Spires Spring Sprint," and is scheduled to take place on May 20<sup>th</sup>. The second is the Orphan Car Tour, which is scheduled to take place on June 2<sup>nd</sup>. For details on the Orphan Car Tour, see the article in this issue of the newsletter. Full details on the Spires Spring Sprint are not yet available, so check The Clustered Spires British Car Club website, <http://www.clusteredspiresbcc.com/>, as the date gets closer.

## Impromptu Drives:

On occasion, Karen and I have organized some "Impromptu Drives." We work these in between other CTR events and when our schedule and weather permits. For that reason, the drives are only announced a couple of days in advance on the club Forum (I don't do Facebook, and depend on others who do, to pass on the information to our Facebook site). These "drives" can vary from an hour or two, to mini-tours lasting several hours. We endeavor to include roads that are both scenic and fun to drive. We enjoy driving our Triumphs, and invite other CTR members who feel the same, to join us for these events. Some photos from recent "drives" appear in this edition of *The Standard*.





*Previous page top: George Earwaker and Lionel Mitchell in front of one of Warrenton's beautiful old homes on March 11<sup>th</sup>*

*Middle: Starting out in Potomac on April 1<sup>st</sup>*

*Bottom: One of many bridges crossed in Montgomery, Frederick, and Washington Counties in Maryland*

*This page top left and middle: Triumphs on tour in rural Maryland  
Bottom left and top right: George Earwaker, Art Fournier, and Dennis Eckhout at the War Correspondents Memorial on South Mountain near Sharpsburg on the April 1<sup>st</sup> tour*



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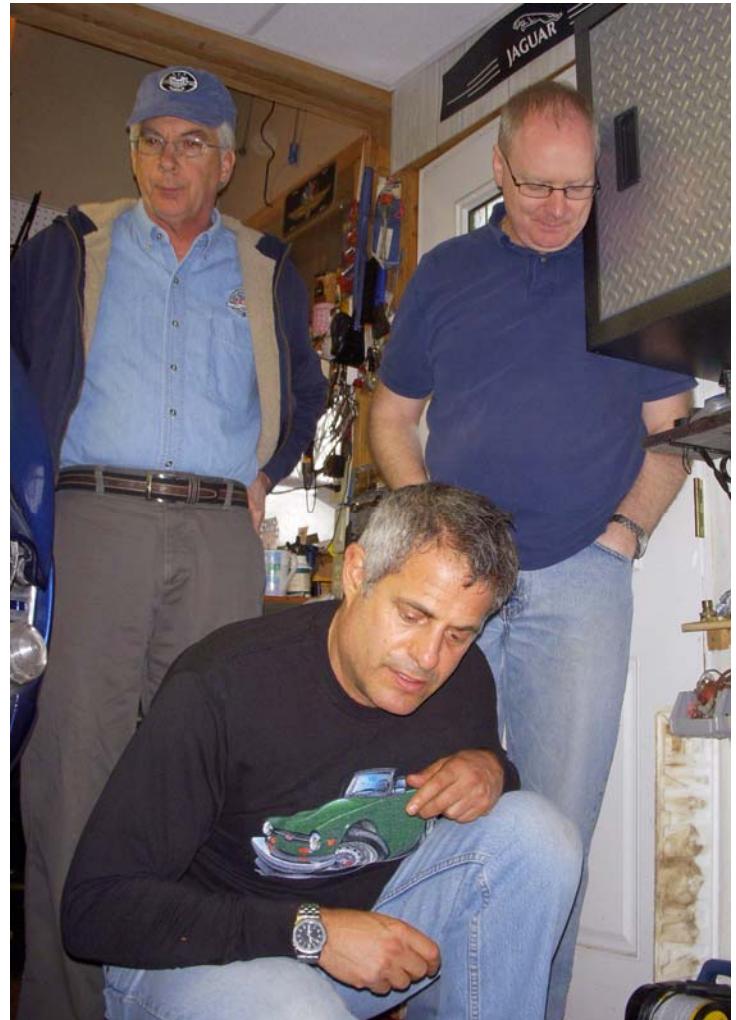


## Get Your Hands Dirty

### Thrust Washer Tech Session

**March 24<sup>th</sup>**  
**Sherman Taffel**

On Saturday, March 24<sup>th</sup>, I hosted a demonstration tech session in my Columbia TR workshop. Participating were: Dennis Eckhout, Art Fournier, Bruce Hislop, Lionel Mitchell, and Mark Shlien. Camellia and I offered the usual breakfast munchies while explaining the operation we were going to perform. I had prepared a detailed technical handout explaining the operational steps, in sequence, to access and test the clearance between the thrust washers,



which on the TR4 are mounted in and above the center (main) bearing cap on the crankshaft. These guide and protect the crankshaft from too much forward and aft movement when the clutch is depressed, pushing the flywheel and the crankshaft, to which it is attached, forward, thus putting pressure on the spinning crankshaft. If the clearances are too great, or the thrust washers are too worn down, serious damage can occur to the crankshaft.

Prior to the arrival of the other CTR participants, I had the front end of the TR4 in position on jackstands, two on each side of the front frame and one on each front suspension A arm, providing access to the oil pan for removal. I had also drained the oil and loosened the oil pan "setscrews." When the others arrived we removed the oil sump, the mounting surfaces of which we examined for weep areas. We then removed the oil screen pickup filter so the main "centre" bearing cap to crankshaft sides - thrust washer clearance - could be more easily measured and then the bearing cap could be removed.

Eleven years ago, when I last checked the clearance of these thrust washers they had precisely the .006 clearance specified in the TR workshop manual. The acceptable specification is .004 to .006. At that time, 2001, I re-secured the oil sump with the updated Moss felt gasket (vs the original cork style, which always "weeps" badly) with RTV to the engine block; and used Hylomar between the oil pan itself and the bottom sealing surface of the sump to engine gasket. The TR4 had minimal weepage, mainly a trace at the front sealing block. This weep was down the threads of four of the oil pan securing bolts; officially called "set screws" by Standard Triumph.

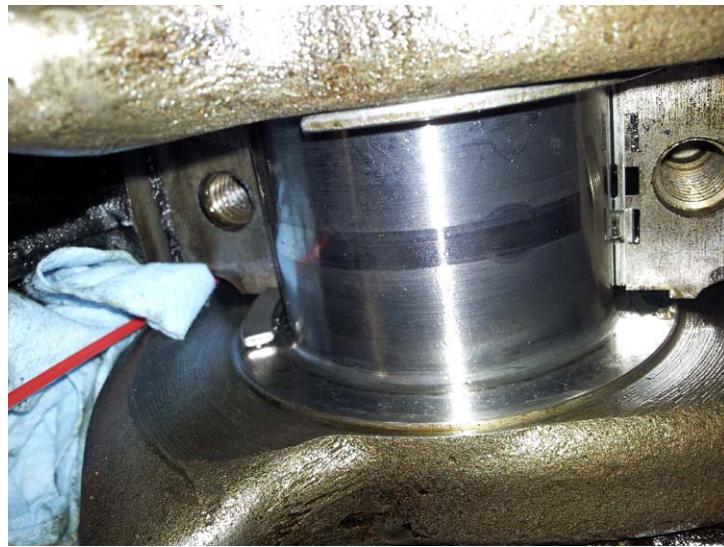
This time, Bruce Hislop and I agreed the specification determined was .012. Mark Shlien took special interest in the examination. Lionel Mitchell pointed out that on the TR6 engine, the thrust washers are located in the rear of the engine at the rearward most crankshaft main bearing (adjacent to the flywheel).

I had secured a new thrust washer replacement set. These washers come in various dimensions, but these had the .005 oversize set.



We found a 19 MM 6 point socket provided less "play" on the bearing cap retaining bolts than a  $\frac{3}{4}$ " 6 point socket. Unfortunately, the 85-90# torque of the Main Bearing cap retaining bolts exceeded the 75#  $\frac{3}{8}$ " drive torque wrench I had, and my  $\frac{1}{2}$ " breaker bar was in my Goldvein, VA, shop, so we could not remove the bearing cap and replace the washers. It was time for lunch anyway.

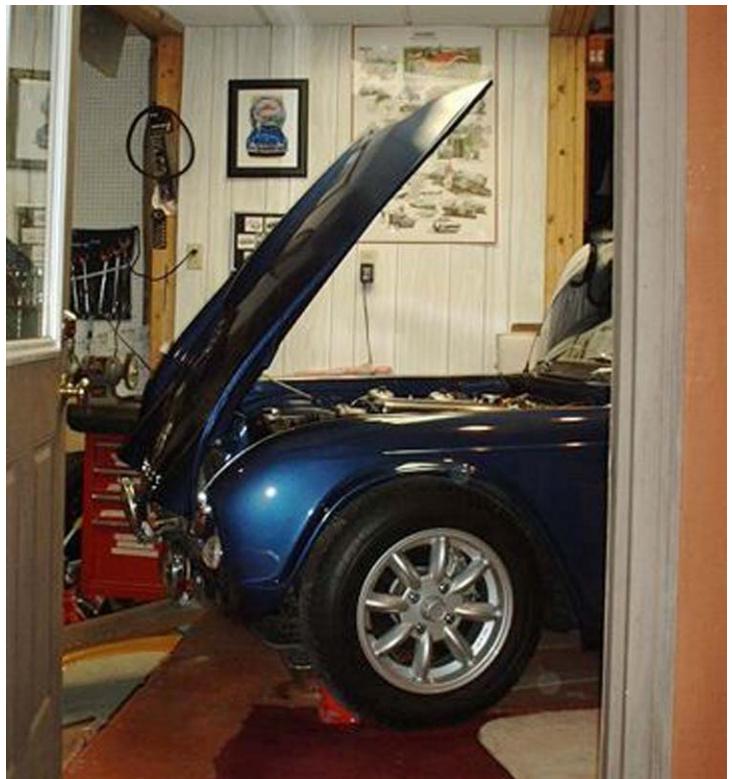
Due to rain, the original plan to have BBQ lunch on the deck was modified to lunch in the house. With Camellia and me as our chefs, we dined on chicken and rice soup, turkey burgers on toasted English muffins, chips, rice, and chocolate chip cookies.



Shortly after lunch and our participants' departure, Brad Taylor came by with a  $\frac{1}{2}$ " breaker bar and the cap was pulled. I found that the crankshaft bearing was in fine shape. We measured the new and the old thrust washers. The two existing thrust washers measured about 4MM, and the new ones measured about 5MM. We found that both

new thrust washers could not be used. The clearances available "in the rear" after the installation of the new upper half moon washer "up front" was too small (a good thing). We determined that only the smaller of the existing thrust washers could slide around the crankshaft. We noted that there were screwdriver marks on the previously installed upper half moon crankshaft thrust washer, so we used a plastic coffee stirrer to push the thrust washer into place. Then testing the clearance, we could not even insert a .006 feeler gauge between the thrust washer and the crankshaft. This confirmed the clearance was now below .006 - perfect per the TR workshop manual specification.

We reinstalled the bearing cap with the same combination of thrust washers- the new one up front (since it wears first) and the smaller of the two existing thrust washers in the rear side of the cap, slid the unit onto the crankshaft and torqued the bolts to the 90# specification. We reinstalled the oil screen and plan to have the sump reinstalled and the car ready for BOG!



*Previous page left: Lionel Mitchell, Bruce Hislop, and Sherman Taffel*

*Right: Dennis Eckhout, Mark Shlien, and Bruce Hislop*

*This page top left: Thrust washers and bearing cap  
Bottom: A coffee stirrer worked perfectly to slide an upper thrust washer into position above the crankshaft*

*Right: Sherman's TR4 in its home in his uniquely designed workshop garage that was adapted to the elevation of his yard while preserving several mature trees*



## TR7 Heater Hose Replacement

Stephen Prior

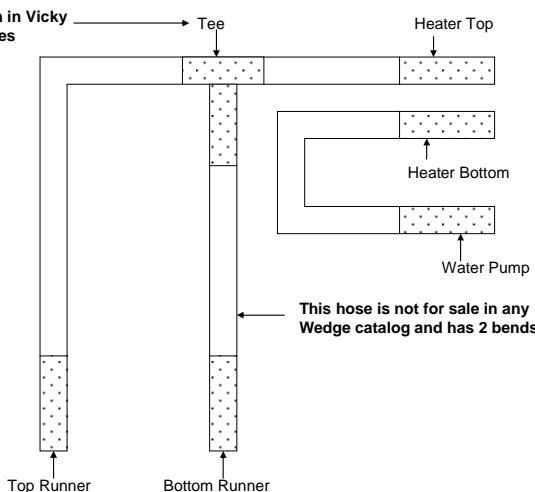
I blew a heater hose on my '79 TR7, on the way back from the Hunt Country Club Classic. So I immediately went to Rimmer Brothers and ordered a replacement set of heater hoses and radiator hoses to replace them all. Rimmer Brothers shows heater hose sets as once kit fits all years. Apparently not so and the reason for this article. Vicky Brits is no better. They depict different heater layouts for three ranges of years and the one for my year is closer to reality but they don't sell any of the key hoses and are missing the 180 degree hose.

Therefore, before ordering anything from any catalog, look at your layout. The anchor for your purchase is the Tee. Mine was a 4" by 2" Tee (as depicted in Vicky Brits on page 59). Rimmer Brothers assumes a long (~6") pipe and with bends in it and only supplies 3 molded hoses because it assumes a metal union (see page 23 of their catalog). I had the small Tee and needed 4 molded hoses. So the kit I received was not useable for my LBC (except for the 180).

The solution was to buy a couple of feet of 5/8" heater hose and host a CTR T-4. A lot fiddling with routing of hoses was required to get the 3 hoses installed, not including the 180 degree hose that came with the kit and fit perfectly. Thanks to Rich the "T", Brian Murray, Tom Burke, and Art; we got the job completed successfully.

Unfortunately, due to my eagerness, I forgot to pay attention to where the air intake scoop mounts and I can no longer mount it due to the interference of the heater hoses.

This Tee is only seen in Vicky Brits for 77-80 Wedges



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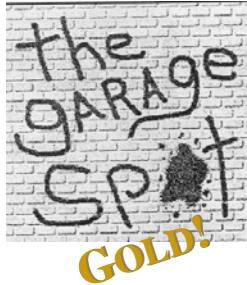
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## **Oil Pressure Check**

**Charlie Brown**

**Originally published in the  
October 1996 edition of  
The Standard**

We all realize how important adequate oil pressure is to engine survival and longevity. Some TR drivers have an oil pressure gauge as part of the original instrument package. Some of us have installed an after market gauge, either mechanical or electronic, to monitor oil pressure. Some of us are still relying on the warning light at the bottom of the speedo.

The problem with those lights is that the switch doesn't trigger the bulb until the pressure drops to about 7 psi. That's really not enough pressure at idle, much less at 4000 rpm. So, needless to say, by the time that light comes on, you're in real trouble – even if you do see it in time.

Some years ago I installed an electronic gauge that's controlled by a Mickey Mouse rheostat type sending unit that replaces the OEM switch. A few weeks ago, coming home from an autocross, after pulling off the Beltway and stopping at the first light, I noticed the oil pressure needle was sitting on "0." Ah, shiii! I knew there was oil in the sump and I knew my oil pump was working back out on the highway – I had remembered the needle sitting around 60 psi. As I pulled away from the light the pressure popped right back up. Phew!!

Once home, I knew it was time for an independent pressure check. Using some bits I had in the garage, I cobbled up a quick mechanical pressure gauge. After removing the gauge's sending unit and screwing in my home-made test unit, I found I had about 30 psi at idle. No problem with the engine. The problem was with a dirty copper contact that works against the wire windings in the sending unit. A little cleaning got the gauge working reasonably well again.

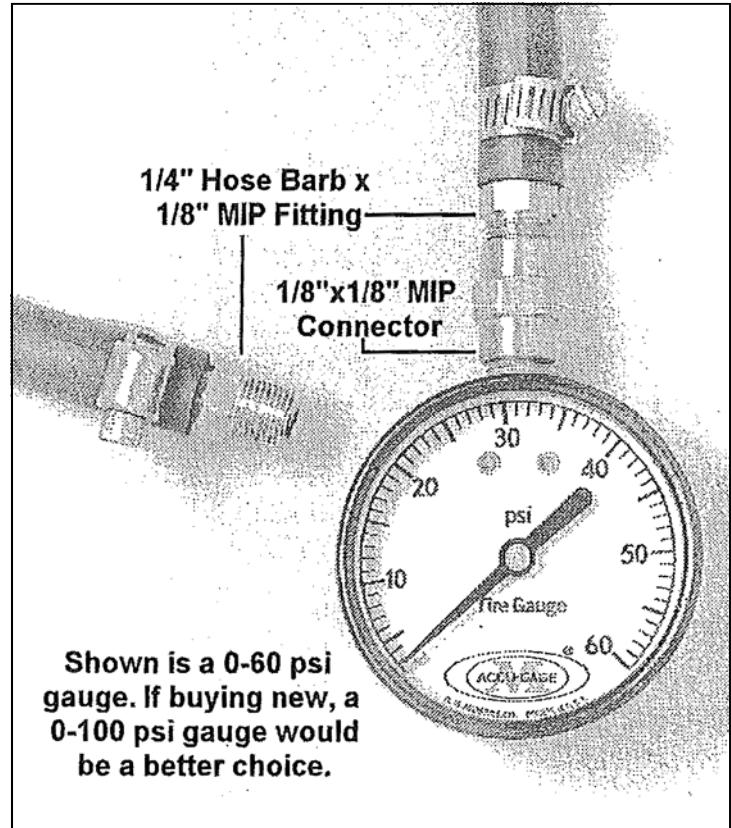
My quickie test unit can be easily and cheaply duplicated and added to your tool box. If you ever doubt the reading your gauge gives you, or if you're still relying on the "idiot" light, this test unit can be built for about \$10, depending on what you've got in your garage.

The gauge portion can be adapted from a tire gauge (like mine). You can use a compressor accessory gauge (usually a higher pressure range though, from 160 to 200 psi). The easiest adaptation will be to use a gauge that has a 1/8" MIP

(male iron pipe) thread. That's the same size that screws into your block. You could, I suppose, simply screw the gauge directly into the block and get your reading that way. I chose to add a short section of 1/4" fuel hose to make the reading a bit easier to see.

The best choice in a gauge, should you need to buy one, would be a 0-100 psi model. My prototype only goes up to 60 psi – fine for idle and mid range rpms. The local auto parts stores carry a suitable unit for about \$6 - \$8. The key is to look for one that has a brass threaded portion coming out of the top. From there you'll need a 1/8" to 1/8" MIP connector and two 1/8" MIP to 1/4" hose barbs, a total of three brass fittings. They'll cost you about three bucks. I used a standard 1/4" rubber fuel hose with two hose clamps, which has yet to blow out after several uses. I suppose a hydraulic hose, or at least a piece of fuel injection hose, would be a more appropriate choice. Like I said, I used what I had on hand.

If you've been relying on the warning light, you may want to do a mechanical check every once in a while, just to be safe. Or, you may want to have one just to occasionally double check the accuracy of your OEM gauge. Oil pressure is something you just don't leave to guesswork.





# Amelia Island Concours d'Elegance

RJ Fortwengler

Last month Sheila and I attended the 17<sup>th</sup> Annual Amelia Island Concours d'Elegance at the beautiful Ritz-Carlton, Amelia Island, Florida. With over 300 rare and exotic automobiles on the field it was easy to see why "The Amelia" is renowned as one of the top automotive events in the world. It is an entire weekend of activities...in addition to the Concours there are RM and Gooding auctions, seminars with racing greats, and manufacturers are there to show and give test drives of their latest models. And for meals and shopping the quaint downtown Fernandina Beach is nearby.

Held each year on the second full weekend of March, Sheila and I suggest you put the 18<sup>th</sup> Annual Amelia Island Concours on your calendars now. We will see you there!



*RJ and Sheila pause in front of the Ritz-Carlton.*



*Cars at the RM Auction included this beautiful red 1965 Triumph TR4A that crossed the block at \$28k.....Auction Fever!*



*Every auction must have at least one Amphicar. This one displayed its VA boat registration.*



*The beautiful Jaguar C-X16 Concept Car, a hybrid no less. When I asked how much, the Jag rep said "their goal is to keep it under \$100k." Oh well.....*



*A Celebration of the Cobra's 50th Anniversary included the very first Cobra, owned by Bruce Meyer.*



*Sheila poses with Natalie Woods' Mercedes-Benz 300SL.*



*The Concours de Sport-- 1962 Ferrari 330LM.*



*Wayne Carini of Chasing Classic Cars's followed around like a rock star as he films segments for his show. He actually is quite a nice guy.*



*Each year Amelia features a different featured motorcycle-- this year's was Vincent..*



*Wearing its Best of Show Ribbons is this 1938 Bugatti Type 57.*



## Refurbishing vs Replacing

John ("JP") Puckett

Anybody that has followed my TR3 project knows the amount of work I have done so far. The car was very rusty and neglected over the years. If it did not have sentimental value attached, it may have gone a different route.

My father-in-law bought the car new near 1958 and it was my intent to get it back to driver condition for him. Sadly he took a turn for the worse in September 2011 and moved on to heaven.

We had quite a few late night discussions about the fun times that he enjoyed driving around in his TR3. We discussed how to bring it back to life and I knew his wishes very well. I am sticking to those guidelines to honor his memory as I complete his car.

So this next part of the story is about picking up some parts from the shop that has been helping replace structural metal in the floor. I received a box of parts while stopping to check on the progress and to my surprise they had removed the commission tag. It wasn't very pretty. I had debated, in my mind, what to do when I got to that point many times. Pick up a new tag and stamp the numbers....replacement tags are readily available.

But life steps in and opens new doors at times that you can not ignore. I belong to a few forums and have been following a few other restorations. I ran across a guy in Texas that had wanted to try and refurbish his painted over commission tag. We exchanged a few e-mails about his mapped out process and I awaited the results. When I saw the before and after pictures I was amazed at his completed work.

I sent Mr. Durant a message on the forum and politely asked if he would take an attempt at my tag, for a fee. He agreed to look at it and I sent the tag to him in the mail. He refused to take any money.....it was his labor of love to the Triumph community.

So here is an outline of the process he used and why:

OK, just a follow-up for posterity. I could not bring myself to use either of the repo commission plates. The

original has raised lettering, whereas the repos are painted on an absolute flat plate. The repo's also have different info...the worst of which was trying to add 50 kilos to my trim lady!

So, here is the process I went through. The first problem as that the PO had painted right over the plate, so the gold had to come off.

I did this in a glass bead cabinet. The blasting curls the thin metal, so I had to heat it afterwards with a torch to anneal it and allow it to settle into its "flat" shape. This has to be done very carefully, as it is just thin aluminum. An oven on 500 degrees would accomplish the same thing, although it would take longer. (I'm impatient!) He then masked off the areas with the numbers and the outer trim.

The plate was then painted with a good quality spray-can enamel black paint. Once it dried, I removed the tape and carefully sanded the lettering with 400 grit to bring the letters back out. (note: I tried the finer grits, but I was way too impatient, again!) Once I was happy with the look, I





sprayed the entire plate with clear lacquer to bring the shine back out of the black paint.

And the final mounting was done with standard Monel pop rivets. The only tricky thing here is that the original plate had the center of the rivet cut cleanly flush with the outer surface of the rivet. If you just pop a modern one in, it will break the center well inside the rivet. So, I pulled the rivet until it was snug, and then used a dremel to cut the center flush...just like the original. I also used sealant on the rivet and back of the plate to keep any stray water out of the passenger footwell.

So, it was well worth saving the original plate.

My sentiments as well....I thank him for what he has done and given the opportunity I will pay it forward to someone else in need on the process of their restoration.



**Looking back at THE STANDARD:**  
**Volume IX, Number 4**  
**April 1997**

The April 1997 issue of The Standard led off with a recap of a transmission rebuild session by Dave Crane held in Karl Johnson's garage. Glenn Minucci's Stag transmission was the primary subject of the session, followed by boxes belonging to Alan Crane and Chris Gede.

The issue also included a recaps of the Alexandria St. Patrick's Day Parade by Abe and Rosemary Kooiman and the spring tune up by Karl Johnson. The spring tune up was held in Charlie Brown's garage and included installation of a new convertible top by Art Fournier. (Editor's note: the top still doesn't fit quite right!)

In the "Garage Spot," Bob Cangelosi recounted the problems caused by a shorted out ignition switch, namely a self-starting, marauding TR6.



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## EVENTS

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

**Partial List—More to Come!**

- Apr 14 - George's Blow the Dust Off Drive \*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 21 - CTR does Katie's Cars and Coffee, Great Falls, VA \*CTR\*
- Apr 25 - BOG Stuffing Party
- Apr 28 - BOG Prep and Set Up
- Apr 29 - Britain on the Green (BOG), Collingwood Library and Museum, Alexandria, VA \*CTR\*
- May 5 - The British Are Coming Car Show, Lewes, DE, [www.leweschamber.com/](http://www.leweschamber.com/)
- May 8 - CTR ESB
- May 12 - Webb Motors Open House \*CTR\*
- May ? (To be rescheduled) - GW Parkway Run \*CTR\*
- May 18-20 - Carlisle Import, Kit and Replica Show
- May 20 - Clustered Spires Spring Rally \*CTR\*
- May 30-Jun 6 - British Car Week
- Jun 2 - Orphan Car Tour, [www.orphancartour.org/](http://www.orphancartour.org/), \*CTR\*
- Jun 3 - The Original British Car Day, Lilypons, MD \*CTR\*
- Jun 9 - CTR Driving Event \*CTR\*
- Jun 17 (Anticipated Date) - Sully Car Show
- Jun 23 - Test Drive an MG (or Triumph) at Bull Run Park, VA \*CTR\*
- Jun 30 - GYHD \*CTR\*
- Jul 10 - CTR ESB
- Jul 14 - CTR Driving Event \*CTR\*
- Jul 14 (Tentative) - MG Club Braille Rally \*CTR\*
- Jul 28 - GYHD \*CTR\*
- Aug 2-4 - The Roadster Factory Summer Party \*CTR\*
- Aug 26 - Cruisin' for Crustaceans \*CTR\*
- Sep 2-3 - Baltimore Grand Prix
- Sep 2 (Anticipated Date) - Out of the Past Car Show, McLean, VA
- Sep 11 - CTR ESB
- Sep 15 - CTR Driving Event \*CTR\*
- Sep 29-30 - Trappe Triumph Invasion \*CTR\*
- Sep 30 - St Michaels Concours d'Elegance
- Oct 7 - Hunt Country Classic and CTR Picnic \*CTR\*
- Oct 20 - GYHD \*CTR\*
- Oct 28-Nov 2 - VTR National Convention \*CTR\*
- Nov 3 - T4 \*CTR\*
- Nov 4 - Fall Foliage Tour \*CTR\*
- Dec 9 - Holiday Party (Maryland 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.

**1977 Triumph Spitfire for sale -- \$7,250, negotiable.**  
Upgrades include dual SU carbs, mild “street” profile cam, header, resonant exhaust. Paint is excellent (less than 10 yrs old). Motor and gearbox rebuilt last winter, and car runs extremely well. The car comes with a tonneau cover, spare 1500cc engine and spare gearbox (both missing parts and needing rebuilds), a Haynes manual, plus a box or so of assorted Spit stuff. I don't know of anything on the car that's not functioning or needs to be replaced. Contact Bob at [tourv@erols.com](mailto:tourv@erols.com) or 301-481-6507.



**For Sale:** Spitfire 1500 block, crankshaft, racing cam, TR6 pistons, flywheel, aluminum front pulley. Block deck has been milled for zero-deck. Cylinders need light honing & crank needs grinding. Asking \$1000. Additional machine work and balancing at additional cost. Contact Bob at Fairfax Auto Parts Machine Shop at 703-560-0813

**“The Complete Official Triumph Spitfire 1500 1975-1980”** Robert Bentley workshop manual and driver's manual. Donated to CTR; free to the first interested CTR member to respond. Well used, but serviceable condition.

## Photo Credits

- Pages 1, 4, & 5 (bottom) - Karen Earwaker
- Pages 5 (top) and 6 - Art Fournier
- Page 7 - Sherman Taffel
- Pages 10 & 11 - RJ Fortwengler
- Page 12 - JP Packett



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<b>- TR250</b>	RJ Fortwengler Sandy Thomson	202-236-7682 410-253-8519	rfortwengler@verizon.net sthonsontr6@gmail.com
<b>- TR6</b>	Joe Cannon Sandy Thomson	703-280-1104 410-253-8519	jpc8904@yahoo.com sthonsontr6@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
<b>- Autocross</b>	Lionel Mitchell	703-754-7362	haymarket4@verizon.net
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## THE STANDARD

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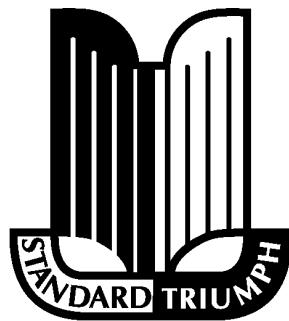
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**Deadline**  
for the next issue of  
*The Standard*:  
**May 11<sup>th</sup>!**

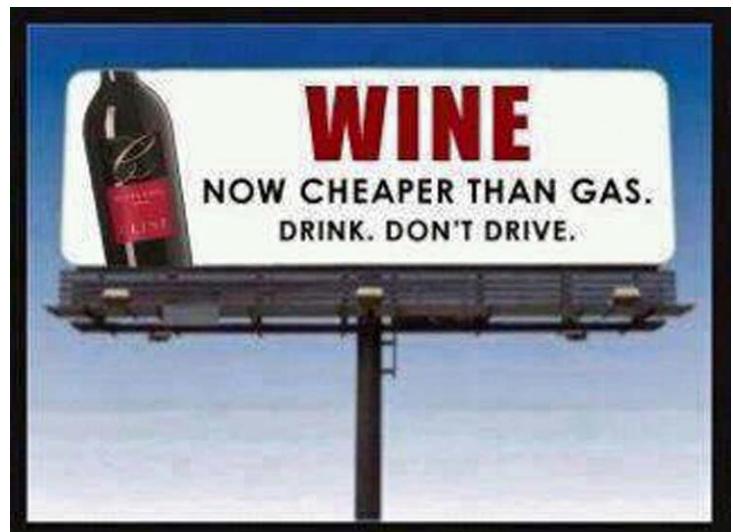


**TRIUMPH TRIVIA:** What car was developed from the British Leyland Bullet prototype, and which cars was it intended to replace?

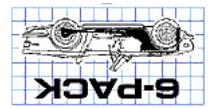
The Bullet became the Triumph TR7. It was intended to replace both the TR6 and the MGB; however, the MG B soldiered on until 1980.



## Timely, but bad, advice



*We naturally recommend that you drive rather than drink.  
(But if you do drink, don't drive!)*



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THE STANDARD

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# THE STANDARD

The Official Publication of the  
**Capital Triumph Register, Ltd.**

Volume XXIV, Number 5, May 2012



*Some of the many CTR members, family, and friends who helped make BOG 2012 a success!*

*Front row left to right: Tom Burke, Matt Schipani, and Jeff and Marcy Knepp*

*Center row: Tim Shalvey, Karl Johnson, Rich Townsend, John Buescher, Carol and Bill Goodwin,  
Stephen Prior, and Steve Mumma*

*Back row: Art Fournier, RJ Fortwengler, Rich Wilkins, Daniel Mitchell, Lionel Mitchell,  
Patrick Carter, Dennis Eckhout, and Bruce Hislop*

*For more on BOG, turn to pages 3, 4 and 5.*

**PAGES 1, 3, 4, and 5** - Britain on the Green; **PAGE 2** - CTR Happenings; From the President - Shape of Things to Come; **PAGE 6** - Blow the Dust Off Drive; **PAGE 7** - TR3 Memories; **PAGE 9** - Orphan Car Tour; **PAGE 10** - Sarasota Classic Car Museum; **PAGE 11** - BOG Stuffing Party; **PAGE 12** - Got Regalia; **PAGE 14** - Events; Classified; **PAGE 15** - Club Info



## The Shape of Things to Come (Miscellaneous Ramblings from the President)

**By Lionel Mitchell**

A lot has happened since we last talked. The biggest event was, of course, BOG. If you were there, you know what a success it was. If you missed it, you missed a good one. After sweating the weather forecast right up through Saturday night as it was raining lightly, Sunday turned out to be beautiful – sunshine and temps in the 70s. The turn-out was a near record, both in terms of cars and spectators. I still don't know the officials counts, but based on estimates we had 180+ show cars and 500+ spectators and car owners. And surprise – we already have the list of winners up on our web site and a link to another site with hundreds of photos. Thanks to Art for updating the web site and to Joy Holder who took all the photos. By the way, you can purchase photos directly through Joy's web site.

We also had several other events that were moderately well-attended. Two weeks before BOG , we had a vigorous drive through Virginia back roads led by George in his GT6. The weekend before BOG, several of us attended the Cars & Coffee gathering in Great Falls, VA. It's always an interesting collection of cars ranging from LBC classics like ours to American muscle cars to exotic super cars. That happens every Saturday morning. There's another one on Sunday morning at Fair Lakes, VA. The other event was the tour to Webb Motors. As in the past, this was a fun event. I look at this event as a warm-up for a "Round Virginia Reliability Run" to steal a phrase from our British friends. Look for details and photos on the tour. If you'd like to go, Byron Webb is planning to host another open house on September 22.

Coming up in June is the Original British Car Day, followed by a GYHD tech session and driving event. These two CTR events have not been defined yet. If you would like to host one of these, let me or other members of the Board know.

Some of us have also conducted our own informal GYHD sessions with other local members. Rich W and Tim S came over a few Saturdays ago and helped me tune the Strombergs on my TR7. And I know Dennis E helped Mark S replace the trailing arm bushings and mounting brackets on Mark's TR6. We have a great spirit of sharing knowledge and helping each other in our club.

And speaking of my TR7, I've worked through a few issues this year and finally have it on the road. My son drove it to BOG this year and was thrilled that we placed first in class for the TR7/8 class. Back in the winter, I had my distributor rebuilt and recurved by Jeff Schlimmer at Advanced Distributors and replaced the points with a Pertronix ignition unit. That solved the basic problem that I had been chasing for over a year. After I started driving it, it developed a gas leak at the fuel pump. What should have been a simple remove and replace operation turned out to be a few weeks of weeping and gnashing of teeth ... but in the end turned out as it should have (too much to go into here). Finally, I tuned the carbs as noted above. The real test was the 400+ mile trip to Webb Motors in Roanoke, VA. All this work gave me confidence that the car would make it there and back, and it did, but ..... I did have a minor problem on the way down. I had replaced the exhaust system over the winter and obviously did not get the front pipe far enough into the after-market muffler. The pipe separated from the muffler on the way down. Thanks to help from George and Sandy, I was able to make a parking lot repair which lasted for the remainder of the trip. But hey, what a trip in a Triumph without a little drama? I will now fix it properly.



## CTR Happenings

**Welcome CTR's newest member:**

→ James Iacocca, Springfield, VA

### In the Works for June

In the plans for June are participation in the Orphan Car Tour on June 2<sup>nd</sup> and the Original British Car Day on June 3<sup>rd</sup>. George Earwaker is organizing CTR's participation in the Orphan Car Tour—see page 9 of this issue for details. CTR always has a good turn out at British Car Day, so plan to be at Lilypons Water Gardens for this show where, unlike BOG, all the work is done for you!

Also being planned for June are at least one driving event and a Get Your Hands Dirty session. Details have not yet been finalized for these, so word will be passed via the CTR Forum and Facebook sites as well as by e-mail. And on June 23<sup>rd</sup> we'll join the MG Club for their annual "test drive" at Bull Run Park.

*(Continued on Page 13)*



# Britain on the Green 2012 Award Recipients



**Best of Show:** Harlan Schufeldt, 1960 Triumph Italia

**Triumph Spitfire and GT6:** 1<sup>st</sup> Matthew Schipani\*, 1972 GT6; 2<sup>nd</sup> Patrick Carter\*, 1975 Spitfire; 3<sup>rd</sup> Dave Denison, 1970 Spitfire Mk III; Honorable Mention Mark Farren\*, 1974 Spitfire

**Triumph TR2 and TR3:** 1<sup>st</sup> Buzz Warren, 1958 TR3A; 2<sup>nd</sup> Richard Wilkins\*, 1959 TR3A

**Triumph TR4, TR4A, TR5, and TR250:** 1<sup>st</sup> Mike Ford, 1962 TR4; 2nd René Burcksen\* 1968 TR250; 3rd Jeremy and Cheryl Kinney\*, 1966 TR4A

**Triumph TR6 Early:** 1<sup>st</sup> Tim Shalvey\*, 1973 TR6; 2<sup>nd</sup> Steven Mumma\*, 1973 TR6; 3<sup>rd</sup> Joseph Cannon\*, 1971 TR6; Honorable Mention Ken Nachman, 1969 TR6

**Triumph TR6 Late:** 1<sup>st</sup> Robert Fabbie\*, 1075 TR6; 2<sup>nd</sup> Sandy and JoAnne Thomson\*, 1976 TR6; 3<sup>rd</sup> John Buescher\*, 1974 TR6; Honorable Mention David Williams, 1974 TR6

**Triumph TR7 and TR8:** 1<sup>st</sup> Daniel and Lionel Mitchell\*, 1976 TR7; 2<sup>nd</sup> Michael Avakian\*, 1980 TR8; 3<sup>rd</sup> Bruce Stephen, 1980 TR8

**Triumph Other:** 1<sup>st</sup> Harlan Schufeldt, 1960 Italia; 2<sup>nd</sup> Bill Goodwin\*, 1965 Herald Estate Wagon

**Austin Healey 100 and 3000:** 1<sup>st</sup> Joe and Kath Foster, 1967 3000 BJ8

**Austin Healey Sprite/MG Midget:** 1<sup>st</sup> Debra and Max Utterback, 1959 Austin Healey Sprite Mk I; 2<sup>nd</sup> Richard Jones, 1962 Austin Healey Sprite

**Jaguar Saloon:** 1<sup>st</sup> Sara Rosenfield, 1963 Mk 2 3.8L; 2<sup>nd</sup> John Otte, 1972 XJ6

**Jaguar Sports:** 1<sup>st</sup> John Feser, 1953 XK120 FHC; 2<sup>nd</sup> Mike Perlberg, 1964 E Type; 3<sup>rd</sup> John Meering, 1951 XK120 OTS; Honorable Mention Greg Haas, 1954 XK120

**Lotus:** 1<sup>st</sup> Timothy Glahn, 1967 Elan DHC S3; 2<sup>nd</sup> Andy Harwood, 1974 Europa

**MG Early:** 1<sup>st</sup> Stephen Mefferd, 1947 MG TC; 2<sup>nd</sup> Joseph Cannon\*, 1953 MG TD

**MGA:** 1<sup>st</sup> Bruce Zivic, 1959 MGA Twin Cam; 2<sup>nd</sup> Emile Sabol, 1960 MGA

**MGB and MGC to 1974:** 1<sup>st</sup> Mark Hanna, 1968 MGC; 2<sup>nd</sup> John Cook, 1973 MGB; 3<sup>rd</sup> Joe Dowley, 1964 MGB

**MGB from 1974 ½ :** 1<sup>st</sup> Ken Nagel, 1980 MGB; 2<sup>nd</sup> Todd Hahn, 1978 MGB

**MGB GT:** 1<sup>st</sup> Mike and Lucy Hughes, 1966 MGBGT

**Classic Mini:** 1<sup>st</sup> Chuck Viggiani, 1966 Innocenti Mini; 2<sup>nd</sup> Frank Parsons, 1973 Austin Mini

**Morgan:** 1<sup>st</sup> Donald Roberts, 1953 Plus 4; 2<sup>nd</sup> Frank Huffman, 1959 Plus 4

**Rolls Royce/Bentley:** 1<sup>st</sup> John Bays, 1933 Rolls Royce 20/25

**Rover:** 1<sup>st</sup> Jose Scoseria, 1950 Rover P4

**Special Interest:** 1<sup>st</sup> Dave Page, 1945 Daimler Scout Mk III; 2<sup>nd</sup> James Linder, 1965 Sunbeam Tiger Mk I; 3<sup>rd</sup> Peter Horton, 1967 Morris Minor

\* CTR Member





# Britain on the Green 2012

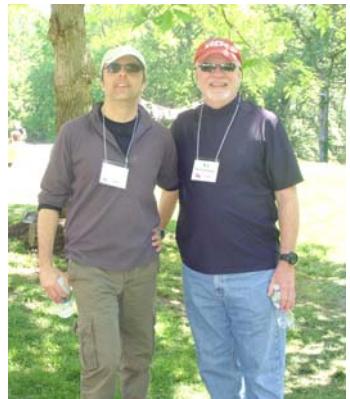
**Jeff Knepp**

As the fifteenth presentation of Britain on the Green gets smaller in the rear view mirror, the members of Capital Triumph Register LTD can bask in the success of their efforts. The weather ultimately cooperated, prompting a large spectator turnout who enjoyed over 175 cars on display under a pleasant sky. As is often the case, the weather also provided a measure of last minute anxiety. We arrived early on show day only to have the venue staff tell us that we couldn't use the lower field. Rain earlier in the week and on the day before had them worried that the field was too wet to be usable. Luckily we were able to persuade them that our experience indicated otherwise and they agreed to let us proceed.

Speaking of the lower field, it was the location of one of this year's show themes. A display of Spitfires was prominently placed along the bank of the river in celebration of the fiftieth anniversary of the model. On the upper field, several cars from the collection of the late Ace Rosner were featured as part of a CTR tribute to him. His family brought a collage of photos for the occasion that provided a few highlights from his interesting life.

BOG has always attracted vehicles that range from the familiar to the less so. This year was no exception whether you consider the beautiful Triumph Italia that won Best of Show or the 1940's vintage Daimler Scout car that was the only show vehicle that left the factory with armaments.

BOG staffers reported positive remarks from a number of entrants and spectators, and our show received good feedback on several local car related web forums as well. Thanks to the hard work of the many members who volunteered their time, BOG 2012 was an outstanding event.



*Page 4 left top to bottom: Art Fournier and Matt Schipani; Bill Goodwin and Roger Morrison; Dennis Eckhout and René Burcksen; and Sara and John Buescher*

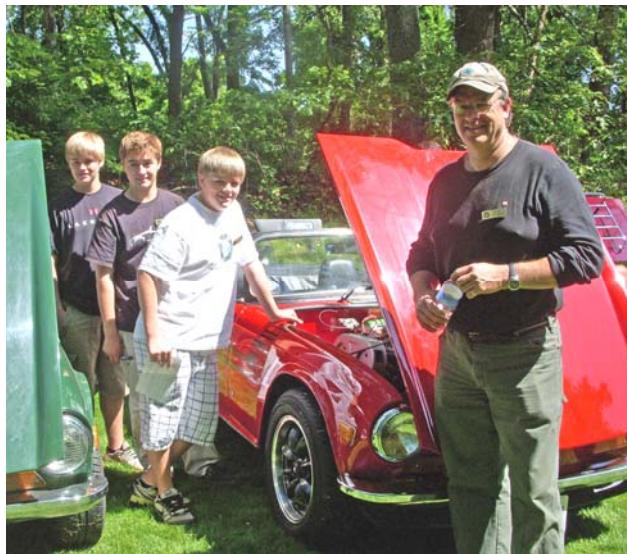
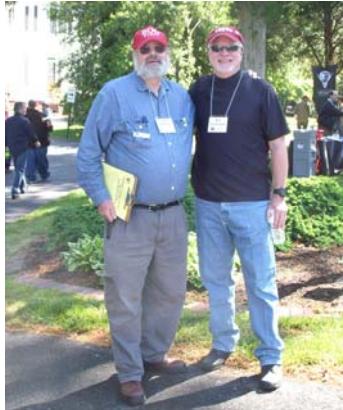
*Page 4 right: Erik Sulcs and RJ Fortwengler; Rich Wilkins; Diane Page and Sheila Skipper; and Bruce Hislop*

*Page 5 left: Fred Mittelman and RJ Fortwengler; JoAnne Thomson and Sheila Skipper; Tim Shalvey and Steve Mumma; and Tom Burke and Rich Townsend*

*Page 5 center: Jeff Knepp, John Buescher, Lionel Mitchell, Daniel Mitchell, and Karl Johnson;*

*Patrick Carter and JP, Emma, and Ethan Puckett; and Jonathan, Rob, Scott, and Sandy Thomson*

*Page 5 left: Fran Scuderi; Stephen Prior; and Daniel Mitchell*

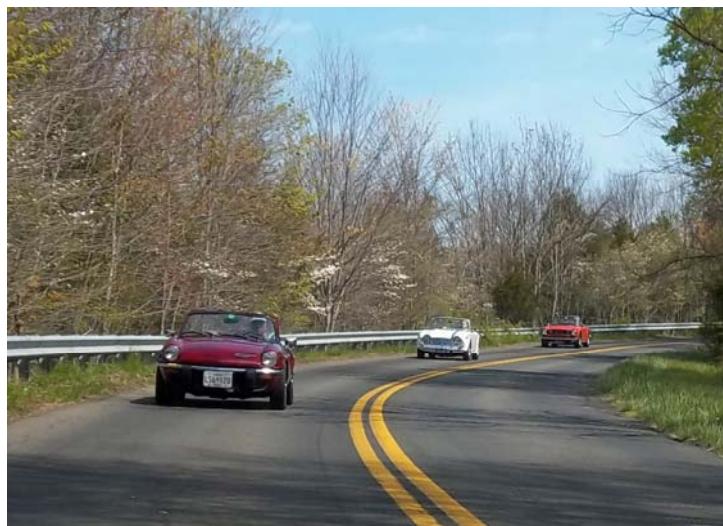




# George's Blow the Dust off Drive

**April 14<sup>th</sup>**  
**George Earwaker**

On Saturday morning, April 14<sup>th</sup>, the weather was picture perfect. Driving enthusiasts Art Fournier, Lionel Mitchell, and Jeremy Kinney met up with Karen and me for a very pleasant 65-mile drive through the Virginia countryside. Those with convertible tops had them lowered for the drive. Leaving the Kings Park Center, we headed west past Burke Lake and into Clifton, where we passed an impressive collection of British cars parked on Main Street. (There is a Cars & Coffee held here each week, but not on the same scale as that at Katie's in Great Falls.) Traveling along some old country roads, we worked our way westward, passing through the Manassas Battlefield. Following a brief "pit stop" in Catharpin, we continued westward passing the LaGrange Winery, through Thoroughfare, and Bethel, where we turned south. Eventually, we made another turn, this time to the east, taking us through Greenwich, Linton Hall and into Manassas where our drive ended at the local Hooters restaurant. Following a great lunch and an unplanned photo session with one of the waitresses, we headed our separate ways. All had a good time.



*Left: Art Fournier's Spitfire, Jeremy Kinney's TR4A, and Lionel Mitchell's TR6*

*Top right: Lionel Mitchell with one of the waitresses  
Center: Art Fournier, Lionel Mitchell, Mark Farren, George Earwaker, and Jeremy Kinney at the King's Park rendezvous*

*Center: Country roads*

*Bottom: George Earwaker smiling for photographer Karen Earwaker*



## TR3 Memories Part 3: Washington Adventures

**Earl Hill**

When President de Gaulle kicked NATO out of France, everyone I worked with had to consider whether they would move to Belgium with the air defence project office, or go their own way. Ardash and I decided that it would be too hard on the kids to make them learn another language and be in different schools, so I asked to be taken on again by MITRE, the company that had arranged my leave of absence for the State Department assignment. I was offered a slot in the company's Washington offices, to work on the newly begun "North Eastern Corridor Transportation Project" (NECTP). We got movers in to pack all our stuff, and delivered the TR3 to a dock in Le Havre for shipment back to the States.

When the day came to depart, the trusty Volkswagen bus was loaded into the forward hold of the S.S. United States, and we all boarded for one of that ship's final runs across the Atlantic. Ardash's memory of the voyage is the seemingly endless meal sessions, where everyone, including all four kids, had to be dressed 'to the nines' and be seated on time. And they got tired of sitting at the table. Other things were fun, even though the crossing was gray and foggy most of the time. In New York, entering the harbor was just as striking as the movies show it is, with the Statue of Liberty to port and the city skyline ahead. At the dock, we were still waiting to be matched up with our luggage as the VW was hoisted out of the forward hatch and lowered to the pier. Unfortunately, our relatives from Connecticut had been waiting so long that their car was towed away by the parking police and had to be retrieved, at considerable expense even in those days. We did Customs without much problem, still having our diplomatic passports. From then on, back to normal life in the USA. We visited in Connecticut for a few days and then drove to Northern Virginia in the bus.

Our first accommodations were a motel at Bailey's Crossroads, just a block up Columbia Pike from the main offices MITRE was leasing before moving to permanent quarters near Tysons Corner. Not knowing the territory, and not being sure about MITRE's new location, we chose a new house outside the Beltway near the Kings Park Shopping Center. Before we actually moved into the house, the TR3 was delivered to the parking lot at the mo-

tel, in drivable condition. The only thing of note was that the Customs inspectors had pulled the glove box out when they did not have the key. I was able to reinstall the box with a few extra screws. None of our youngsters were old enough to drive, so once we had another car for Ardash to use, the TR3 was my transportation to work. The normal trip was inward through Annandale center, on Columbia Pike to the MITRE offices. Not a big problem with traffic in the late 1960s. If I arrived early enough in the morning, it was possible to get a slot in the lower decks of the adjoining parking garage. Top down on good days, and leaving it that way was feasible many days in succession. When the weather was poor, there were no alternate routes for rain avoidance as I had in Colorado Springs and Paris. Could only put the top up and hope the windshield wipers could handle the mess.



With so many years gone by, I will present just a few vignettes to show how the lovable British vehicle served our family. I joined local motor clubs and participated in quite a few events over the years. Our TR appeared in area shows, and did group tours around the Mall. I saved newsletters which included how-to-do-it articles by members, and reports of club activities. I recall one club meeting near Manassas, when ten or fifteen drivers got to their cars with the intention of making a speed run back into Fairfax on Route 29. We went fast and did some unsafe passing on what was then a narrower road. If I had been more sober, I could give a better account. I don't believe anyone else wrote a report. Somehow, not even an official one by the Highway Patrol....

One by one, our children reached driving age. Even though we used a station wagon for some of their instruc-

TR3 Memories (*Continued from Page 7*)

tion, they all remember that they learned to drive in the TR3. It was certainly memorable to be along while the learner was getting the hang of gear shifting, up and down, handling hills and traffic, but also having fun flipping the overdrive switch just like dad did. If the right side floor pan had been the least bit rusty, I'm sure I would have stomped my foot through it when crashes seemed imminent. Didn't though, and every one of them went on to use the TR for some part of their high school days. We parents still have not heard all the stories of things that went on between school and home. One revelation by our oldest son described how he did a 270 degree spin in an intersection one icy morning, without being hit by other cars. More than once, it was mentioned by our drivers that 'some gang of boys' had picked the TR up from where it was and set it down in some less convenient spot. Another time, clumps of very long grass stuck in the undercarriage seemed to indicate unauthorized off-road activity. I am told now that happened with a different car, but even so, I still visualize pulling stems off the bottom of the TR radiator.

The car survived all that, but began taking a high toll in maintenance time. With Virginia requiring twice-a-year inspections, the TR's steering tightness was vulnerable to rejection. The mechanic would head for the right front wheel, wiggle it back and forth, shake his head, then produce a pink slip saying to fix it and come back later. My fix was often to make a shim from a metal food or beer container and insert it into the idler bracket or other offending joint so the wiggle was reduced. That generally got by at the first try, with no questions. It became a regular routine before taking the TR in for each inspection. But I did worry about any us making a high speed run with stuck-together steering. When our oldest began his second year at UVA in Charlottesville, I got calls for help when the TR had quit moving. Usually, the problem was leaking fluid somewhere between the master cylinder and the clutch; never easily found until I had been down where the drips fell. My memory of each trip over there is that I spent an afternoon under the car, behind Bruce's fraternity house, while some great party was going on into the evening hours and beyond.

One of the best adventures was when Becky attended James Madison in Harrisonburg and we went to visit her on a weekend. She and her older sister jumped into the TR for a 'road trip' down I-81 to find friends at Virginia Tech - many miles away. Those were the days of CB radio in all the trucks, but the TR had one too. The girls got to Blacksburg and back, safely, and reported that they heard a lot of calls between trucks about the "roller skate" that just went by with the two blonds, described in colorful CB terms.

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My longest trip, which really felt like it, was partly business. I first went to our place near Ocean City, MD and then had a meeting to attend in Norfolk. It was January. The first leg with the wind behind me was not bad. The leg southward a couple days later was affected by a cold front arriving. It made the over water stretch on the Chesapeake Bay Bridge Tunnel a genuine challenge. Large waves were throwing spray over the roadway, and keeping off the guardrails was tricky in the gusty crosswinds. Visibility came and went, hiding the road ahead or showing a stretch of open water on either side, so that my old sailor senses told me I was too far out at sea. While I stayed over for the meeting, the cold pocket was really settling in. On the way home at night, into the wind, the air temperature outside was only ten degrees. It was not much better inside the TR, with the heater going full blast and me bundled up against frosty air blasting in around the side windows and every other little crevice of the cockpit. I stopped at numerous coffee shops on the way up I-95, and needed a large hot toddy before going to bed.

Ardath tells of the time she and Doug were headed back across DelMarVa after storms and came to water over the road. Other trucks and some cars were making



it through, so she gave it a try. The TR began to float and drift out of control. Bystanders apparently shouted instructions, and young Doug was offering his. A helpful gang of waders pushed the car to the opposite slope and out of the water. Neither Ar-dath nor Doug remember for sure whether the motor kept running in the water, but there is no doubt that it ran immediately after, so they were able to continue their trip.

There were some repair jobs that had to be done away from home, without much more than a screwdriver and pliers.

On a morning commute to offices at the Department of Transportation in Washington, the clutch began to fail as I was approaching the "mixing bowl" at the Pentagon. I managed to get into second gear for the trip across the river and lucked onto a parking spot at the curb which was long enough to slip into without using reverse gear. At lunchtime, I used the tools I had in door pockets to disassemble the master clutch cylinder, rearrange a crumpled seal and put it back together. It worked well enough to get me home that night.

In Hawaii, we had a friend stop over to visit as she was on her way back from Australia. With just a few hours before her flight to the U.S., Ar-dath took her on a sightseeing ride along Waikiki and into Honolulu. I got a call at my desk in Camp Smith, in the hills above Pearl Harbor that the TR was stalled and would not start despite several onlookers trying to help, right in the middle of the city. In our other car, I found them sitting in the hot sun surrounded by noon time traffic. The linkage between the gas pedal and the throttle had parted at one of the joints. Some manipulation with a pair of pliers got it together again. They were able to finish the tour, and the traveler was delivered to her flight on time.

Also in Hawaii, a quiet Sunday morning was a good time for me to snorkel off the beach below Diamond Head. On return to the TR, I dropped my gear in the jump seat, sat down, started normally, and found that the steering wheel no longer controlled the front wheels. I puzzled over that for a while and finally determined that the steering wheel was having no effect below the horn hub. I was able to lift the steering wheel enough to see that its internal splines were worn or broken away to the point that they no longer could drive the steering column. With a small amount of clearance, I stuffed enough strips of stiff paper to make the front wheels turn. I made it home, over several hills and in some street traffic. The car sat in our garage until I found a parts collector who had a used steering wheel with the needed internal splines. After learning how to disconnect the horn and turn signals, I reassembled and got it on the road again. That steering wheel is still on the car. It is a bit out of round, but works OK.



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## Orphan Car Tour

**June 2<sup>nd</sup>**

**George Earwaker**

Anyone who is interested in caravanning to the Orphan Car Tour starting point is welcome to meet up at our house in Falls Church. The registration starts at 11:00 am, with cars leaving on the tour at 12:00 pm. As it's a good drive from the Washington area, we'll be leaving our house at 9:30 am. That will (hopefully) allow time to get there and register for the tour (only). The tour will end at Mrs. Gribble's Restaurant in Greencastle, PA. If you wish to enjoy an all you can eat dinner there, you must make your reservations with the tour coordinators by May 25<sup>th</sup>. The cost is \$25. The cost of the tour alone is \$8. I have been advised that the Cindy-Dee Restaurant at the starting point, is now closed. It would be a good idea to pack a lunch to eat before the start of the tour. If you'd like to join us, please RSVP to George Earwaker via email at [co-ses6622@mypacks.net](mailto:co-ses6622@mypacks.net) or phone at 703-204-1104 by Friday, June 1st. For information on the Orphan Car Tour, see the April edition of *The Standard* or the Orphan Car Tour website:

<http://www.orphancartour.org>



# Sarasota Classic Car Museum

**Art Fournier**

Whenever CTR members travel, they usually find something of interest that's car-related. Last month RJ Fortwengler told of his recent trip to the Amelia Island Concours d'Elegance, Bill Goodwin has written about the Round Britain Reliability Run, and a few months ago CTR members visited the Simeone Museum in Philadelphia.

Susan and I are no exceptions. We recently visited the Classic Car Museum in Sarasota, Florida. You say you've never have heard of that one? It's small with an eclectic collection of perhaps 100 cars on display. Roughly a third are in the museum proper while the remainder are in a garage-like annex and an adjoining classic car dealership. There's no real focus, although there are a number of celebrity-owned cars like the Rolls Royces that belonged to John Ringling of circus fame, an Innocenti Mini that belonged to Paul McCartney, a Mercedes once owned by John Lennon, and a Ford Crown Victoria (a what!) owned by Katherine Hepburn. There are some nice LBCs, several Iso Rivoltas, a few Jaguars including two XJ220s, some exotics, classics and one-off show cars. There were also several cars that can only be described as possible future collectibles such as a Ford Merkur.

The visit turned out to be an enjoyable way to spend a few hours, but probably isn't Florida's biggest tourist attraction.



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*Left: Art Fournier stands between a MG TF and an Austin Healey 100 in the Sarasota Classic Car Museum's annex. There are two Sunbeam Rapiers behind the MG.*

*Above: Art leans over the chain by a gorgeous TR3A with an Arnolt MG convertible in the background*



# BOG Stuffing Party

**April 25<sup>th</sup>**

Every year there's an incredible amount of behind the scenes effort to get ready for Britain on the Green. Permits, licenses, lining up sponsors, vendors and advertising, ordering awards, designing and printing handouts, programs and posters, you name it. Out of necessity, many of the tasks come together at the last minute at the annual BOG Stuffing Party, held in Rita and Joe Cannon's garage (and home) in Fairfax. Rita's chili always draws in quite a crowd and this year was no exception. On hand beside Rita and Joe were John Buescher, Tom and Mary Burke, Patrick Carter, Dennis Eckhout, RJ Fortwengler and Sheila Skipper, Karl and Penny Johnson, Jeff and Marcy Knepp, Pam Michell, Lionel Mitchell, Fred Mittelman and Diane Page, Roger Morrison, JP Puckett, Tim Shalvey, and Rich Smalling. Sincere thanks to everyone who makes BOG a success!



*Top left: Someone told RJ Fortwengler the chili is gone  
 Bottom left: Dennis Eckhout, John Buescher, Tim Shalvey, Lionel Mitchell, and Karl Johnson smile for the camera  
 Top right: Clockwise from front left, Penny Johnson, Sheila Skipper, Rita Cannon, Mary Burke, Pam Michell, and Diane Page roll the BOG commemorative posters designed by Tom Burke  
 Middle right: Fred Mittelman toasts while Patrick Carter, Lionel Mitchell, and JP Puckett look on  
 Bottom right: Marcy and Jeff Knepp*





## Got Regalia?

Lionel Mitchell

Club members can order clothing with the CTR logo embroidered through our official provider Fourth Gear directly from their web site. They offer a variety of clothing items and bags for reasonable prices. You can choose our club logo or from a large number of LBC emblems, including most all Triumph models. In addition to Polo shirts in a large set of colors, they have long and short sleeve T-shirts and denim long sleeve shirts. They also have canvas tool bags, tote bags, and back packs. It's easy to order from their web site: just a few clicks, provide your credit card information, and within a week receive your items. I recently ordered a black canvas tool bag with the CTR log embroidered on it. Here is the link to the web site:

<http://www.fourth-gear-ltd.com/>

You can also access the site from the CTR web site. From the home page, click on the menu item "Links" at the bottom, and under "Regalia and Novelties" click on the Fourth Gear link.

Also keep in mind that we have in-stock several regalia items for sale. We have screen printed T-shirts with the BOG log (\$20), Polo shirts with embroidered BOG log (\$35), and baseball caps with the CTR logo embroidered (\$12). We also have car grill badges with the BOG log and the CTR log available for \$20 each and lapel pins of both logos for \$5 each. We can also special order name tags with the club logo (\$5). Contact me if you would like to purchase any of these items.



**CTR Name Badges.** We will place an order for CTR name badges on May 27. 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.

Now, you have no excuse of showing up at CTR events not wearing club clothing – even the lapel pins and name tags count as club clothing.



**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 \$20.00 each. Order now. Supply is limited. E-mail Lionel Mitchell at [haymarket4@verizon.net](mailto:haymarket4@verizon.net) or call 703-754-7362**



**Looking back at THE STANDARD:  
Volume IV, Number 4  
May 1992**

The lead article in the May 1992 edition of *The Standard* was about the club's first car show, held as part of the Southern Maryland Celtic Festival. Scottish athletes throw heavy things including 16 pound hammers, one of which landed inches from Steve Berry's TR8. Needless to say, the cars were moved to a safer location.

Charlie Brown's Spitfire and Ed Oldewurtel's TR6 took 1<sup>st</sup> and 2<sup>nd</sup> place in the spectator's choice vote. Alan Crane, Maureen Royle Donn, Keith Dunklee, Art Fournier, Jaime Goffaux, Karl Johnson, and Dick and Carmen Thigpen also had cars on display.

**CTR Happenings (Continued from Page 2)****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 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!

**CTR Gift Memberships**

Looking for a special 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.

**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.

**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? Want to brag about work in progress? Send a copy to the editor for inclusion in the newsletter. And as we update the website, we'll be looking for photos (glamour or otherwise) of members' Triumphs.

**Looking back at THE STANDARD:****Volume IX, Number 4  
May 1997**

The lead article in the May 1997 edition of *The Standard* was a recap written by Mary Schoen of CTR's participation in the Columbia Lighthouse for the Blind's second annual British Car Tour. Ira Schoen organized the 11 cars from CTR that were among the 80 or so participating.

1997 would be the final year CTR participated in the Southern Maryland Celtic Festival; in 1998 the club would hold its own separate event, Britain on the Green, building on what had been learned at the Celtic Festival. Karl Johnsons summary listed Glenn Minucci's Stag and Al Meyer's TR6 as the spectator's choice winners from among the 13 participants.

The Garage Spot tech article was a discussion of late TR6 ignition systems by Bob Weeks while other articles covered upcoming events and changes to Virginia emissions requirements.

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# EVENTS

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

## Partial List—More to Come!

**May 5** - The British Are Coming Car Show, Lewes, DE, [www.leweschamber.com/](http://www.leweschamber.com/)

**May 8** - CTR ESB

**May 12** - Webb Motors Open House \*CTR\*

**May 18-20** - Carlisle Import, Kit and Replica Show

**May 20** - Clustered Spires Spring Rally \*CTR\*

**May 30-Jun 6** - British Car Week

**TBD** - George Washington Parkway Run \*CTR\*

**Jun 2** - Orphan Car Tour, [www.orphancartour.org/](http://www.orphancartour.org/), \*CTR\*

**Jun 3** - The Original British Car Day, Lilypons, MD \*CTR\*

**Jun TBA** - CTR Driving Event \*CTR\*

**Jun 17** (Anticipated Date) - Sully Car Show

**Jun 23** - Test Drive an MG (or Triumph) at Bull Run Park , VA \*CTR\*

**Jun 30** - GYHD \*CTR\*

**Jul 10** - CTR ESB

**Jul 14** - CTR Driving Event \*CTR\*

**Jul 14** (Tentative) - MG Club Braille Rally \*CTR\*

**Jul 28** - GYHD \*CTR\*

**Aug 2-4** - The Roadster Factory Summer Party \*CTR\*

**Aug 26** - Cruisin' for Crustaceans \*CTR\*

**Sep 2-3** - Baltimore Grand Prix

**Sep 2** (Anticipated Date) - Out of the Past Car Show, McLean, VA

**Sep 11** - CTR ESB

**Sep 15** - CTR Driving Event \*CTR\*

**Sep 29-30** - Trappe Triumph Invasion \*CTR\*

**Sep 30** - St Michaels Concours d'Elegance

**Oct 7** - Hunt Country Classic and CTR Picnic \*CTR\*

**Oct 20** - GYHD \*CTR\*

**Oct 28-Nov 2** - VTR National Convention \*CTR\*

**Nov 3** - T4 \*CTR\*

## Photo Credits

Page 1 - Fran Scuderi

Pages 3, 4, & 5 - Art Fournier

Page 6 - Karen Earwaker

Page 7 - Earl Hill

Page 10 - Susan Fournier

Page 11 - Joe Cannon

**Nov 4** - Fall Foliage Tour \*CTR\*

**Dec 9** - Holiday Party (Maryland 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.

**1977 Triumph Spitfire for Sale** -- \$7,250, negotiable. Upgrades include dual SU carbs, mild “street” profile cam, header, resonant exhaust. Paint is excellent (less than 10 yrs old). Motor and gearbox rebuilt last winter, and car runs extremely well. The car comes with a tonneau cover, spare 1500cc engine and spare gearbox (both missing parts and needing rebuilds), a Haynes manual, plus a box or so of assorted Spit stuff. I don’t know of anything on the car that’s not functioning or needs to be replaced. Contact Bob at [tourv@erols.com](mailto:tourv@erols.com) or 301-481-6507.



**For Sale:** Spitfire 1500 block, crankshaft, racing cam, TR6 pistons, flywheel, aluminum front pulley. Block deck has been milled for zero-deck. Cylinders need light honing & crank needs grinding. Asking \$1000. Additional machine work and balancing at additional cost. Contact Bob at Fairfax Auto Parts Machine Shop at 703-560-0813

**For Sale:** Brand new, complete interior for TR6 in tan/beige/biscuit color. Made in England. All components new in the bags. Purchased for a car we ended up selling. Over \$1350 new...will sell for \$750 for all. Will also sell separately: trim panel set...\$295, seat cover kit...\$295, carpet kit \$195. **Also For Sale** is a brand new “British Heritage Approved” Made in England, trunk lid for TR6. \$695 new...make an offer. Call Sandy Thomson at 410-253-8519



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<b>- TR6</b>	Joe Cannon Sandy Thomson	703-280-1104 410-253-8519	jpc8904@yahoo.com sthonsontr6@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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*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*:  
June 8<sup>th</sup>!**

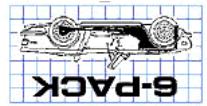


**TRIUMPH TRIVIA:** Here's one from the CTR Forum: what is a Panther Rio?



The Rio was a reskinned Triumph Dolomite from specialty car manufacturer Panther as a small luxury sedan. It came in two versions: 1850 or ES-Special (Sport). Thirty-eight were made.

## Signs of the Times



The Triumph Register of America  
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THE STANDARD



# THE STANDARD

The Official Publication of the  
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Volume XXIV, Number 6, June 2012



## Road Trip!

*On May 12th, CTR members traveled down to Roanoke, Virginia, to take part in the Webb Motors open house and car show. The 400-mile round trip from Haymarket proved once again that our cars still can (and should) be driven further than the closest car show!*

*For more on the trip to one of the last British Leyland dealers, please turn to page 4.*

**PAGES 1 and 4 - Webb Motors; PAGE 2 - CTR Happenings; From the President - Shape of Things to Come; PAGE 3 - BOG TGIO; PAGE 6 - Spires Spring Sprint;  
PAGE 7 - Garage Spot Gold - Compression Ratios and Flakey Alternators;  
PAGE 8 - Escape from Harper's Ferry; PAGE 10 - Events; Classified;  
PAGE 11 - Club Info**



## The Shape of Things to Come (Miscellaneous Ramblings from the President)

**By Lionel Mitchell**

Club events were sparsely attended in May and early June. I suppose it was burn-out after BOG. A few folks attended the Original British Car Day and no one went on the Skyline drive tour that George organized. I wanted to but had weekend guests that day. Several of us did get over to Earl H's house to see his TR3A and discuss options for the future for that car. He has lots of interesting stories about their family life in Europe and Hawaii as well as the Northern Virginia area that he has recounted here in the newsletter.

If you didn't have the opportunity to participate in events in the past month, never fear, there are some good ones coming up as detailed later on. One is a GYHD event at Mark O's in Wheaton, MD. The basic objective is to get his long dormant TR3 back on the road using our collective brain trust of fuel and spark and a bit of alchemy. In addition to the TR3, mark has a TR8 and a Morgan. So, it should be a fun event. Later in July, I'm organizing a drive over twisting back road i n the Virginia horse country, which such challenge the best of drivers if driven properly. Be sure to check the calendar as the dates of these events have changed.

On my personal Restorers Anonymous front, I have worked on my TR7 a little and am moving forward on my Maple TR6 restoration after a long dry spell. As you might recall, on the TR7 I had an exhaust pipe separation issue on the trip to Webb Motors. After we got back, I fixed it properly by cutting some slots in the inlet and outlet extensions of the muffler so that it could expand over the exhaust pipes and thereby get a good connection. That did the trick. My son and I drove it to the Goldvein, VA Firehouse car show on Memorial day. It mostly consisted of American muscle cars and hot rods, but there were some nice stock Mustangs there. Sherman and Rich the T and Patti were there also – Sherman in his '36 Packard and Rich in his newly built Cobra kit car. But getting back to my erstwhile TR6 restoration, I have collected all the bottom-end parts such as pistons, bearings, etc. for the rebuild. The block and crank have been at the machine for several weeks are ready and waiting for the new parts for the short block rebuild. I just delivered all those parts today. Soon, the rotating assembly will be balanced and then assembled in the block. Non-stock features of the short block will include: aluminum alloy flywheel, aluminum front and rear engine plates, and steel front sealing block (the latter being a source of front engine leaks on

most TR6 engines). The head will also feature even more non-stock features, but that's a story for another day.

That's it for this time 'round – short and sweet. Let's get back out on the roads. Your cars are aching to be driven.



## CTR Happenings

**Welcome CTR's newest member:**

→ Alan Stiley, Great Falls, VA

**Upcoming Events:**

### MG/TR Test Drive

This is the annual Test Drive hosted by the MG Car Club, Washington, DC Center held at Bull Run Regional Park on Saturday, June 23<sup>rd</sup> at 9:00 AM. It's a fun event at which we drive each others' cars. It's typically our Triumphs and their MGs, but occasionally people bring their daily drivers. In the past I've driven a Jaguar XK8, a Porsche 911 turbo, and an Alfa Romeo GTV. The drive is over a closed course of about 2 miles where the posted speed limit is 25 mph. We have the park to ourselves. So, there's no traffic. Please RSVP to me at [hay-market4@verizon.net](mailto:hay-market4@verizon.net) or by phone (703-217-1485) by Thursday, June 21<sup>st</sup> so that I can give Charlie Scott a count. He always brings doughnuts. There's a little friendly competition between us and the MG guys on who can get the most members to turn out. Last year we won. Let's don't let those MOWOGs beat us.

### GYHD Tech Session

The next Get Your Hands Dirty Tech Session will take place Sunday, July 1<sup>st</sup> at 10:00 at Mark Olkon's garage in Wheaton, MD. The objective is to get his TR3A back on the road again. It's been dormant for several years. It was last started about 3 years ago. The drill will be the typical diagnostics of fuel and spark to get it started and then do a tune up. Between now and the session, Mark will be doing some preparation like draining the old gas and acquiring all the necessary parts and supplies for doing the work. Mark will provide the typical fare such as doughnuts, drinks and lunch. Please RSVP to Mark by



Friday, June 29<sup>th</sup> by email ([msolkon@hotmail.com](mailto:msolkon@hotmail.com)) or by phone (301-949-2596). This should be a fun and educational event.

### **Horse Country Gallop**

We had previously scheduled a driving event on Saturday, July 14<sup>th</sup>. However, due to circumstances beyond our control, we've had to move it to Saturday, July 21<sup>st</sup>. We're calling this a Horse Country Gallop because it will take place in Virginia's horse country in Loudoun and Fauquier counties and because it will be a brisk drive. We can promise you beautiful scenery over country roads made for sports car driving. Details will follow; however, here are the salient features: drive will commence mid-afternoon from Sheetz in Haymarket and will last 1-2 hours. And at the end of the drive, we will stop at a suitable pastoral scene for a picnic dinner (bring your own) before returning to the starting point. Some of you have driven part of the roads that we're planning, but there will be some surprises. So, start checking out your cars and getting them in shape. This will be a fun drive. Details will be posted on Facebook and the CTR Forum as the date approaches.

## **BOG TGIO**

### **May 27<sup>th</sup>**

Special thanks go to Carol and Bill Goodwin for hosting the TGIO celebration for BOG volunteers at their home in Bryantown, Maryland!



*Tom Burke, Bill Goodwin, and Paul Edelstein*



*Bruce Hislop and Lionel Mitchell*



*Dennis Eckhout and RJ Fortwengler*



*Jeff Knepp, Sheila Skipper, and Rita Cannon*



# Webb Motors Open House and Car Show

**May 12<sup>th</sup>**  
**George Earwaker**

The sun was just rising in the east as Karen and I pulled out of our drive and headed for the Mitchell compound in Haymarket. There we would meet up with other CTR members for a drive to Webb Motors, in Roanoke, VA. I'd wanted to make this trip since I first heard about the former British Leyland dealership several years earlier. Each time the opportunity came up, there had been a conflict in my schedule, until this year. As we headed west toward the rendezvous, I thought about my GT6, and everything I'd checked over, to make sure it was ready for the 200 mile (each way) trip. Tools and a few spares were carefully stowed away just in case a problem arose. We were ready.

After filling up at the Haymarket Sheetz, we continued on, and pulled into the Mitchells' drive at 7:00 am on the dot. A short time later we were all on our way, Karen and I in our GT6, Lionel and Nancy in his TR7, and Sandy Thomson with his son, Jonathan in Sandy's TR6. As we drove south on Rt. 29, with Lionel and Nancy leading the way, all three cars were running smoothly. Sandy and Jonathan bravely drove "top down" in the brisk morning air, while the rest of us were comfy in our coupes. We made a "relief stop" just south of Charlottesville, so we could all stretch our legs. As our party was just getting back on the road, trouble struck. A recently installed muffler on Lionel's TR7 disconnected itself from the head pipe. We pulled back into the parking lot we'd just left, pulled out jacks and tools, made repairs, and were back on our way within forty minutes. Now that was a real "pit stop." We made good time the rest of the way, arriving at Webb Motors just before noon. A diverse collection of British cars were all parked in front of the building, and there was just enough room for us at the end of the row.

It felt good to get out of the car and walk around, looking at all the other cars, and talking with other folks, many with stories of their acquaintance with Mr. Webb. The building was just as Lionel had described in his article, and really is a step back in time. Shortly after our arrival, the grill was fired up, hot dogs cooked, and lunch was served. We enjoyed talking with many people as we ate, and had a great time. Things started to break up around 2 pm, and by 3, most of the visitors had departed. Now Lionel's car was down in the shop where it could be inspected and made ready for the return trip on

Sunday. Rather than "hang out" for the rest of the afternoon, Karen and I decided to head back to Northern Virginia and home. As we pulled out, we waved goodbye to Mr. Webb as he shouted "nice GT6." Our solo trip home went smoothly, and the car ran perfectly, a testament to good preparation and maintenance. Our other CTR members all made it home safely on Sunday, and without any further issues. For anyone interested in visiting Webb Motors, Mr. Webb is planning another open house in the fall. He's not getting any younger (87 now), so don't wait too long!



*Top: Roadside repairs to Lionel's TR7  
Above: Jonathan Thomson with a HRG  
Next page top left: The Earwakers' GT6  
Center left: The Thomson's TR6  
Bottom left: Byron Webb, Lionel Mitchell,  
Jonathan Thomson, and Nancy Mitchell  
Right: Like scenes from the 1970s at Webb Motors*



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# Spires Spring Sprint

May 20<sup>th</sup>

George Earwaker

On Sunday, May 20<sup>th</sup>, The Clustered Spires British Car Club held their fourth annual fun rally. This year's event, dubbed the Spires Spring Sprint was a poker rally. Participants met at the Urbana Park & Ride at 10:00am to fill out forms, and receive driving instructions. Each car received a "goody bag" with a dash plaque and other car related items. Following a brief drivers meeting at 10:30, the first car (our 1968 Spitfire) drew a playing card and began the rally at 11:01. The course covered about 75 miles of scenic, rural country roads in southern Frederick county and included approximately 70 changes in direction. Along the course, a card was drawn at each of four locations, and a final, sixth card was drawn at Gitfiddles Restaurant, where the rally ended. My navigator didn't do too bad, as we only got off course, briefly, on two occasions. I think everyone was happy to arrive at the restaurant for a late lunch and liquid refreshment. Door prizes were given out as we ate, with Karen and I receiving a nice insulated cooler-bag.

1<sup>st</sup> and 2<sup>nd</sup> place awards were given to drivers and navigators in each of three classes: Vintage (1968 and earlier), Historic (1969-1980) and Modern (1981-present). As it was a poker rally, the only skill involved was staying on course and on time. Winning was by luck of the draw. We were lucky enough to take second in the Vintage class with a pair of eights, narrowly beating out a pair of sevens. This year's awards were unique, custom trophies made by Joe MacInnes. I think they look pretty cool, and so does Karen, now building a trophy collection of her own as navigator!

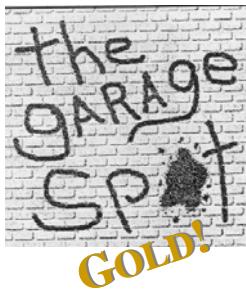


*Left: On the road*

*Top: George and Karen Earwaker's Spitfire*

*Above: Spridgets at the start*

*Below: Trophies adorn the Spitfire's bonnet*



## Compression Ratios and Flakey Alternators

**Charlie Brown**

Originally published in the  
February 1997 edition of  
*The Standard*

This month we've got a few small items that may be of interest. Call it residue that's collected over the winter.

An April 1996 issue of *Classic Cars* crossed my computer workstation a while back. Under the Technical Queries column was a letter regarding compression ratios and compression pressures – specifically is there a relationship. They printed a chart of cylinder pressures and the approximate, corresponding compression ratios, shown below.

C/R	6:1	7:1	8:1	9:1	10:1	11:1
psi	108	123	131	152	167	181

I figured if they can produce a chart, I should be able to find a formula to fill the gaps. So, try this:

$$\text{C/R} = \frac{\text{Cyl. Pressure} - 14.7}{14.7} - 5$$

i.e., if your compression tester reads 140 psi:

$$\frac{140 - 14.7}{14.7} - 5 = 8.2:1 \text{ C/R}$$

I'm sure there are variables that can skew this formula, but it'll get you real close.

Next, when does a glowing ignition light not indicate a bad charging system? A few months ago I noticed a dim glow coming from my charging light. As the engine warmed up, the light faded and went out. OK, I thought, the regulator got stupid for a few minutes. Yesterday, the light started glowing again, but this time it didn't go away. Out comes the digital VOM to check available voltage at the battery. The reading was a steady 14.2 v., just about where it should be. This has happened to me before, so I had a good idea where to start looking. With the alternator out of the car, and the rear cover off, the problem reared its ugly head; a loose solder joint at the center diode connection. Vibration had just popped the joint. This is the tap that supplies one voltage source to the "IND" light. Since the connection had not failed completely – there was just high resistance across the loose solder – the indicator bulb was getting a little less voltage than was being

supplied by the harness side. That slight imbalance between the two sides of the bulb's filament produced the slight glow. With the connection resoldered, the bulb went out. Next time you get a glow from the charging light, check the charging voltage at the battery terminals. Remember, Lucas alternators are regulated to run between 13.5 and 14.2 volts at high idle. Check that voltage before you just assume it's a defective alternator. A cheap repair could save you \$100.



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LAST NAME**

**CTR Name Badges.** We will place our next order for CTR name badges on July 27. 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.



# Escape from Harper's Ferry

June 2<sup>nd</sup>

George Earwaker

That was the name of this year's Orphan Car Tour which followed the route taken by Union forces as they "escaped" (retreated) from the Confederate siege of Harper's Ferry in 1862. The tour covered 60 miles of scenic country roads and historic sites, ending in Greencastle, PA. This was where the federal cavalry's retreat ended when the Confederate cavalry gave up its pursuit at the Mason-Dixon Line.

Like the tour we were on last year, there was an optional quiz about things seen along the way. Karen and I opted out on this and decided to just enjoy the scenery along the route. There were some stops at historic places as well as one for ice cream at Nutter's Ice Cream shop in Sharpsburg.

Participants also had an opportunity to visit four other places of interest along the tour route. The first was Tim Thompson's car collection. Tim opened up his garage to show his diverse car collection, which included a 1939 V-12 Rolls Royce, a 1957 Chevy Bel Air, a 1964 Corvette, a 1969 Firebird convertible, a Dodge Viper, a Mustang Cobra, two 1970 Chevelles, and more. Refreshments were on hand, and Tim made himself available to answer any questions about his cars.

Our second stop was the Hagerstown Aviation Museum where a professional photographer was set up to take a picture of each car in front of two historic planes (a 1928 Kreider Reisner KR-31, and a 1943 Fairchild PT-19A). The main attraction was a pair of "Flying Boxcars" (a 1945 Fairchild C-82A, and a 1953 Fairchild C-119) which were open for participants to walk through. These planes were built by the Fairchild Aircraft Company which was located right there at the Hagerstown Regional Airport. Considering that the museum was only founded in 2005, acquiring these two planes, and actually flying them "home" was a great accomplishment. I thoroughly enjoyed going through these two old planes, and climbing into the cockpit of the C-119 was an additional thrill. I can still remember seeing an occasional "Flying Boxcar" fly over head as a child living in suburban Philadelphia, and identifying them by their unique shape.



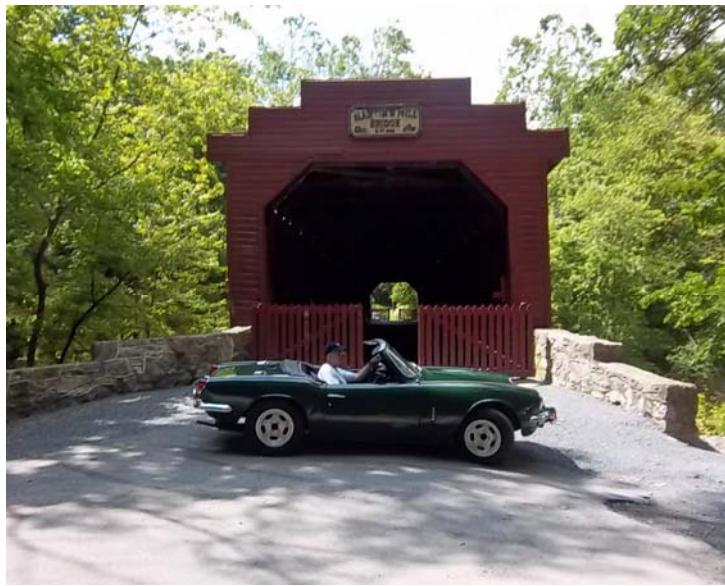
The next stop was the Martin's Mill Covered Bridge located on the east branch of the Conococheague Creek southwest of Greencastle. Built in 1849, the 205 foot long bridge is the second longest in the state of Pennsylvania, and one of two remaining covered bridges in Franklin County.

The fourth stop on the tour was Best of Show Restorations in Greencastle. Cars undergoing restoration included a 1968 GTO convertible, and a 1937 Chevrolet. Owner Buddy Harbaugh's son, Scott, was our host and fielded questions from tour participants.

After leaving Best of Show, there were only a few miles remaining on the tour until we arrived at our final destination, Mrs. Gibble's Restaurant. As Karen and I hadn't made dinner reservations, we decided to start our trip back to Falls Church. I had mapped out a route in advance, and I couldn't have picked out better roads! The road from Greencastle was especially nice – rolling hills, beautiful scenery, one lane bridges, nice, smooth road surface, and



barely another car in sight! All with perfect weather for top down motoring. Does it get any better than this? We worked our way southward through Smithsburg, Middletown, Burkittsville, Brunswick, Point of Rocks, Poolesville, and Potomac until we finally reached the dreaded Beltway (the low point of the day), which took us back into Virginia and home. I can't remember a better day of driving fun!



*Previous page top: Orphan cars at the start  
Bottom: Karen with a '32 Essex and '57 Chevy Bel Air at the  
Thompson's garage  
This page top left: Pausing at Martin's Mill Covered Bridge  
Bottom left: Flying Boxcars meet a Spitfire at  
the Hagerstown Aviation Museum  
Right: George is ready for takeoff in a Fairchild C-119*



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# EVENTS

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

## More to Come!

**Jun 17** - Sully Car Show

Jun 20-23 - TRA Nationals, Switzerland, NC,

<http://www.triumphregister.com/>

**Jun 23** - Test Drive an MG (or Triumph) at Bull Run Park , VA \*CTR\*

**Jul 1 (Changed Date!)** - Mark Olkon's TR3A GYHD \*CTR\*

**Jul 10** - CTR ESB

Jul 15 - British Invade Gettysburg,

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

**Jul 21 (Changed Date!)** - Horse Country Gallop CTR Driving Event \*CTR\*

**Jul 28** - GYHD \*CTR\*

**Aug 2-4** - The Roadster Factory Summer Party \*CTR\*

**Aug 4 (Changed Date!)** - MG Club Braille Rally \*CTR\*

**Aug 26** - Cruisin' for Crustaceans \*CTR\*

Aug 26 - Taste of Britain Car Show, Rothsville, PA,

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

**Sep 2-3** - Baltimore Grand Prix

**Sep 2** (Anticipated Date) - Out of the Past Car Show, McLean, VA

Sep 1 & 2 - Virginia Scottish Games British Car Show,

<http://vascottishgames.org/CarShow.html>

Sep 6-9 - 6Pack Trials, Niagara Falls, Canada,

[www.6-pack.org/](http://www.6-pack.org/)

**Sep 11** - CTR ESB

**Sep 15** - CTR Driving Event \*CTR\*

Sep 15 & 16 - Classics on the Green, New Kent, VA,

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

Sep 24 - MGs on the Rocks, near Belair, MD,

<http://www.mgsofbaltimore.com/>

**Sep 29-30** - Trappe Triumph Invasion \*CTR\*

**Sep 30** - St Michaels Concours d'Elegance

**Oct 7** - Hunt Country Classic and CTR Picnic \*CTR\*

**Oct 20** - GYHD \*CTR\*

**Oct 28-Nov 2** - VTR National Convention \*CTR\*

**Nov 3** - T4 \*CTR\*

**Nov 4** - Fall Foliage Tour \*CTR\*

**Dec 9** - Holiday Party (Maryland 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.

### 1977 Triumph Spitfire for Sale -- \$7,250, negotiable.

Upgrades include dual SU carbs, mild “street” profile cam, header, resonant exhaust. Paint is excellent (less than 10 yrs old). Motor and gearbox rebuilt last winter, and car runs extremely well. The car comes with a tonneau cover, spare 1500cc engine and spare gearbox (both missing parts and needing rebuilds), a Haynes manual, plus a box or so of assorted Spit stuff. I don't know of anything on the car that's not functioning or needs to be replaced. Contact Bob at [tourv@erols.com](mailto:tourv@erols.com) or 301-481-6507.



**For Sale:** Spitfire 1500 block, crankshaft, racing cam, TR6 pistons, flywheel, aluminum front pulley. Block deck has been milled for zero-deck. Cylinders need light honing & crank needs grinding. Asking \$1000. Additional machine work and balancing at additional cost. Contact Bob at Fairfax Auto Parts Machine Shop at 703-560-0813

**For Sale:** Brand new, complete interior for TR6 in tan/beige/biscuit color. Made in England. All components new in the bags. Purchased for a car we ended up selling. Over \$1350 new...will sell for \$750 for all. Will also sell separately: trim panel set...\$295, seat cover kit...\$295, carpet kit \$195. **Also For Sale** is a brand new “British Heritage Approved” Made in England, trunk lid for TR6. \$695 new...make an offer. Call Sandy Thomson at 410-253-8519

# Photo Credits

Pages 1, 5 left center, 5 right, 6, 8, & 9 -

Karen and George Earwaker

Page 3 - Art Fournier

Pages 4 and 5 left top & bottom -

Sandy and Jonathan Thomson



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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
<b>- Herald &amp; Dolomite</b>	Bill Goodwin	301-870-8594	redrag@radix.net
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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**  
for the next issue of  
*The Standard*:  
**July 6<sup>th</sup>!**

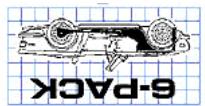


**TRIUMPH TRIVIA:** Who was Reginald W. Maudslay?

Reginald Maudslay founded the Standard Motor Company in Coventry in 1903. His first vehicle was powered by a single-cylinder, 6 hp engine. By 1905, a 6-cylinder, 20 hp model was in production.



## Signs of the Times



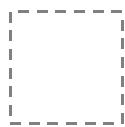
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THE STANDARD





# THE STANDARD

The Official Publication of the  
**Capital Triumph Register, Ltd.**

Volume XXIV, Number 7, July 2012



*On June 23<sup>rd</sup>, members of the Capital Triumph Register and the Washington DC Centre of the MG Car Club got together for the MG Club's annual test drive at Bull Run Regional Park in which members drive each other's MGs, Triumphs and other cars such as a Corvette or Porsche Carrera 911S.*

*For more on the test drive, please turn to page 4.*

**PAGES 1 and 4 - MG/TR Test Drive; PAGE 2 - From the President - Shape of Things to Come;  
CTR Happenings; PAGE 3 - Trappe Triumph Invasion;  
PAGE 6 - TR3 memories Part 4: Rebuild; PAGE 8 - "Reviewing" the TR3;  
PAGE 9 - Garage Spot: Vapor Lock; PAGE 10 - Events; Classified;  
PAGE 11 - Club Info**



## The Shape of Things to Come (Miscellaneous Ramblings from the President)

**By Lionel Mitchell**

You all have been treated to a special series of articles on these pages by Earl H on his family's adventures in their TR3. He concludes the series in this issue with a most generous offer. Earl really would like to see his car back on the road and for different reasons neither he nor any of his children can take on a restoration project. So, he has very generously offered to donate his TR3 to the club. We have had lots of discussion amongst the club board members about how to proceed with the donation. We considered doing a complete restoration and then selling/raffling/auctioning the car. Other car clubs have done such projects. After careful consideration, we decided that it would be best to get the car into the hands of an individual who was really interested in restoring this car to its former fun state and get it on the road in a timely way. Therefore, with much gratitude to Earl, we've decided to conduct an auction to sell the car at a club event to be scheduled later this year. The car is mostly disassembled. We have not yet decided, as of press time, whether to do some assembly before the auction or to offer it as-is. The body and mechanical components are very sound. You can see many photos of the car on my Yahoo Flickr page "Same Old 6s&7s." We still have to work out the details of the auction such as time and location and bidding community as well as setting minimum bid, incremental bid and reserve price (possibly) and the mechanics of the bidding process. Prior to the auction, I will write a description of the car and various parts, and folks will have an opportunity to inspect it first hand before the auction. Now comes the part for you to interact on this exciting prospect: if you think you might be interested in bidding on this TR3, please contact me or any other board member to let us know of your interest. This has the potential of being a fun event. So, let us hear from you.

This heat wave has wreaked havoc from power outages and downed trees to Triumphs breaking down on the road. One casualty of the power outage was that we had to cancel the GYHD event at Mark O's. We have rescheduled that event to the last Sunday in July. I've also organized a spirited late afternoon drive through the horse country in Northern Virginia for this month. Mark these events on your calendar and send me your RSVP if you plan to attend. Going back to the point about our cars breaking down on the road, one incident this week got me thinking about having some kind of nationwide resource among clubs, national and local in scope, to provide a

safety net for when you're driving your Triumph far from your home base. There are lists on the VTR web site of people who are willing to help if you have a breakdown in their area. I believe the 6-Pack club also has such a list. The incident that triggered my thought was when I got a call from one of our members whose Triumph broke down in Virginia Beach. I did a quick search for British car repair shop for that area. One of the sites that came up was our sister Triumph club, Tidewater Triumphs. On their web site, there was a link to a repair shop. We also have those references on our web site as well. Maybe we should publicize and coordinate with other clubs for all marques of classic LBCs. With the capabilities in smart phones these days, it would be easy to search for a repair shop if you should find yourself stranded on the side of the road in your Triumph. And by the way, our member's story had a happy ending: a few hours and a couple of hundred bucks later and he was on his way to more fun and sun in his Triumph.

Meanwhile, back at the ranch on my personal Restorers Anonymous front, my TR6 engine rebuild is going forward. The rotating assembly has been balanced and the reassembly can now commence. As I've poured over Volume I of the TRF TR6 master parts catalog, I keep finding little bits and pieces that either need to be replaced or I concluded why not replace them while everything is apart. So I have placed a couple more small parts orders and made trips to the machine shop since last month. They're probably getting sick of seeing me over at the machine shop. You can follow the detail of my restoration and that of other members on the CTR forum.

Keep your car on the road. It will just degrade and be lonely setting in your garage. Hope to see you at a future event.



## CTR Happenings

### Upcoming Events:

#### Horse Country Gallop

On Saturday, July 21<sup>st</sup> please join us for a spirited drive through Virginia's Horse Country. We can promise you beautiful scenery over country roads made for sports car driving. We will meet at Sheetz in Haymarket (I-66 at US 15) at 3:30 and depart promptly at 3:45. The drive will last 1-2 hours. At the end of the drive, we will stop



at a park outside of Marshall for a picnic dinner (bring your own) before returning to the starting point. Back in Haymarket, behind the Sheetz, is an ice cream place called Pickle Bob's where you can indulge your sweet tooth before heading back home. Some of you have driven part of the roads that we're planning, but there will be some surprises. So, start checking out your cars and getting them in shape. This will be a fun drive. Details will be posted on Facebook and the CTR Forum as the date approaches.

### **GYHD Tech Session**

The next Get Your Hands Dirty Tech Session will take place Sunday, July 29<sup>th</sup> at 10:00 at Mark Olkon's garage at 11501 Colt terrace, Wheaton, MD. We had scheduled this GYHD for July 1<sup>st</sup>, but had to cancel due to the power outage in the area. The objective is to get his TR3A back on the road again. It's been dormant for several years. It was last started about 3 years ago. The drill will be the typical diagnostics of fuel and spark to get it started and then do a tune up. Mark has been doing some preparation, and member Bill Olsen helped him diagnose fuel flow. Mark will provide the typical fare such as doughnuts, drinks and lunch. Please RSVP to Mark by Friday, July 27<sup>th</sup> by email ([msolkon@hotmail.com](mailto:msolkon@hotmail.com)) or by phone (301-949-2596). This should be a fun and educational event.

### **The Roadster Factory Summer Party**

The old stand-by Summer Party put on by TRF in Armagh, Pennsylvania will be held August 2<sup>nd</sup>-4<sup>th</sup>. As of press time, the Townsends, Wilkins, and Thomsons are planning to go and camp on the grounds of TRF. This is always a fun event with a bon fire, music, drag race, road tour, drive-in movie, autocross, and, of course, the car show. For more on the Summer Party, see TRF's website: <http://www.the-roadster-factory.com/indexmain.php>

### **Cruisin' for Crustaceans**

Another regular CTR event (our 19<sup>th</sup> annual as a matter of fact!) is Cruisin' for Crustaceans to be held on Sunday, August 26<sup>th</sup>. Join us as we caravan into Southern Maryland in search of that classic summer fare: crabs and cold beverages enjoyed by the water. Details in the August 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.capitaltriumph\\_register.com/forum/Blah.pl?](http://www.capitaltriumph_register.com/forum/Blah.pl?) (Passwords must be eight characters or less. And we recommend you stay logged in — the software is old.)

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

## **3<sup>rd</sup> Annual Trappe Triumph Invasion**

**September 29<sup>th</sup> and 30<sup>th</sup>**  
**Sandy Thomson**

Hey folks...I'm pitching our next TTI in September. This year will be a rain or shine event, so please plan to attend. It is for CTR members and their guests. We are working on a number of features including a great tech session conducted by Richard Good of "Good Parts." Drake Ferguson, a local radio talk show host, will attend and conduct interviews for his local interest segment "Drake Around Town."

Lunch will be served, followed by a road tour. We will also have renowned triumph enthusiast, author and co-founder of 6-Pack, Len Renkenberger, who will conduct a talk and Q & A session during wine and cheese. A full meal barbecue will follow. The band will be awesome with the return of Stubby Knuckles along with Fast Fingers Eddie on the drums and a surprise guest on the bass, providing a great evening of rock and blues.

The St. Michaels Concours d'Elegance will follow on Sunday. This is a world class event hosted at the Chesapeake Bay Maritime Museum. Google for details: <http://www.smcd.org/>

Please join us for great food, great cars, great people, and an all-around good time. Look for our brochure in about four weeks and please RSVP as soon as possible via email...[sthonsontr6@gmail.com](mailto:sthonsontr6@gmail.com) or by phone 410-253-8519.

Thanks,

Sandy & JoAnne

PS. We have blocked rooms at several hotels at a discount, so email for info to book rooms early.



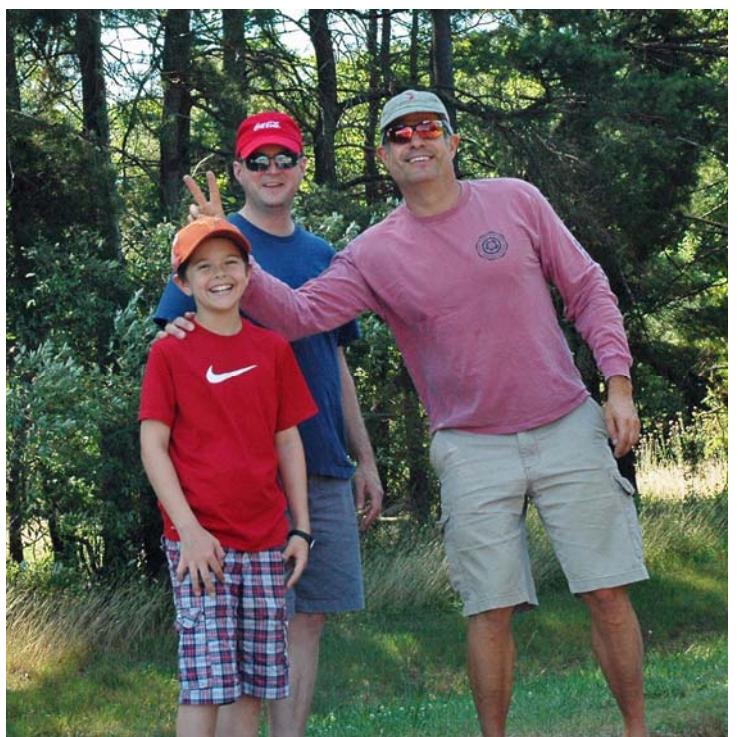
# MG/TR Test Drive

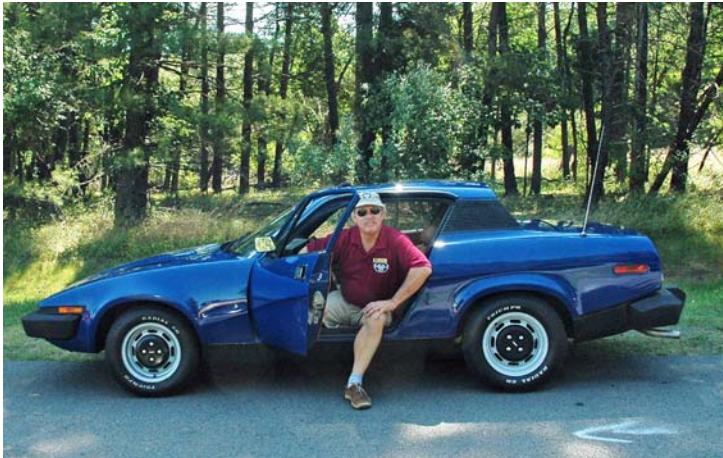
**June 23<sup>rd</sup>**  
**Lionel Mitchell**

The annual MG/TR Test Drive hosted by the MG Car Club, Washington, DC Center was held at Bull Run Regional Park on Saturday, June 23<sup>rd</sup> at 9:00 AM. It's a fun event at which we drive each others' cars. The drive is over a closed course of about 2 miles where the posted speed limit is 25 mph, but with no one looking and no one telling, well ..... We have the park to ourselves; there's no traffic. There's a little friendly competition between us and the MG guys on who can get the most members to turn out. Last year we won. This year the MOWOGs edged us out.

From CTR, we had 4 TR6s and my TR7. The MG guys had 3 MGBs, an MGC, 2 Midgets, a TR8, a Corvette, and a Porsche 911 turbo. If you did not attend, you missed a fun event. If you were there, you know what a charge it was to drive all those cars. Most of the cars were very different, even the TR6s and MGBs each were a little different compared to others of the same model. And, of course, the 911 was like driving a rocket ship – you were up past 6000 rpm without knowing it. The MGC was a fun car to drive, but took a little getting adjusted to the RHD and shifting with your left hand. And of course, Charlie Scott's Midget is always entertaining.

From CTR, besides myself, attending were John Buescher, Mark Shlien, Dennis Eckhout, Michael Lake and his son Richard. The quote of the day goes to young Richard who said the event was a "buffet of cars." It's great to have young people involved in our events. It's very clear that young master Richard is already a car guy.





*Previous page top: Dennis Eckhout tries on a Midget  
Center: Richard and Michael Lake  
being harassed by Mark Shlien*

*This page top: John Buescher in Lionel's TR7  
Center: Mark Shlien enjoys a cold bottle of water while  
John Buescher and Dennis Eckhout discuss  
the relative merits of something or other*

*Bottom: John Buescher with our host, MG Club president  
Charlie Scott*



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Rita and I wish to thank all the club members for their gracious messages, flowers, mass cards, and notes of condolence at the death of our son Joseph. He was very special to me, especially during the start-up years of my company when he kept encouraging me to keep going at times when I did not think I would succeed. He was only 17 years old at the time, what a great son he was. I will miss him.

We want to particularly thank those club members who attended the Requiem Mass at St. Mark's Church. The outpouring of compassion and understanding from so many club members was a great consolation and quite unexpected. We are proud to know and associate with so many caring compassionate people.

Rita and Joe Cannon



## TR3 Memories Part 4: Rebuild

**Earl Hill**

I was rushing to coach an evening practice of our son's soccer team at the Wakefield Chapel field. There were two quick thumps as each wheel on the driver's side hit a very large pothole on a residential street. The results were not apparent until the next day, when I was on business travel and saw my reflection in a lobby mirror. One shoulder was held high, and the hip below it was angled down. Walking and sitting were uncomfortable. Back at home a few days later, an X-ray confirmed that at least two discs in my lower back were compressed, possibly ruptured. The TR suffered not at all, but I have never returned to "normal."



Now for the real bump. Daughter Becky was using the TR for her trips to work in the summer between semesters. She had an intern job at the US Geological Survey in Reston. On a morning when she was short on time and rushing along, she cut the corner a little close on a ninety degree turn of Waples Mill Road. A young man coming the other direction was not visible behind a hedge along the road. He went a bit wide on the same corner, at the same time. The contact on the TR was at the left front, with the result that her car spun very quickly counterclockwise. Becky's head hit the windshield, and the car was off the roadway, but upright. By the time I got there, the ambulance crew was trying to convince Becky that she should go to the hospital, but she did not want to. We stayed together until I could be sure she would stay awake and not succumb to a concussion. We followed the tow truck to a gar-

age where it would get looked at by an insurance rep, then got Becky home to rest. I went by the crash site days later and looked for the spare tire which had broken the strap and forced the rear panel off, flying into the weeds. I never did find it, and presume that someone else picked it up. The insurance company declared the TR was "totaled," but they allowed me to buy back the remains for \$750. Most of the car was OK, but the left fender and front apron were goners.

Our plan was to reconstruct as much as we could before departing for our two-year assignment in Hawaii. [*Reading this history now makes me think the crash caused the problem I had in Hawaii with the stripped splines in the steering wheel.*]

Youngest son Doug was finishing high school, so was still around to help in the garage. We rigged up a system to lift the motor and transmission - which gives me a twinge of guilt every time I think about it - a length of steel cable strung between screw eyes simply turned into whatever was above the garage ceiling. A "Come-Along" hoist hung on the cable, so once we did the heavy lift we could slide it ahead of the car and lower the whole assembly to the floor. Years later, when I was in the attic space above the garage, I could see that both of the screw eyes had gone into a single 2 x 4 rafter which is part of the prefabricated roof structure. I came close to collapsing the ceiling.

Without going into the details, Doug and I worked several months during the winter and spring of 1981. We pounded out the inner sheet metal over the left front wheel, bought a replacement left fender and front apron, rebuilt the transmission with new brass synchronizer cones, and put everything back together. Special shims had to be made to force the front fenders apart about 3/8s of an inch at the front of the engine compartment before the bonnet would fit correctly.

The original black had already been covered with spray can gray before the accident, but we redid the whole exterior the same way. Everyone asked if that was the undercoat ready for repainting, but I liked it. Especially the black trim at the bottom of the door on the driver's side. It ran fine, and we turned the TR over to the shippers for delivery to Honolulu.

By the time the TR arrived at the dock, we had moved into a house the contractor built for himself and family halfway up the hillside in Hawaii Kai. To the west, we had a view of Diamond Head from the lanai (deck); and



straight out the living room windows was the southeast corner of Oahu, with dormant volcanos and the submerged coral reef in Hanauma Bay. That became my Saturday morning swimming hole. The house had a two-car garage, so the TR and our newly acquired Toyota could both fit in. Nobody wants to hear about other peoples' adventures in paradise, so I will skip past our two years on Oahu, most of it with the top down. The TR was shipped back to Virginia in 1983, and was mine for daily commutes.

The oil pressure was getting low due high mileage, and when I checked, the valve rocker shaft was getting worn. I replaced the shaft and bushings, then kept driving. After a few days, it occurred to me that I had not confirmed that oil was arriving at the rockers. Looking in, no oil at all was getting to the head. Something was blocking the flow before it got that far. After pondering the problem, I pulled the engine, put it on a trailer, and towed it to The Roadster Factory in Armagh, Pennsylvania for a complete rebuild. After about two months, it was shipped back, ready for use. By then, however, I had a replacement commuting car, and was busy. The engine has been sitting, in its shipping crate, on the garage floor, since 1986.

Making the TR whole again has been on my list of retirement tasks, for too many years. When I consider all the work that needs to be done, and my current physical condition, getting it back on the road seems very daunting. The biggest part of the problem may be updating several of the systems with seals and gaskets which probably have degraded over time. I never drained the gas tank or the hydraulic lines when I put it up. The carburetors have never been worked on since the car was brand new. Body rust is not a big problem, but a few attachment points and pads should be improved. The heater is likely to be clogged or destined to leak unless it and those lines are redone.

When I first started looking at the job two years ago, I cleaned and repainted the battery box. Easy and encouraging. Then I loosened rusty brakes so I could rotate each wheel, making notes of relative wobble and out-of-round. All four tires were only at atmospheric pressure; and two of them would not hold pressure more than a couple days. I took them all off, selected the best wheels (having two extras), got the four tires remounted and rebalanced. I worry about an article I saw on the dangers of old rubber, but the tires have plenty of tread. They can serve for garage movement and initial street runs.

Then my plan was to make sure the brakes work, so I

could not only move it around the garage floor, but control the car while rolling down our tilted driveway. There was still brake fluid in the reservoir. I had ordered a replacement rear brake drum, because one on the car had cracks running between holes on the outer surface. I knew about that for at least twenty thousand miles before the TR was inactivated, tempting Fate. The replacement that came was used but lightly worn so it was a perfect match to the good drum on the left rear.

Unbelievable to me is that I had both drums on the floor for a while, and then dropped the packing box in the trash. When I finally got back to reinstall, the cracked drum was there and the \$ 100 replacement was not. A setback to my whole project, because I could not accept such stupidity until I had searched several times. I went ahead to force both rear drums over the old brake shoes, and tested (with a helper) that pressure and release does still work on all four wheels. No leaks were seen. The emergency brake works as well.

When it was taken apart, I put things in small bags and did some labeling. With no inkling of how much time would pass, much of that inventory is difficult to identify now. It will take some sharp eyes to sort out what cannot be matched with the shop manual diagrams. A number of gaskets need to be purchased, and some more hoses.

Then to the real work of engine assembly, transmission mating, and getting all the major parts back into the car. I would need to schedule a GYHD session, with experts who can remember how it all goes together. Also an engine lift, since I vowed not to hang heavy stuff from my garage ceiling again.

It made me weary to think about. Even worse, driving the TR again would be hard on my back and left knee. Our children and grandchildren have other interests than restoration. So I considered two different options:

- Sell the car and parts "As Is."
- Donate it to the CTR.

I proposed to do the latter, and a review team came round to look it over. Apparently, the visiting team found it to be fairly sound and still of some value.\* I have been notified by President Lionel Mitchell that an agreement has been reached to accept my donation offer. Yet to be determined is a transfer date and details on where the car will be; how much work will be done on it; and whether an auction is the way to move

(Continued on Page 8)

**TR3 Memories (Continued from Page 7)**

it along into a new life.

There is still a lot of fun to be had with this one-owner machine, garage kept most of its years, boasting a rebuilt engine. I'd love to see it back on the road again. Watch *The Standard* to see what happens!

\* During the visit, it was determined that my serial TS74218L0 was assembled in late 1961 and is an end-of-the-line TR3A, not a "B" as I have always called it.

## **“Reviewing” the TR3**

### **June 2<sup>nd</sup>**

These pictures don't do justice to Earl's TR3A, which is in remarkably solid condition and a fantastic candidate for the restoration it deserves!



*Earl Hill “Yes! There is still a TR-3 under here.”*



*Rich Wilkins and Earl Hill discuss the virtually rust free floor*



*Stephen Prior, Lionel Mitchell, and Earl Hill*



*JP Puckett, Stephen Prior, and Rich Wilkins check out the interior*



*Lionel Mitchell gets down, but not dirty*



## Vapor Lock and what to do about it

**Art Fournier**

In case you haven't noticed, it's summer in Washington and that old gremlin called vapor lock is rearing its ugly head. On a day-to-day basis, most of us drive cars equipped with fuel injection and fuel pumps located in the gas tank and never experience vapor lock. However, our Triumphs are from another generation and have carburetors of varying design along with mechanical fuel pumps and metal fuel lines located close to the heat of the engine. Consequently, vapor lock is a fairly common problem for us.

What is vapor lock? Basically, it is a situation in which fuel vaporizes in a metal fuel line or carburetor float bowl causing a block that prevents liquid fuel from flowing properly. It can be the result of high ambient or underhood temperature (or possibly from high altitude). It can happen while the car is moving, but more frequently occurs after a hot engine has been turned off for a few minutes then restarted. Except the car won't restart until the system has had a chance to cool down sufficiently to allow the fuel in the carbs and lines to return to a liquid state. SU carburetors with their fuel bowls located just above a Triumph's exhaust manifold have a reputation to be especially prone to vapor lock.

There are several things you can do to prevent or at least decrease the likelihood of vapor lock. Install a heat shield between the carbs and the exhaust manifold. A quick internet search will turn up a variety of commercial or do-it-yourself heat shields for SU, Stromberg, and Weber carburetors. Most of these will require the metal heat shield to be covered with a reflective coating. Don't use insulation that could absorb fuel and create a potential fire hazard. Do install the reflective material on the exhaust manifold, rather than carburetor, side of the heat shield.

Consider using an electric fuel pump located near the fuel tank rather than the mechanical pump in the engine compartment. The electric pump won't be dependent on engine speed for operation and will deliver fuel at a steady pressure.

Take a look at your fuel lines. Are they metal lines that hug the front of the block on their way from the fuel pump to the carburetors? Can the lines be rerouted closer to the firewall and to the rear of the engine? Consider insulating metal fuel lines or, if practical, using fuel lines that aren't metal.

Yes, some of these possible solutions will result in non-stock appearance. But they may help you avoid the frustration that comes with vapor lock in our Washington summer weather.

*Right: Heat shield shown installed on a Weber DCOE carburetor available from Moss Motors*



*Left: Stromberg and SU heat shield available for TR6s from Good Parts*



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# EVENTS

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

## More to Come!

**Jul 9 (Changed Date)** - CTR ESB

Jul 15 - SCCA Rally, Frederick, MD,

[nittany1995@gmail.com](mailto:nittany1995@gmail.com)

Jul 15 - British Invade Gettysburg,

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

**Jul 21 (Changed Date!)** - Horse Country Gallop CTR Driving Event \*CTR\*

Jul 28 - Summer Thunder Cruise In, Purcellville, VA,

<http://www.summerthundercruisein.com/>

**Jul 29 (Changed Date!)** - Mark Olkon's TR3A GYHD \*CTR\*

**Aug 2-4** - The Roadster Factory Summer Party \*CTR\*

**Aug 4 (Changed Date!)** - MG Club Braille Rally \*CTR\*

**Aug 26** - Cruisin' for Crustaceans \*CTR\*

Aug 26 - Taste of Britain Car Show, Rothsville, PA,

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

**Sep 2-3** - Baltimore Grand Prix

**Sep 2** (Anticipated Date) - Out of the Past Car Show,

McLean, VA

Sep 1 & 2 - Virginia Scottish Games British Car Show,

<http://vascottishgames.org/CarShow.html>

Sep 6-9 - 6Pack Trials, Niagara Falls, Canada,

[www.6-pack.org/](http://www.6-pack.org/)

**Sep 11** - CTR ESB

**Sep 15** - CTR Driving Event \*CTR\*

Sep 15 & 16 - Classics on the Green, New Kent, VA,

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

Sep 24 - MGs on the Rocks, near Belair, MD,

<http://www.mgsofbaltimore.com/>

**Sep 29-30** - Trappe Triumph Invasion \*CTR\*

**Sep 30** - St Michaels Concours d'Elegance

Oct 6-7 - SCCA/Branded Rally, Frederick, MD,

[nittany1995@gmail.com](mailto:nittany1995@gmail.com)

**Oct 7** - Hunt Country Classic and CTR Picnic \*CTR\*

**Oct 20** - GYHD \*CTR\*

**Oct 28-Nov 2** - VTR National Convention \*CTR\*

**Nov 3** - T4 \*CTR\*

**Nov 4** - Fall Foliage Tour \*CTR\*

**Dec 9** - Holiday Party (Maryland location) \*CTR\*

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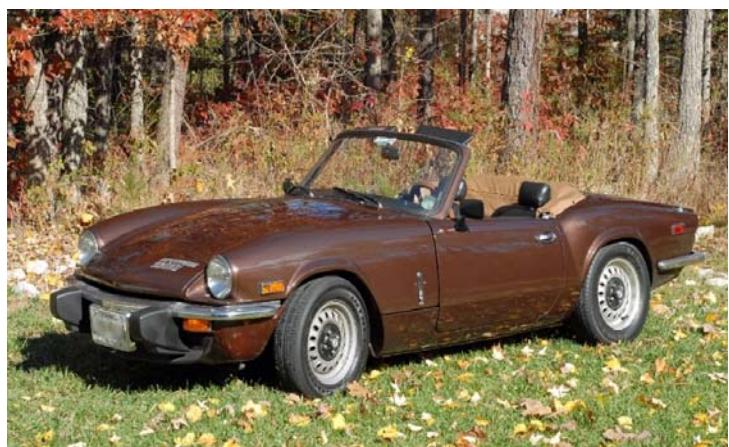
- Page 1 - MG Club
- Pages 4 and 5 - Lionel Mitchell
- Page 6 - Earl Hill
- Page 8 - Art Fournier

# 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.

**1977 Triumph Spitfire for Sale** -- \$7,250, negotiable. Upgrades include dual SU carbs, mild “street” profile cam, header, resonant exhaust. Paint is excellent (less than 10 yrs old). Motor and gearbox rebuilt last winter, and car runs extremely well. The car comes with a tonneau cover, spare 1500cc engine and spare gearbox (both missing parts and needing rebuilds), a Haynes manual, plus a box or so of assorted Spit stuff. I don’t know of anything on the car that’s not functioning or needs to be replaced. Contact Bob at [tourv@erols.com](mailto:tourv@erols.com) or 301-481-6507.



**1974 TR-6 for Sale.** One owner, 93,400 original miles. Electric overdrive, new top, recent tuneup at Motorhead. \$12,000 firm. Call Jay at 540-351-1744.



(Continued on Page 12)



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<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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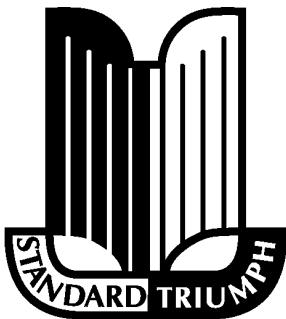
**Deadline**  
for the next issue of  
*The Standard*:  
**August 10<sup>th</sup>!**



## Spitfire Engine Rebuild

Thanks to Steele Lipe for sharing this link to a clever time lapse video of a rebuild of an early Spitfire engine:

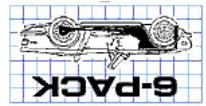
<http://www.youtube.com/user/nothinghereok>



### Classified (*Continued from Page 10*)

**For Sale:** Brand new, complete interior for TR6 in tan/beige/biscuit color. Made in England. All components new in the bags. Purchased for a car we ended up selling. Over \$1,350 new...will sell for \$750 for all. Will also sell separately: trim panel set...\$295, seat cover kit...\$295, carpet kit \$195. **Also For Sale** is a brand new "British Heritage Approved" Made in England, trunk lid for TR6. \$695 new...make an offer. Call Sandy Thomson at 410-253-8519

**1966 Spitfire Mk II for sale.** Fully restored as a project by the Blount British Car Club of Tennessee. "Ilene's" restoration to show-winning standards featured in *Spitfire & GT6* magazine. Located in Maryville, Tennessee. Proceeds to benefit local children's charity. \$8,000. Contact Jim Watson at [spridget@charter.net](mailto:spridget@charter.net) or 865-599-4305



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THE STANDARD



# THE STANDARD

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Volume XXIV, Number 8, August 2012



*Rain delayed the Horse Country Gallop, but on July 22<sup>nd</sup>, CTR members took to the excellent back roads of Virginia's Hunt Country for a round of spirited driving that ended with a picnic lunch near Marshall.*

*Although the date change limited participation somewhat, the CTR contingent over the route planned by Lionel Mitchell included a TR7, three Spitfires, and three TR6s.*

*For more on the Hunt Country Gallop, please turn to page 4.*

**PAGES 1 and 4 - Hunt Country Gallop; PAGE 2 - From the President - Shape of Things to Come; CTR Happenings; PAGE 3 - Trappe Triumph Invasion; Cruisin' for Crustaceans  
PAGE 6 - TRF Summer Party; PAGE 7 - Classics on the Green; PAGE 8 - GYHD: TR3 Tech Session; PAGE 10 - My 4<sup>th</sup> of July Road Trip and Beyond; PAGE 12 - Garage Spot: How Old are Your Tires?; PAGE 13 - South African Visitors; Edgar Rohr Antique Car Show;  
PAGE 14- Events; Classified; PAGE 15 - Club Info**



## The Shape of Things to Come (Miscellaneous Ramblings from the President)

**By Lionel Mitchell**

Lots of fun events over the past month in spite of conspiracies by nature to stop us from driving and working on our Triumphs. We had a good crowd at the Hunt Country Gallop drive in spite of having to reschedule it to the next day due to rain. Several folks have requested that we repeat the drive again. Contact me if you are interested. We also had to reschedule the GYHD tech session at Mark O's garage due to the derecho storm. Also, several members attended the annual TRF Summer Party and had a great time. Look for details below in this issue.

We've noticed recently that a number of events have been poorly attended. While we know that everyone has other non-Triumph things to do, we want to encourage you to participate in as many events as you can. As incentives, I have been bringing token gifts for people who come out. We are also in the process of sending out e-vite invitations for events to the membership so that you don't forget about upcoming events. If you don't want to be contacted by email, let me know.

Coming up in the near future are some exciting events. Art's Cruisin' for Crustaceans is the next event on the horizon. This is a drive though some interesting back roads in Southern Maryland and ending at a restaurant to feast on crabs. It's always a good time. Let Art know soon if you plan to participate.

As you all know by now, Earl Hill has donated his TR3A to the club, and we plan to auction it off. Here are the basic details. We have already made an inventory of the parts and their condition. If you want to receive that description, send me an email, and I will forward those to you. Soon, we will move the car and loose parts to my house for an inspection on Labor Day Monday, and conduct the auction at my house on the day of the CTR picnic after the Hunt Country Classic car show (Sunday, October 7). For the inspection, you may come by on Monday, September 3, 2-5 PM to check out the car and parts. If you cannot make it at that time and are interested in bidding on the car, let me know and I'll try to arrange a mutually convenient time. We are in the process of setting the details of the auction: starting minimum bid, minimum bid increment, and reserve price. We will base these details on other similar situations. People start arriving at my house after the HCC car show around 3 PM for the picnic. So, we'll give everyone

time to get settled with a beer or whatever, and then conduct the auction. Our intent is to "keep the car in the club." So, we're limiting the bidding to CTR members. It should be fun. So, don't miss it.

Our cars are for driving. So, I urge you to put some miles on yours.



## CTR Happenings

### Additional Upcoming Events:

#### Winery Tour

Patrick Carter is planning a driving tour to Maryland wineries in the Thurmont area in October. Stand by for a specific date and event details.

#### Hunt Country Classic and CTR Picnic

The Hunt Country Classic, the MG Club's fall show, will take place on October 7th and will be followed by the now very traditional CTR post show picnic at Lionel and Nancy Mitchell's home in Haymarket. This year there will be the extra excitement of the auction of the TR3A generously donated to CTR by Earl Hill. Look for additional information in the September edition of *The Standard*.

#### 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.capitaltriumph\\_register.com/forum/Blah.pl?](http://www.capitaltriumph_register.com/forum/Blah.pl?) (Passwords must be eight characters or less. And we recommend you stay logged in — the software is old and cranky.)

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 and mailing addresses for you.



## 3<sup>rd</sup> Annual Trappe Triumph Invasion

**September 29<sup>th</sup> and 30<sup>th</sup>**

**Sandy Thomson**

Plans are moving forward for this year's TTI in September. It will be a "rain or shine" event so please plan to attend. It is for members and their guests.

We are working on a number of features including a great tech session conducted by Richard Good of "Good Parts." He will be installing his roller rocker assembly and sway bars on one of our cars, detailing the features and benefits of his high-performance parts. Richard is once again offering the TTI Special...a 10% discount on all parts ordered and will deliver to TTI at no charge.

Drake Ferguson, a local radio talk show host, will attend and conduct interviews for his local interest segment "Drake Around Town." Lunch will be served, followed by a road tour.

We will also have renowned triumph enthusiast, author and co-founder of Six-Pack, Len Renkenberger, who will conduct a talk and Q & A, during wine and cheese. A full meal barbecue will follow. The band will be awesome with the return of Stubby Knuckles along with Fast Fingers Eddie on the drums and a surprise guest on the bass, providing a great evening of rock and blues.

The St. Michaels Concours d'Elegance will follow on Sunday. This is a world class event, hosted by the Chesapeake Bay Maritime Museum. Google for details: <http://www.smcde.org/>

Please join us for great food, great cars, great people, and an all around good time. Look for our brochure in the mail as of August 13<sup>th</sup> and please RSVP as soon as possible via email...[sthomsontr6@gmail.com](mailto:sthomsontr6@gmail.com) or by phone 410-253-8519.

Thanks

Sandy & JoAnne Thomson

p.s., We have blocked rooms at the Comfort Inn in Easton. \$119 includes buffet breakfast, or the Days Inn in Easton \$72 a night includes continental breakfast. Make sure you ask for the TTI discount.



## Cruisin' for Crustaceans

**August 26<sup>th</sup>**

**Art Fournier**



The 19<sup>th</sup> annual CTR Cruisin' for Crustaceans tour will be held on Sunday, August 26<sup>th</sup>. We will meet at 10:00 or so 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 crab-house for lunch.

Plans call for lunch at Thursday's located on a pier over the water in Galesville, Maryland. After lunch, Patrick Carter has offered a follow-on get together at his weekend home on Turkey Point Island overlooking the Chesapeake Bay near Edgewater. In addition to libations and snacks, Patrick has promised a great photo op with the Bay as a backdrop for our Triumphs.

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 be available to meet any pressing need!

Our route this year will cover just about 40 gentle country miles to, then along, the Bay and will take just under an hour and a half to run. It's a fairly short, but very nice route. In mid-July, crabs were running about \$60 a dozen (ouch). And, unlike last year's, this year's restaurant promises crabs will be available! For those who don't pick crabs, their menu has a great selection and their crabcakes are excellent!

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 22<sup>nd</sup> in order to give the restaurant a headcount. You don't need a Triumph to participate – we hope you'll come along no matter what you're driving. If you can, please bring a folding chair for the stop at Patrick's. We hope to see you at what is one of CTR's most long-running and best-attended annual events!



# Horse Country Gallop

**July 22<sup>nd</sup>**  
**Art Fournier**

The Horse Country Gallop had been scheduled for Saturday, July 21<sup>st</sup>, but that day dawned damp and drizzly, so a last minute decision was made to postpone until Sunday. Sunday's weather turned out to be more promising, so the Gallop was a go. Unfortunately, not everyone who planned to attend on Saturday could make it on Sunday, which was a shame since Lionel Mitchell had planned a drive over some country roads in Northern Virginia's picturesque horse country! The original intent had been a late afternoon/early evening drive reminiscent of the Lucas Tours that CTR hosted for several years. But the window of opportunity for Sunday's weather necessitated a late morning event instead.

Our rendezvous point was the Sheetz gas station in Haymarket, Virginia. We wound up with seven Triumphs: Lionel in his TR6; Sandy, Rob, Jonathan and Scott Thomson in Sandy's and Rob's TR6s; Stephen Prior in his TR7; Hank and Judy Seiff and George and Karen Earwaker in Spitfire Mk 2s; and me in my Spitfire 1500. Once again, the Thomsons get the long distance award for driving from Maryland's Eastern Shore to participate. The weather was good enough that almost all of us elected for top down driving.

Lionel had promised roads suitable for a "spirited" drive. And he delivered! The roads through Virginia's horse country are delightful and seemingly designed just for LBCs. Couple this with great scenery and you can't help but grin. The route took us from Haymarket through The Plains, Middleburg, Rectortown, and Delaplane before ending in Marshall. Along the way there were stops to ensure we were all still together.

In Marshall we ended at Northern Fauquier Community Park along Route 55 where we took advantage of tables and a shelter to enjoy a picnic lunch. After lunch, some pressed on to Pickle Bob's in Haymarket for ice cream. (Was it Sandy or one of his sons who lobbied for the ice cream stop?) The rest of us pressed on home wishing the drive could have been a bit longer. CTR really needs more "spirited" tours and the opportunity to drive our cars the way they were intended!



*Above: Art Fournier; Sandy, Rob, Scott, and Jonathan Thomson; and Judy and Hank Seiff at the rendezvous  
Below: TR6s galloping through the Horse Country  
Bottom: At the park in Marshall*





*Left top: George and Karen Earwaker's blue Spitfire  
 Left center: Lionel Mitchell, the Thomsons, George and Karen Earwaker, and Judy and Hank Seiff  
 Left bottom: The original dealer badge on the Seiff's Spitfire is from Stuttgart, Germany  
 Above: Stephen Prior*



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# The Roadster Factory Summer Party 2012

Sandy Thomson

I had been buying parts from the Roadster Factory for about eight years when finally in 1993, JoAnne and I decided we would take a week off, and attend "Summer Party" for the first time. We were living in Halifax, Nova Scotia at the time, a year before Rob was born, and so drove down, not in a Triumph but in an Olds Cutlass. We had a great time and have been hooked ever since.

We missed a few years, but since moving to Maryland in February 2000, have attended each year. Fast forward to this year's event. It seems that getting ready to go, always involves last minute repairs and upgrades to the cars. This year was no exception.

I arranged the use of a shop with a lift, to ready three cars for the trip. It's amazing how much more work can be accomplished in a short amount of time with the use of a lift. In six hours we flushed a cooling system, repaired exhaust, adjusted rear brakes and parking brake on three cars, checked diff and gearbox fluids on three cars, cleaned spark plugs and adjusted carbs and timing on two cars, and literally at 1 a.m., swapped out a rear hub and axle shaft on JoAnne's car after discovering a bad u-joint.

We pulled out early Wed morning with JoAnne and Scott taking the lead in her '76 TR6, and Rob and Jonathan in his newly restored '73 TR6 in the middle. I brought up the rear driving the Honda Odyssey pulling the TR250 on a dolly.

The weather was great and after a couple stops, we arrived late afternoon at TRF. We quickly set up camp, ran the three cars down to the car wash and then headed to Dean's Diner for supper. The weather was great all weekend, we took in most of the events like the drive-in movies on Thursday night, a well-attended "Frat Party" at the Coventry Inn Friday night with at least 80 cars parked on the street. Saturday was a full day of autocross, LeMans Start, and gymkhana, etc. The concours and pig roast followed on the field at TRF with over 200 cars and approximately 350+ attending. For us the familiar faces and comaraderie make for a great time. This year was especially interesting and rewarding seeing Rob, who has attended since he was five years old, build his own car, autocross it, show it, etc. Charles Runyan and TRF staff in general, having supplied most of the parts, were particularly interested.

Thomsons came away with a few bits of hardware. Because TR4 was the featured marque, TR250s were grouped with all early TR6 cars. This created a fairly broad field of over 30 cars including five TR250s. Our black 250 took first place. JoAnne and I took first place in the Gymkhana, Rob and Scott grabbed second (I guess we showed those kids), and Glenn Minucci (one of only four other CTR members to attend), earned third place. Rich Smalling won Third place in the stock TR6 autocross "C" class. Yours truly won third place in the LeMans Start driving JoAnne's TR6. Awards are nicely crafted oak "frat" paddles with engraved brass plaques and theme paint.

"Summer Party" has become like a mini-vacation for us. It is easily the best "bang for the buck" enjoyment we have. I hope CTR can be better represented in future. Mark next year's dates and plan to attend!





*Previous page top: Sandy, JoAnne, Scott, Jonathan, and Rob Thomson at the Concours d'Elegance*

*Previous page bottom: Rob Thomson at the autocross starting line with TRF's Dave Hagenbuch*

*This page top: JoAnne Thomson in the autocross*

*This page center: Rob Thomson getting ready for the autocross tech inspection*

*This page bottom: Sandy Thomson entering the slalom - have you noticed that they're all using Rob's TR6 and not Sandy's TR250 or JoAnne's TR6?*

## Classics on the Green

September 15<sup>th</sup> and 16<sup>th</sup>

Gary Kinney

We are sending this invitation to Triumph and British Car Clubs within a reasonable distance to the Richmond Virginia area. "Classics on the Green" at the New Kent Vineyard in beautiful New Kent County located just outside of Richmond Virginia off Interstate 64 at Exit 211. The vineyard is a magnificent setting for the third in a long history of car shows displaying some of the east coasts finest classics. New Kent Vineyard web address at [www.newkentwinery.com](http://www.newkentwinery.com) .

Although the Featured Mark for the show is Rolls Royce, we wanted to recognize other significant accomplishments, 50 years ago. Two major two seat British sports car were introduced during 1962 one being the MGB that came on the market in May of 1962. The other, Triumph Spitfire MK1 was introduced at the London Motor Car Show in October 1962.

The committee for the event would like to create a display of both the MGB and Triumph MK1 Spitfire and we would like your help. We are very interested in finding a 1962 Spitfire; production dates for this car are October 1962 until December 1964. Of course owners of all MGB's and Spitfires are encouraged to bring their cars to the show as we would like to create a generous display of both models.

Information - [www.classicsonthgreen.com](http://www.classicsonthgreen.com) will provide details about the show and the entire weekend. This has becoming a weekend destination and participants will enjoy many events and activities. While on the subject MG's and Triumph's of all Marks and all British cars are welcome, as we anticipate a large turnout of both British and European cars on the show field. Another interesting event occurred during 1962, Triumph phased out the TR3 (the TR3B) and commenced full production on the TR4 with all of its new

(Continued on Page 9)



## GYHD

# TR3 Tech Session

**July 29<sup>th</sup>**  
**Lionel Mitchell**

We had originally scheduled this Get Your Hands Dirty tech session on July 1<sup>st</sup>; however, the derecho storm of the day before played havoc with trees down and power off. So, we rescheduled it for the end of July. In the process, we lost a couple of key guys who had planned to attend, but we carried on in the best British tradition. To bring the reading audience up to speed on the situation: Mark Olkon has a small-mouth TR3 that he bought re-stored with some non-stock features, such as Stromberg 175CD carburetors, but in very good overall condition. The car has been in storage for several years. Mark had periodically started the car. Three years ago, he started the car and was driving it from the storage location to his home when it died on the road. He was not able to get it started again and had it towed home where it has sat since. He suspected a fuel delivery problem.

Prior to the tech session, Mark drained the old gas and put in fresh gas, installed a fresh battery, and bought various tune-up parts, a mechanical fuel pump, an electric fuel pump, fuel filter, and carburetor gaskets. On July 1<sup>st</sup>, Bill Olson showed up at Mark's house for the cancelled tech session, and they investigated the fuel delivery situation. They determined that the old mechanical fuel pump was not pumping. They installed the electric fuel pump and verified fuel delivery to the carburetors and changed the oil and filter but were unable to get the engine to start. It would crank and fired a little with starter fluid sprayed into the carbs, but it would not run.

On the re-scheduled date, in addition to Mark and me, Bill Olson and Rich Bohan came over to continue the investigation. We were not successful in getting his car started. We were getting fuel flow to the carbs, and we detected spark at the plugs. We only got very few attempts at firing even using carb spray. We changed out the distributor cap & wires, coil, and condenser, and set the points gap. I took the float bowls off the Strombergs. One of the float bowls was completely dry. We took out the needle assembly on that carb out and determined it was clogged. We cleaned it out, reinstalled it, and verified fuel flow. There was no real varnish problem. I verified that the diaphragms were in good condition. The floats also appeared to be working OK. There was some sediment in the clear fuel filter, but it didn't look really bad.

Mark has an electric fuel pump on his car because the mechanical one was not working. The pump is rated at 2.5 -5 psi. He does not have a pressure regulator but does have a pressure gauge. Most of the time, the gauge read about 4 lbs. I did not see fuel coming out of the float bowls. I've heard that our cars use about 2 lbs. However, this did not appear to be the cause of the engine not firing.

The mystery is that a few times it tried to fire but not consistently and the starter fluid did not seem to have much effect. We definitely had fuel flowing at both carbs and fuel in the float bowls, and we definitely had spark at the plugs.

What we did not check: we did not set the timing statically or move the distributor; we did not remove the valve cover to examine the rocker assembly; and we did not remove the timing chain cover to examine the condition of the timing chain.

Post-session discussion of the problem on the club forum: a couple members who did not attend believe the non-starting problem is related to a timing issue based on the description of the work done. Mark also plans to install a new mechanical fuel pump in place of the electric unit just to eliminate it as a possibility. If you happen to live in Mark's vicinity in Wheaton, or if you have a free day on a weekend, and have any ideas feel free to contact him. I'm sure he would be glad to have your advice and assistance in getting his car back on the road.



*Above: Lionel Mitchell and Mark Olkon*

*Next page: Rich Bohan and Mark Olkon*



**CTR Name Badges.** We will place our next order for CTR name badges on August 27. 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.

#### Classics on the Green (*Continued from Page 7*)

features. We will have a display of this transition as well on the show field.

Registration forms for the show can be downloaded from the web site [www.classicsonthgreen.com](http://www.classicsonthgreen.com). This is a closed registration, as the cutoff date is August 25; no drive up registrations are available due to space on the show field. I appreciate your assistance in circulating this note and attachment to your members. I will be available for questions at 804-527-2190 or [gckinney@aol.com](mailto:gckinney@aol.com) if needed. I have been involved with this show for many years, being a member of both the Richmond Triumph Register and the Central Virginia British Car Club.

I look forward to hearing from all of you very soon.

Gary Kinney  
Event Coordinator, Classics on the Green

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# My July 4<sup>th</sup> Road Trip to Virginia Beach and Beyond!

**Mark Shlien**

Well, the Fourth of July holiday was quickly approaching and with an invitation to join my friends in Virginia Beach for barbeques, cold beer and surfing, I prepared my 1970 Triumph TR6 for the 416 mile round trip journey. Honestly, it crossed my mind to take the Saab, but a trip to the beach in the TR6, on a holiday weekend no less, seemed like a perfect way to celebrate the legal separation of the thirteen colonies from Great Britain on July 4, 1776, and who really wants to drive a Swedish car on America's holiday?

On the morning of July 4<sup>th</sup>, at 6:00 a.m., car loaded with a case of beer, a decent pillow and a other required essentials, I left Washington, D.C. It all started so well...leaving on time, not forgetting anything, the clear skies and knowing that fun "good times" were waiting for my arrival all pointed to a relaxing ride south. The first 100 miles and the car ran flawlessly; the quiet throaty hum of the exhaust (mild steel mind you), the crisp handling, (given Dennis Eckhouw was kind enough to help me replace my rear bushings a few weeks before); and the faint smell of gas with a touch of engine oil...the first 100 miles were simply uneventful. I moved quickly towards Richmond and found no traffic jams to slow me down...oh, what a wonderful ride south. And so it went with the next 100 miles, quietness, stress free riding enjoyment...life simply could not be any better.

I arrived in Virginia Beach with a smile on my face, the car growling with each light along Atlantic Avenue to let the beach goers know a British TR6 had arrived. I was simply overjoyed that the trip to Virginia Beach was so enjoyable that I had to share my good fortune with CTR's President, Lionel Mitchell. I texted Lionel from my phone: "Car ran great, 24.5 miles to the gallon, less than ½ quart of oil used." I was so proud of my car...no breakdowns, no blown engines, no speeding tickets...it was simply all about the "love"!

Yes, it was all about the "love," but it was not to last long and as we all know, real love doesn't usually last! A mere two days later, in the TR6 heading to Office Depot, the car simply died on me. With no warning, no sign of engine distress, no sense of what was to happen, the car

simply shut down. No radio, no horn, nothing electrical...and it was all I could do to get the TR6 off the main road into an enormous parking lot. I couldn't put my emergency flashers on...no power, so it was simply a case of putting up the hood and trunk and trying to figure out what just happened. My first item of business...call Lionel and seek his advice for a mechanic qualified to repair the car. We talked and Lionel, being the gentlemen he is, called me back with a few names of garages that worked on British cars about 20 minutes later. In the meantime, a Virginia Beach native walked up and said he had a TR4 at one time and knew of a very good garage that could be trusted...it had been there for over thirty-five years. He asked me for my cell phone number, said he was driving by the shop and would stop in and speak to the owner about my situation. About 15 minutes later, I received a call from Martin Vander Haeghe from Louis Foreign Car & Son, Ltd (Martin is the "son").



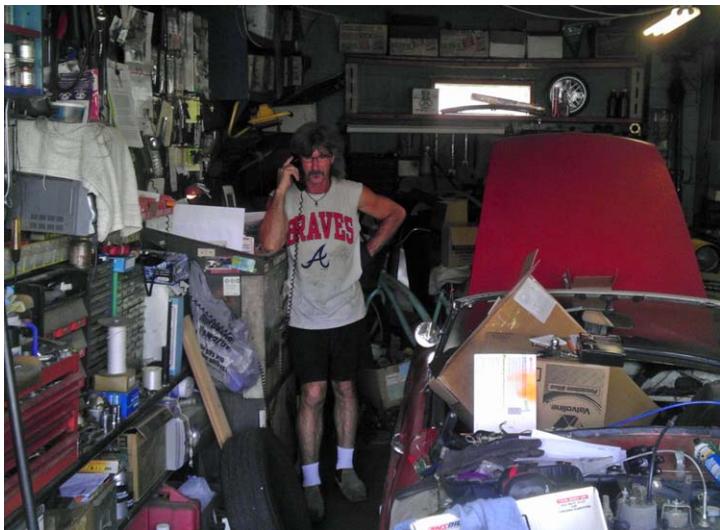
Martin diagnosed the problem over the phone, the alternator was shot. I was instructed to pull the battery out of the car, bring it to his garage where he would recharge the battery; I would then return to the car and install the battery in the TR6, and drive the car to him, about three miles away, where he could replace the old alternator with the new one. By the time the TR6 arrived at his shop, Martin had already had a Bosch alternator delivered. Martin's garage is was something like Motor Head's...full of parts, cars in the lot, photos and interesting bits and pieces where ever you looked. The large Union Jack on the front door spoke to the garage's allegiance...it was all British. MG's, Triumph's, Healy's...all there to walk around, all the cars each with its own history and story to share. Needless to say...I spent the next four hours with Martin. He was kind enough to share with me the beginnings of Louis Foreign Car & Son (his Dad founded it when he arrived from Europe in the '70s), I learned that Martin is in a rock and roll band, (he cranked up his electronic piano/organ and played



a little Led Zeppelin for me with great gusto). We talked for hours about cars and music and life. The car was fixed in 30 minutes, but hanging out with Martin was the best part of my trip and it was the best part of my holiday weekend.



In the end, I was thankful in a strange way that my car broke down for I had a great time over the hours at Martin's shop. Hearing his stories, meeting his friends, listening to music, looking at photos, hearing about his wife and daughter...it all made for a very special trip to Virginia Beach and one that I will remember for a long time to come.



#### Epilogue:

Four hours after leaving Martin's shop with a new alternator, I drove 20 miles to a restaurant that I had never been to before. In the parking lot, a woman confronted me with, "that is a gorgeous TR6." I asked her how she would

know it was a Triumph and she mentioned her dad and brother both had Triumphs at one time. She went on to tell me if I ever had a problem with my car while in Virginia Beach, I should take it to Louis Foreign Car & Son!

The coincidence of having been to Louis Foreign Car & Son just hours ago and meeting this woman left me wondering that in life...perhaps there are things taking place that are simply not coincidence or "good luck." Maybe...it's simply destiny.



*Above: Mark Shlien and Martin Vander Haeghe*

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April 25th, 2010

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## How old are your tires?

Art Fournier

As editor, I get copies of several other clubs' newsletters. The August 2012 edition of the Shenandoah Valley British Car Club's newsletter had an informative article on how to determine the age of your tires, which caused me to look into the subject.

Tire age should be particularly important to us as drivers of cars that have been out of production for 30 years or more. Tires age and should be replaced before they become dangerous and prone to failure.

So, just how do you determine a tire's age? Simple, by law it's right on the tire as part of the US Department of Transportation (DOT) identification number. The number may be found near the rim and should begin with "DOT" indicating the tire met all applicable federal standards. This will be followed by characters identifying the plant where the tire was made and its manufacturer. Finally, there will be three or four numbers indicating the week and year of manufacture. Tires manufactured before 2000 will have three numbers; tires manufactured after 2000 will have four. For example, "317" indicates a tire was manufactured in the 31<sup>st</sup> week of 1997 and "3107" indicates the tire was made in the 31<sup>st</sup> week of 2007. If you can't find the identification number on the outside of the tire, it will be on the inside.

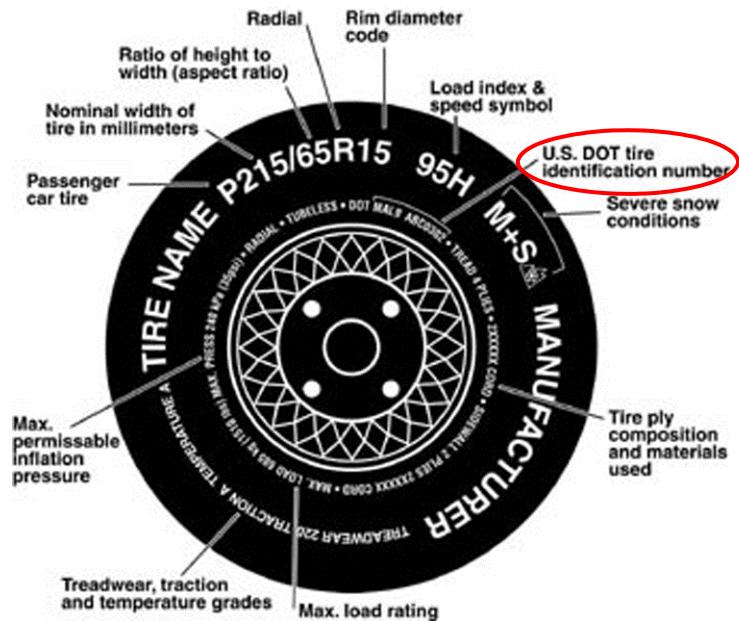
There is a lot of other information coded into the various letters and numbers on your tires. The US DOT has a website that can help you decode these –

<http://www.nhtsa.gov/cars/rules/tiresafety/ridesonit/brochure.html>

How old is safe? The National Highway Traffic safety Administration recommends tires be replaced every six years regardless of mileage or use. That can be a hard pill for us to swallow when you consider that most of our LBCs are only driven a few thousand miles per year. However much tread a tire has, the rubber in the tire begins deteriorating as soon as it's manufactured due to reactions to wear, temperature and sunlight. At some point, the rubber will break down and become prone to blowout or tread loss. And don't forget that spare that's been lurking in trunk for who knows how long!

Sure there are bragging rights associated with those original redlines. But don't take a chance with old tires, especially

during a "spirited" club driving event. Take a look at your tires – if the age code has three digits, you're well past its safe lifetime and should be shopping for new tires!





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## South African Triumph Owners Visit Northern Virginia

Lionel and Nancy Mitchell were recently visited by David and Coleen Fraser of South Africa along with their niece Pamela Wilson of Leesburg. David and Coleen are quite active in Triumph club activities in South Africa. Coleen currently owns a Spitfire while David has owned a TR7 and Stag in the past.



**Left top:** Lionel and Nancy Mitchell with David and Coleen Fraser and Lionel's TR6

**Left bottom:** Coleen Fraser's Spitfire with its trailer, something not often seen in this country

**Below:** Coleen and David Fraser with their niece Pamela Wilson along with Lionel's TR7



## 37<sup>th</sup> Edgar Rohr Antique Car Meet **September 15<sup>th</sup>** **Jon Battle**

The 37<sup>th</sup> Annual Edgar Rohr Memorial Antique Car Meet will be held at the Manassas Museum, 9101 Prince William Street, Manassas, VA, from 10:00 AM to 3:00 PM. Open to antique vehicles through 1987; street rods; trucks; motorcycles; and "HPOF" vehicles through 1987. There will be a swap meet, car corral, and Model-T Ford assembly demonstrations. Rain or Shine. Sponsored by Bull Run Region, AACA. Free spectator admission and parking (across the street). Situated in historic Old Town Manassas with shops, farmers market, the 9<sup>th</sup> Annual Old World Festival, and "Bands, Brews and Barbecue" festival all within walking distance. Registration: \$15 before September 9<sup>th</sup>; \$20 thereafter. For information contact Jon Battle, 540-364-1770 or [terraplane@verizon.net](mailto:terraplane@verizon.net). Or see our website: [www.bullrunaac.org/](http://www.bullrunaac.org/)





## 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.

**1977 Triumph Spitfire for Sale** -- \$7,250, negotiable. Upgrades include dual SU carbs, mild "street" profile cam, header, resonant exhaust. Paint is excellent (less than 10 yrs old). Motor and gearbox rebuilt last winter, and car runs extremely well. The car comes with a tonneau cover, spare 1500cc engine and spare gearbox (both missing parts and needing rebuilds), a Haynes manual, plus a box or so of assorted Spit stuff. I don't know of anything on the car that's not functioning or needs to be replaced. Contact Bob at [toury@erols.com](mailto:toury@erols.com) or 301-481-6507.



**1974 TR-6 for Sale.** One owner, 93,400 original miles. Electric overdrive, new top, recent tuneup at Motorhead. \$12,000 firm. Call Jay at 540-351-1744.



**For Sale:** Brand new, complete interior for TR6 in tan/beige/biscuit color. Made in England. All components new in the bags. Purchased for a car we ended up selling. Over \$1,350 new...will sell for \$750 for all. Will also sell separately: trim panel set...\$295, seat cover kit...\$295, carpet kit \$195. **Also For Sale** is a brand new "British Heritage Approved" Made in England, trunk lid for TR6. \$695 new...make an offer. Call Sandy Thomson at 410-253-8519

**1966 Spitfire Mk II for sale.** Fully restored as a project by the Blount British Car Club of Tennessee. "Ilene's" restoration to show-winning standards featured in *Spitfire & GT6* magazine. Located in Maryville, Tennessee. Proceeds to benefit local children's charity. \$8,000. Contact Jim Watson at [spridget@charter.net](mailto:spridget@charter.net) or 865-599-4305

## EVENTS

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

### More to Come!

**Aug 26** - Cruisin' for Crustaceans **\*CTR\***

Aug 26 - Taste of Britain Car Show, Rothsville, PA, [www.lancomclub.com/](http://www.lancomclub.com/)

**Sep 2-3** - Baltimore Grand Prix

**Sep 2** (Anticipated Date) - Out of the Past Car Show, McLean, VA

Sep 1 & 2 - Virginia Scottish Games British Car Show, <http://vascottishgames.org/CarShow.html>

Sep 6-9 - 6Pack Trials, Niagara Falls, Canada, [www.6-pack.org/](http://www.6-pack.org/)

**Sep 11** - CTR ESB

**Sep 15** - CTR Driving Event **\*CTR\***

Sep 15 & 16 - Classics on the Green, New Kent, VA, [www.classicsonthegreen.com](http://www.classicsonthegreen.com)

Sep 15 - Edgar Rohr Antique Car Meet, Manassas, VA, [www.bullrunaca.org/](http://www.bullrunaca.org/)

Sep 24 - MGs on the Rocks, near Belair, MD, <http://www.mgsofbaltimore.com/>

**Sep 29-30** - Trappe Triumph Invasion **\*CTR\***

**Sep 30** - St Michaels Concours d'Elegance

Oct 6-7 - SCCA/Branded Rally, Frederick, MD, [nittany1995@gmail.com](mailto:nittany1995@gmail.com)

**Oct 7** - Hunt Country Classic and CTR Picnic **\*CTR\***

**Oct 20** - GYHD **\*CTR\***

**Oct 28-Nov 2** - VTR National Convention **\*CTR\***

**Nov 3** - T4 **\*CTR\***

**Nov 4** - Fall Foliage Tour **\*CTR\***

**Dec 9** - Holiday Party (Maryland location) **\*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 mailed material must be returned, please include a self-addressed, stamped envelope.

**Deadline**  
for the next issue of  
*The Standard*:  
**September 7<sup>th</sup>!**



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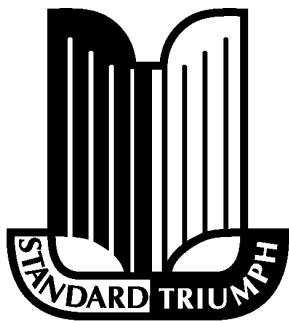
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**Matt Schipani**  
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New Address!

**TRIUMPH TRIVIA:** What is Sir John Black's relationship to Standard and Triumph?

Sir John Black was the director of the Standard Motor Company who, in 1945, purchased the remaining assets of the Triumph Motor Company, not much more than factories destroyed in World War II and the all important Triumph name.



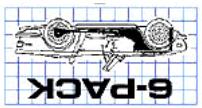
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## Low Tech Solutions



*Rear view mirror broken — no problem!*



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THE STANDARD





# THE STANDARD

The Official Publication of the  
**Capital Triumph Register, Ltd.**

Volume XXIV, Number 9, September 2012

## 19<sup>th</sup> Annual Cruisin' for Crustaceans 2012 Parts 1 and 2



*Neither snow nor rain nor heat  
nor gloom of night... Oops,  
that's the Postal Service, but the  
rain part could have described  
CFC 2012 Part 1. Part 2 was  
an entirely different story.*

*Above: Some of CTR's intrepid  
members at Part 1.*

*Left: A larger CTR crowd  
enjoys the fair weather of  
Part 2.*

*For more on Cruisin' for Crustaceans, please turn to page 4.*

**PAGES 1 and 4 - Cruisin' for Crustaceans; PAGE 2 - From the President - Shape of Things to Come; CTR Happenings; PAGE 3 - Trappe Triumph Invasion Update; Bayside Car, Truck and Bike Show; PAGE 6 - TR3A Auction; Inspecting the TR3A; PAGE 8 - Impromptu Drive; PAGE 10 - Triumph and/or Imperial; PAGE 12 - Garage Spot: Tire Aspect Ratio; Working on the Website; PAGE 13 - North Beach Cruise Ins; PAGE 14 - Events; Classified; PAGE 15 - Club Info**



## The Shape of Things to Come (Miscellaneous Ramblings from the President)

**By Lionel Mitchell**

Once again the weather has been interfering with our Triumph fun. The Cruisin' for Crustaceans drive was postponed for two weeks due the remains of Hurricane Isaac. The first attempt of the drive was cancelled just hours before the rendezvous was to take place. Some folks who had signed up did not get the word and actually showed up. Those folks got to experience real British weather. Those who attended the rescheduled event were treated to perfect weather. In the last part of August, I managed to schlep all of the parts of Earl Hill's TR3A to my house in Haymarket. As you might recall, Earl has generously donated his car to the club, and we plan to auction it off. On Labor Day Monday, I hosted an event for folks who might be interested in bidding to come over and inspect the car. Look for details in this issue.

We've got some dynamite events coming up. Next up is the Trappe Triumph Invasion hosted by the Thomson family. This is a not-to-be-missed weekend of cars, food, and fun. Be sure to RSVP to Sandy and JoAnne if you have not already. Just the weekend after that is the Hunt Country Classic in Virginia horse country. And of course, you're all invited to the CTR picnic at my house right after the HCC show. This year, in addition to the usual line-up of Triumphs across the lawn, beer, and bar-b-q, we will auction off the TR3A donated by Earl Hill. This should be great fun. RSVP to me by the Friday before the event.

As many of you already know, we have been looking for another venue to host BOG next year. Collingwood raised our fee by 50% in 2012 and announced just after this year's show that we would have to pay another 50% for 2013. Collingwood has had financial problems and has recently filed for bankruptcy protection. So, we have spent the summer months visiting potential sites for a new home for BOG for 2013. Fortunately, we have located several sites that hold great promise for hosting BOG for years to come. All of the sites we visited have more room than Collingwood. We have been at CW for 10 years and have great "brand recognition" there. So, we don't take the decision to leave lightly. But we don't really have the option of staying there. At our last ESB meeting, we completed our evaluation and made a contingent selection of a new site. At press time, we have not negotiated an agreement. So, we are not announcing the selection until it's official. Stay tuned. Many thanks to John B, Dennis E, Jeff K, Rich T, Rich

W, Joe C, and Tom B for their hard work in checking out these potential show sites.

Just recently, we had a spam attack on our club forum. Within a few days we had 200+ new users from outside the club. Fortunately, there was only a single, benign post. However, as a precaution, we shut the site down. Since the forum was set-up, we've never really had admin control – long story. It was easy enough to shut the forum down, but figuring out how to gain control was a different animal. Fortunately, we have a club member, JP, who is pretty crafty when it comes to web sites. In short order, he had established himself as administrator, deleted the "new" users/spammers, and set-up controls over new users. So, within a week, we were back up. The forum is a great club resource. You should try it if you've never been on it.

One final note: one of the so-called powers of being CTR President is that I get to appoint members to positions on the Executive Steering Board. I'm pleased to announce that I have just made two appointments, and I don't need Congressional approval! I have appointed Mark Shlien to one of the two Events Coordinator positions. Mark has recently set-up e-vites, an internet event invitation service, for our club events. The other appointment is John Puckett (aka JP) as our club Web Administrator. In addition to taking care of the recent problem on the forum, he is spearheading the development of a new club web site. We are lucky to have members like Mark and JP.



## CTR Happenings

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

→ Mark Turner, Waterford, VA

### Upcoming Events:

#### Hunt Country Classic and CTR Picnic

The Hunt Country Classic, the MG Club's fall show, will take place on October 7<sup>th</sup> and will be followed by the now very traditional CTR post show picnic at Lionel and Nancy Mitchell's home in Haymarket. This year there will be the extra excitement of the auction of the TR3A generously donated to CTR by Earl Hill. If you plan to



attend the picnic and auction at the Mitchell's home, please RSVP to Lionel by October 3<sup>rd</sup> so he has a good headcount for food and drink! And please pre-register for the Hunt Country Classic if you plan to attend — it makes organizing the show so much easier and efficient (and saves you a few dollars).

**T4**

CTR's annual T4 is being planned for Saturday, November 3<sup>rd</sup>. What are the four Ts? Triumph, Tour, Taste, and Tech, of course. Think of it as a progressive meal starting with breakfast in one garage, lunch in another, and dessert in a third with a tech session at each location. Details are still sketchy, but Dennis Eckhout, RJ Fortwengler, Matt Schipani, and Tom Burke are putting their heads together to flesh out the details.

**Fall Foliage Tour**

Last year's Fall Foliage Tour to the Shenandoah Valley is being reprised for Sunday, November 4<sup>th</sup>. The roads and views are absolutely fantastic. We'll plan on meeting in the western suburbs, travel by scenic roads to Front Royal, do some spirited driving through through the George Washington National Forest, and end with lunch near Luray. Don't miss it!

**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.php> (Passwords must be eight characters or less. And we recommend you stay logged in — the software is old and cranky, although JP Puckett has worked wonders with it recently!)

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 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!

**CTR Gift Memberships**

Looking for a special 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.

## **3<sup>rd</sup> Annual Trappe Triumph Invasion Update**

**September 29<sup>th</sup> and 30<sup>th</sup>**

**Sandy Thomson**

Hey folks...As of today (9/14) we have 51 confirmed coming to TTI (38 members and 13 guests). If anyone did not receive a brochure, please let me know as some addresses have changed, etc. Plans are coming together nicely including the tech session by Richard Good, a road tour over the back roads through Oxford, Bellevue and St. Michaels. Later, Len Renkenberger will visit with us at a wine and cheese, followed by a surf and turf dinner and live entertainment from Stubby Knuckles. Drake Ferguson from "Drake around Town," will be on hand recording interviews for his local interest radio show. It's not too late to sign up and if you need help with accommodations let me know. See you on the 29<sup>th</sup> and bring your Triumph!

## **2<sup>nd</sup> Annual Bayside Car, Truck, and Bike Show**

**October 13<sup>th</sup>**

If you want to support a good cause, "End Hunger in Calvert County," then consider attending the 2<sup>nd</sup> annual Bayside Chevrolet Car, Truck, and Bike show in Prince Frederick, Maryland, on Saturday, October 13<sup>th</sup>. (Rain date, October 27<sup>th</sup>.) The show will run from 9:00 AM to 3:00 PM at Bayside Chevrolet, 1200 Solomon's Island Road (Route 4) in Prince Frederick. All years, makes and models are welcome. Dash plaques for the first 150 entries and trophies in several categories. Entry fee \$10. Vendors, DJ, and door prizes. Food available on site. Contact Tim Deale at 410-610-0454 for additional information.



# Cruisin' for Crustaceans

## Parts 1 and 2

**August 26<sup>th</sup> and September 9<sup>th</sup>**



CTR's 19<sup>th</sup> annual Cruisin' for Crustaceans tour happened not once, but twice.

The original plan was for a tour on August 26<sup>th</sup>, but the forecast called for rain and thundershowers throughout the day, so the decision was made to postpone. But not everyone could be reached. So Art Fournier, Patrick Carter, Jay Christopher and Mark Shlien drove to the rendezvous point to ensure everyone got the word. Dennis and LuAnne Eckhout along with Sherman Taffel and Camellia Blackwell showed up and were willing to press on to this year's restaurant for lunch. Somehow, Joe and Rita Cannon and Fred Mittelman and Diane Page got the word and joined the group. Driving through a thunderstorm and eating under cover while more storms passed by, the group had a great lunch at Thursday's in Galesville, Maryland, before pressing on to Patrick Carter's weekend home on Turkey Point Island near Edgewater. Three and a half inches of rain couldn't stop the good times.

Fast forward two weeks to September 9<sup>th</sup> and CFC 2012 Part 2. The weather was absolutely perfect! Clear, sunny, cool – just the opposite of CFC 2012 Part 1. This time we stormed the restaurant with a crowd of CTR members: Rich Bohan, Tom and Mary Burke, Patrick Carter, Jay Christopher, Tim Cornish, Jay and Maureen Donn, Paul and Sharon Edelstein, RJ Fortwengler and Sheila Skipper, Art Fournier, Bill and Carol Goodwin, Roger and Mary Haley, Harvey Lee, Lionel Mitchell, Scott Smith, Sandy, Rob, Jonathan and Scott Thomson, Rich and Patti Townsend, and Bill and Kathy Wemhoff. Oh! There were 13 Triumphs and 3 "support vehicles" along for the drive from Upper Marlboro down to the Bay coast from Chesapeake Beach in Calvert County through the beach communities of Anne Arundel County's "South County" – great showing! After lunch at Thursday's, most of the group made their way north to Edgewater and additional socializing and fantastic views across the Bay to Maryland's Eastern Shore. In the summer, life doesn't get much better than crabs, cold brews, good roads, and great company!

Apologies to those who were inconvenienced by the change of date, but thanks to all those who attended Parts 1

and 2, to Art Fournier for planning the route, and to Patrick Carter and Jay Christopher for their post-lunch hospitality. Where will we go for next year's 20<sup>th</sup> annual CTR Cruisin' for Crustaceans tour? Early votes are in for Solomons Island. We'll see.





*Previous page: Three shots from Part 1*

*Top: Entering Galesville*

*Center: from front left to front right shows Joe Cannon, Diane Page, LuAnne and Dennis Eckhout, Art Fournier, Jay Christopher, Patrick Carter, Mark Shlien, Fred Mittelman, Camellia Blackwell, Sherman Taffel, and Rita Cannon having lunch at Thursday's in Galesville.*  
*Bottom: Sherman Taffel, Mark Shlien, and Dennis Eckhout discuss the fine points of erecting a TR6 soft top*

*This page: Five shots from Part 2*

*Left: Crabs and cold drinks for 28 CTR members on the deck at Thursday's in Galesville*

*Right top: Rich Bohan and Lionel Mitchell*

*Right center: Triumphs (and others) on the lawn at Patrick Carter's weekend get away home in Edgewater, Maryland*

*Right bottom: The million dollar view toward the Eastern Shore from Patrick's dock near the mouth of the South River*



## TR3A Auction

### October 7<sup>th</sup>

The TR3A donated by Earl Hill will be auctioned off at the CTR club picnic after the Hunt Country Classic car show.

Here are the particulars:

**Date:** Sunday October 7, 2012

**Time:** 3:30 – 4:00 PM approximate timeframe

**Location:** 7032 Venus Court, Haymarket, VA 20169

**Car to be auctioned:** 1961 TR3A, one-owner, complete, partially disassembled, titled in Virginia, commission number TS74218LO

#### Rules of the auction:

- Live auction/voice bids (cry-out) , telephone bids by prior arrangement
- All bidders must be members of Capital Triumph Register, Ltd.
- Winner of the auction is required to pay the full amount of the winning bid at the end of the auction
- Title will be transferred upon payment
- Winner, by gentleman's agreement, is expected to restore the car and participate in CTR events
- Minimum opening bid: \$2,500
- Reserve (minimum winning bid): undisclosed
- Minimum incremental bid prior to reaching Reserve: \$200
- Minimum incremental bid after reaching Reserve: \$100
- Auctioneer will announce when the Reserve has been reached
- Winner is expected to remove the car and all parts within 7 days unless special arrangements are made
- The sale is final with no refund
- No warranty is expressed or implied by Capital Triumph Register, Ltd. or Earl Hill on the car or any of its parts
- Further details including complete inventory of parts will be available at the auction

## Inspecting the TR3A

### September 3<sup>rd</sup>



*Going, going, . . .*



*Previous page top: Karen and George Earwaker take a look at the interior*

*Previous page bottom: Ed Chan takes a serious look at the undercarriage*

*This page top left: Jeremy Kinney and George Earwaker checking out the engine*

*Left center: Jeremy Kinney, Ed Chan, and JP Puckett*

*Left bottom: Karen and George Earwaker, Fred Mittelman, and Rich Wilkins with Rich's TR3A*

*Above: Earl Hill's TR3A and other Triumphs at Lionel's garage*



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# Impromptu Drive

## August 19<sup>th</sup>

Mark Shlien organized an impromptu drive from Capitol Hill in the District of Columbia to Deale, Maryland, where we had brunch at the Happy Harbor restaurant. Leaving Capitol Hill, we had Mark Shlien in his TR6, Harvey Lee in his TR4, and Roger Haley in his TR3B, and Art Fournier in his Spitfire. In Deale we met up with Patrick Carter and Jay Christopher and were later joined by Sherman Taffel and Camellia Blackwell who arrived in their 1963 Chrysler Imperial Crown sedan after problems with their TR4, but that's another story (see page 10).



*Above: Lots of red lights in the District*

*Right top: On the open road at last in Anne Arundel County, Maryland*

*Center: Camellia Blackwell, Sherman Taffel, Harvey Lee, Roger Haley, Mark Shlien, Jay Christopher, Art Fournier, and Patrick Carter at the Happy Harbor restaurant*

*Bottom: Triumphs at the Happy Harbor restaurant on the water in Deale, Maryland*



*Top: Art Fournier in his Spitfire and Mark Shlien in his TR6*

*Bottom: This picture doesn't do justice to the size difference between Sherman Taffel's Chrysler Imperial and Art Fournier's Spitfire!*



**CTR Name Badges.** We will place our next order for CTR name badges on November 2<sup>nd</sup>. 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.

# Britain on the Green



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## Triumph and/of the Imperial

**Sherman Taffel**

On Sunday August 19<sup>th</sup>, Mark Shlien planned a “CTR Brunch Drive” to Happy Harbor Inn in Deale, Maryland. We were in VA for the week, and so we drove home Saturday (radio reports of I-66 closed at the Beltway didn’t communicate that there are TWO I-66 Beltway junctions—the one we always use south of Tysons (to/from Manassas) (implied closed), and the one closer to the Dulles Expressway exit. Eastbound 66 moving well, and the Beltway exit to I-495/Baltimore was open. A mile later, BACKUP. So we got stuck for 2 hours on the inner loop at Tysons going towards MD. Eventually was able to get off at Route 123 and go thru DC (Chain Bridge, MacArthur Blvd, to Silver Spring). Got home 11PM, not 8PM.

This was a factor because instead of being home earlier to move the cars parked on the flagstone (driveway) in front of the garage door and be able to move the Imperial out of the garage, to enable bringing the Triumph down the ramps from its “dedicated workshop.” None of this happened till midnight. Got the TR detailed and down the ramps, under the lift (Jensen GT on the lift-gas tank surgery) and down the driveway. Put Imperial back in garage, drove TR back up in the driveway, ready to go in the AM.



So, beautiful morning, TR fires right up, back down the driveway—the exhaust tips scrape and now have an exhaust leak. A few miles down the road, realize it’s louder than an exhaust leak. Stop, Look under the bonnet and see that the entire bottom of the exhaust manifold had cracked off. Weird! No wonder the Triumph was LOUD!

Called Mark, explained we’d be “delayed.” Return, decided to take the DEPENDABLE Chrysler Imperial. (Solstice was in VA).

The BIG Chrysler Imperial is always a pleasure to cruise in. The antithesis of the TR4. Huge bench seat with armrest, smooth as silk, glides down the highway, but unlike GM land barges, the torsion bar suspension (like the Jaguar E Type V12, but ALL Chrysler cars were using Torsion Bars since 1957) makes the Imperial quite stable. It does not “float” or wallow over undulations or bumps.

We arrived at Happy Harbor and I was a bit upset that the parking lot was dirt, as I keep the Imperial engine bay concours. Now with the mechanical fan, dust was in the bay. Had a great reunion and breakfast and then attendees checked out the Imperial.



Part two :Triumph of the Imperial

So we go to start up the Imperial and all I get is cranking. Never have this. Then see LUCAS SMOKE coming between the hood and the left fender. Open the hood. Immediately see a burnt wire from the voltage regulator—all along the wiring harness—to the ballast resistor. I spotted this so quick because I had just spent the past month studying the wiring diagram on our CCOV (Camp Camellia Official Vehicle) Dodge A-100 truck project. When I bought the project two years ago, the wiring harness had a burnt up wire and I had just traced it to being a ground wire that ran

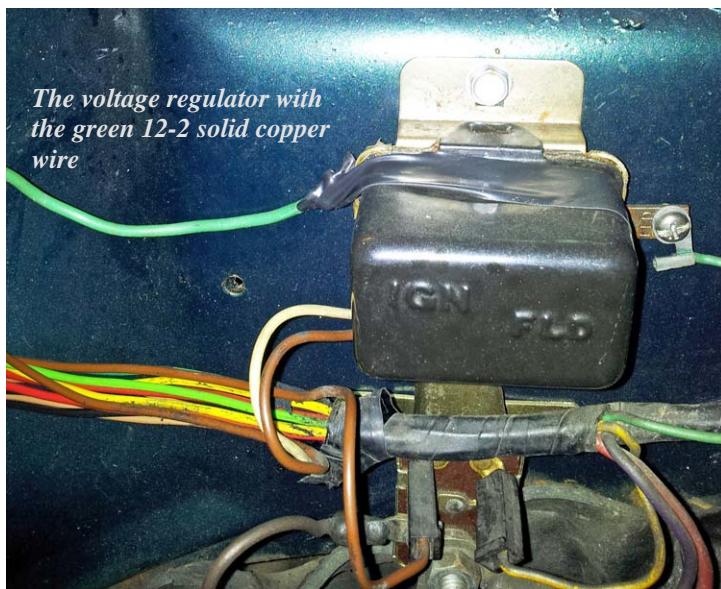


between the alternator and the voltage regulator. What happened was a positive behind the instrument cluster had shorted to this wire and so the ground path was both ways. Took me 6 hours over 3 days to strip the 9 foot wire out of the main harness. Fortunately none of the other wires were damaged after I cut the burnt fused plastic from the other wires.

So here we had a burnt wire, voltage regulator Ignition terminal to the ballast resistor. But NO positive anywhere. What caused the short? Art had a pen knife and I stripped out the entire wire from the wiring harness.

Now fortunately I had the tool bag (from the Triumph) and inside it I had a 6 foot long green 12-2 solid copper house wire. Learned a long time ago that it's always a good idea to have heavy wire for an emergency like a battery to starter (solenoid) jump.

I kept thinking- what could go "wrong" that a wire would burn up. I opened the voltage regulator box expecting to find a "contact set" like on our Triumphs. We (Art and I) both thought maybe it was a stuck contact. Imagine our surprise when we found a circuit board in the VR box. We looked at each other and Art said- "What can go wrong in circuit board?" So I put the cover back on.



I crimped over the end of the 12-2 wire on the VR ignition terminal and stripped the cut end off the ballast spade terminal wire and reconnected the ignition starting circuit. Turned the key. Saw an immediate full discharge on the AMP meter, then the needle popped back to the middle and the engine instantly started.

Drove the car around by the restaurant sign and Art

pulled his Spitfire up next to me for a "Picture of the Day."

No issues on way home, except the rain, a precursor to the cancelled CTR "official" Crustaceans drive, and have had no problems since; HOWEVER, I'm told that these circuit board VR's can malfunction. In this case it created an "overvoltage" condition burning up the wire. Once home, I rewrapped the original wires in the harness, but kept the 12-2 wire, cut properly to length and cable tied it to the harness. I believe the heavier "house wire" would not burn up like the original gauge stranded wire, but plan to replace the VR as a "prudent decision."

SO, what a day, Triumph weird event (cracked off manifold) and ya take a totally dependable 37,000 original mile Chrysler Imperial with the giant 413 V8 to a British car event--- and LUCAS Wi-Fi's the ignition circuit!

One last comment, regarding the pictures of the Spitfire and the Imperial, a suitable follow up to the pic of Joe Cannon's MGTD and the '36 Packard at Lionel's CTR party last October: ya gotta love the contrast! As youngsters, none of us wanted the big Land Barges, we wanted peppy, nimble, stick shift sports cars where "our gals" sat right next to us. But ya know, at our age, there's nothing wrong with smooth and "refinement" – in addition to the Gutsy Triumphs!!



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## Tire Aspect Ratio

Art Fournier

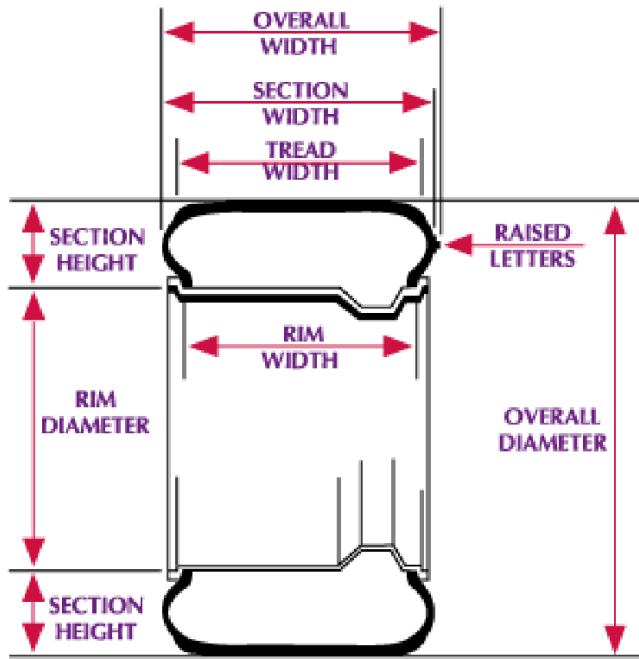
Last month we looked at tire age – how to determine it from the sidewall and how old is too old. This month, I'd like to take a quick look at tire aspect ratio, which may also be found embossed on a tire's sidewall where it will be included in a series of numbers and letters in a mix of metric and standard dimensions (go figure) such as 175/70R13. In this example, 175 is the tire's section width in millimeters, 70 is the aspect ratio, R indicates it is a radial tire, and 13 is the wheel diameter in inches. The aspect ratio (or profile) is expressed as a percentage of the tire's section height to its section width. The wider a tire is, the lower its aspect ratio and the larger the amount of tread that makes contact with the road.

When our cars were new (and dinosaurs roamed the earth), their tires were fairly skinny with a typical aspect ratio of 80. Over the years, many of us have gone to wider tires for improved handling. Taken to an extreme, changing to lower aspect ratio tires may also make steering feel heavier, put more stress on steering components, and decrease gas mileage. A change in aspect ratio may also change the overall diameter of a tire and introduce error in the car's indicated speed. Also, space under a fender is limited and wider profile tires may not have enough clearance. They may rub during hard cornering or when bouncing along over rough roads.

But a small change in aspect ratio may have an advantage when shopping for tires. Tire selection for our cars is becoming more limited as modern cars go to ever wider tires on larger diameter wheels. Since there is more choice in wider sizes, it may be easier for me to find new tires for my Spitfire in a 175/70R13 size rather than the original 155/80 size. These tires will easily fit the car without interference, but how close to the original diameter are they? There are formulas to calculate the difference, but my math skills have gotten rusty since high school. Fortunately, there are a number of internet sites that will do the calculation for me. For example: <http://www.miata.net/garage/tirecalc.html>

Entering the size of the two tires, you will discover that their diameters are almost identical, 22.8 vs 22.6 inches. That difference introduces an error of 0.5% in my indicated speed. In other words, with no other errors or changes, at an indicated 60 mph, I'd really be travelling at 59.7 mph. Pretty close.

Unfortunately, finding any decent tires for our 13 or 14 inch wheels is getting harder, but considering different aspect ratios may give you a better selection.



## Working on the CTR Website Update



*Lionel Mitchell, Mark Shlien, JP Puckett, and Nate Wallace work on an update to CTR's website. If they seem too happy, it's probably due to one too many caffeinated beverage at the Starbucks on Capitol Hill where the session was held!*

*Slowly but surely, CTR's website and Forum are being modernized and made more user friendly. Stay tuned for more!*



## North Beach Cruise Ins

**August 24<sup>th</sup> and 31<sup>st</sup>**

North Beach, Maryland, offers a cruise in each Friday evening in conjunction with their Farmer's Market. Typically, the cars are street rods, muscle cars, and American classics. Occasionally, there's a MGA or MGB, but on August 24<sup>th</sup> and 31<sup>st</sup>, Mark Shlien's initiative added a few Triumphs to the mix. Lots of fun. Chatting with folks who used to own one of those cars and enjoying Bay breezes by the board walk.



*Left top: A 1960 Ford Skyliner shows off his car to Dennis and LuAnne Eckhout and Mark Shlien*

*Left bottom: Dennis and LuAnne Eckhout pose as homecoming king and queen in a 1960 Ford Skyliner. (And before you ask, the owner insisted they sit on the seat back.)*

*Above: Mark Shlien and Art Fournier with Patrick Carter's Spitfire, Mark's TR6, and Art's Spitfire*



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**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.

**1977 Triumph Spitfire for Sale -- \$7,250, negotiable.**  
 Upgrades include dual SU carbs, mild "street" profile cam, header, resonant exhaust. Paint is excellent (less than 10 yrs old). Motor and gearbox rebuilt last winter, and car runs extremely well. The car comes with a tonneau cover, spare 1500cc engine and spare gearbox (both missing parts and needing rebuilds), a Haynes manual, plus a box or so of assorted Spit stuff. I don't know of anything on the car that's not functioning or needs to be replaced. Contact Bob at [toury@erols.com](mailto:toury@erols.com) or 301-481-6507.



**1974 TR-6 for Sale.** One owner, 93,400 original miles. Electric overdrive, new top, recent tuneup at Motorhead. \$12,000 firm. Call Jay at 540-351-1744.



**For Sale:** Brand new, complete interior for TR6 in tan/beige/biscuit color. Made in England. All components new in the bags. Purchased for a car we ended up selling. Over \$1,350 new...will sell for \$750 for all. Will also sell separately: trim panel set...\$295, seat cover kit...\$295, carpet kit \$195. **Also For Sale** is a brand new "British Heritage Approved" Made in England, trunk lid for TR6. \$695 new...make an offer. Call Sandy Thomson at 410-253-8519

**1966 Spitfire Mk II for sale.** Fully restored as a project by the Blount British Car Club of Tennessee. "Ilene's" restoration to show-winning standards featured in *Spitfire & GT6* magazine. Located in Maryville, Tennessee. Proceeds to benefit local children's charity. \$8,000. Contact Jim Watson at [spridget@charter.net](mailto:spridget@charter.net) or 865-599-4305

## EVENTS

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

### More to Come!

Sep 15 & 16 - Classics on the Green, New Kent, VA, [www.classicsonthegreen.com](http://www.classicsonthegreen.com)

Sep 15 - Edgar Rohr Antique Car Meet, Manassas, VA, [www.bullrunaca.org/](http://www.bullrunaca.org/)

Sep 24 - MGs on the Rocks, near Belair, MD, <http://www.mgsofbaltimore.com/>

**Sep 29-30** - Trappe Triumph Invasion \*CTR\*

**Sep 30** - St Michaels Concours d'Elegance  
 Oct 6-7 - SCCA/Branded Rally, Frederick, MD, [nittany1995@gmail.com](mailto:nittany1995@gmail.com)

**Oct 7** - Hunt Country Classic and CTR Picnic \*CTR\*

**Oct 20** - GYHD \*CTR\*

**Oct 28-Nov 2** - VTR National Convention \*CTR\*

**Nov 3** - T4 \*CTR\*

**Nov 4** - Fall Foliage Tour \*CTR\*

**Dec 1** - Middleburg, VA, Christmas Parade \*CTR\*

**Dec 9** - Holiday Party (Maryland location) \*CTR\*





# OFFICERS AND ADVISORS

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- TR8	Paul Edelstein	703-914-0507	pgedelstein@capitaltriumphregister.com
- Early Spitfire & GT6	George Earwaker	703-204-1104	
- Late Spitfire	Art Fournier	410-535-0690	artfournier@comcast.net
- Late GT6 & 2000 Saloon	Matt Schipani	703-724-1573	matt@ashburnsoftware.com
- Herald & Dolomite	Bill Goodwin	301-870-8594	redrag@radix.net
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- Autocross	Lionel Mitchell	703-754-7362	haymarket4@verizon.net
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**12205 Meadowstream Court**  
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## THE STANDARD

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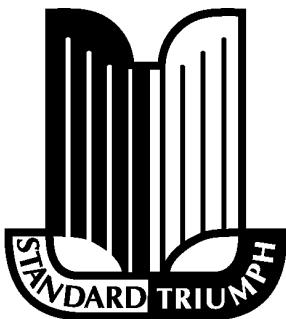
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**Deadline**  
for the next issue of  
*The Standard*:  
**October 12<sup>th</sup>!**



**TRIUMPH TRIVIA:** Which Triumph model began life as the Zobo?

Zobo was the code name for the car which would eventually be introduced as the Triumph Herald in 1959.



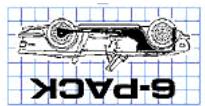
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## Low Tech Solutions



*Tire aspect ratio too wide — no problem!*



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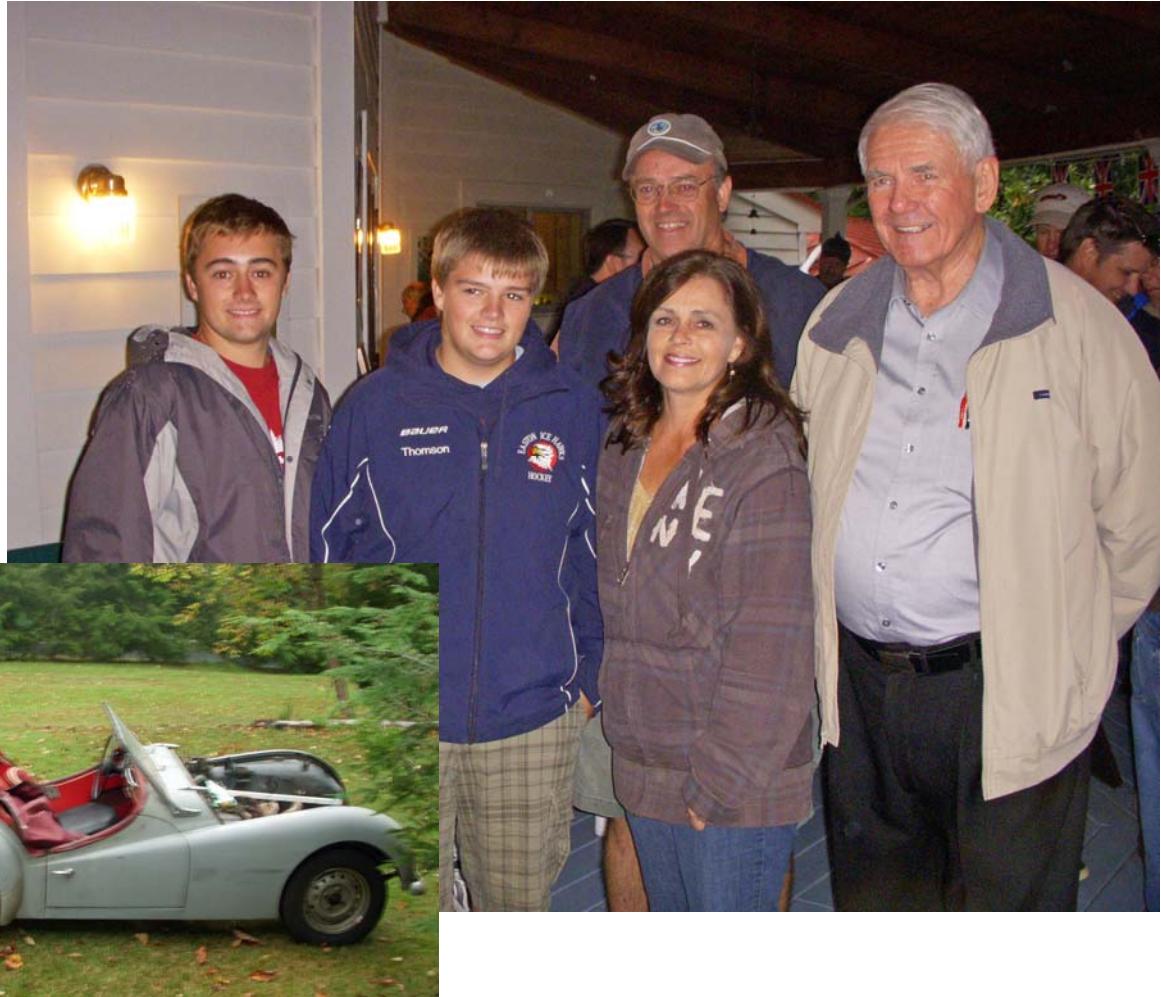
# THE STANDARD

The Official Publication of the  
**Capital Triumph Register, Ltd.**

Volume XXIV, Number 10, October 2012

## Hunt Country Classic and CTR Picnic

For more, please  
see pages 4  
through 6.



*Rob, Scott, Sandy, and JoAnne Thomson with Earl Hill and the TR3A he donated to CTR. Sandy's winning bid at the CTR post-HCC picnic means the car will be heading to the Eastern Shore for restoration.*

**PAGES 1, 4, 5 and 6** - Hunt Country Classic, CTR Picnic, and TR3A Auction; **PAGE 2** - From the President - Shape of Things to Come; CTR Happenings; **PAGE 3** - T4; Fall Foliage Tour; **PAGE 7** - Trappe Triumph Invasion; **PAGE 10**- Events; Classified; **PAGE 11** - Club Info



## The Shape of Things to Come (Miscellaneous Ramblings from the President)

**By Lionel Mitchell**

What a great month for Triumph activities! I mentioned in this column last month that we had selected a new home for Britain on the Green for 2013. I am pleased to announce that we have a signed contact with Gunston Hall Plantation to hold BOG there next year. We had a fabulous weekend with the Thomsons on the Eastern Shore of Maryland for the Trappe Triumph Invasion the last week in September, and we just moved the party to my house this past weekend for our annual club picnic after the Hunt Country Classic car show, culminating in the auction of the TR3A donated by Earl Hill.

First, some more details on moving BOG from Collingwood to Gunston. As you know from attending BOG at Collingwood, it has a lot going for it as a car show site, but there have been problems as well. At Gunston, all of those problems will vanish, and we will still have all the advantages we've had at CW. The Gunston management is very eager to have us do the show there; there's tons of room for show cars and show participants and spectators; and it's flat terrain. As a part of the agreement with Gunston, a house tour is included for all show participants and spectators. So, not only will you get your fix on British cars at Gunston, but you'll also get an immersion in colonial Virginia history with a tour of the George Mason mansion and get to mingle with costumed re-enactors in the house and grounds.

Rolling on, we had a wonderful entire weekend at the Thomsons recently. Some of us arrived on Friday, and we had a nice seafood dinner at a local restaurant on the water. Threatening rain prevented us from arriving by boat. So, we settled for driving our Triumphs. Saturday started with a dynamite tech session with Richard Good from Goodparts. Richard installed a front anti-sway bar on Rob's TR6 and 1.65/1 ratio roller rockers on JoAnne's TR6. In the afternoon, we did a road trip to Oxford taking the car ferry over to St. Michael's. In the evening, we re-convened at the Thomason's for a great dinner complete with live music from the Stubby Knuckles Band. On Sunday, after a continental breakfast, we went to the Concours d'Elegance at St. Michaels, where we were treated to the sites of cars that are more works of art than machines. The weather was spectacular all weekend.

Continuing the party in the Haymarket area, we had a bit of a damper with the rainy, cool weather. The Hunt Country

Classic car show was sparsely attended, but those who attended in Triumphs were rewarded. Art placed second in the Spitfire class, Steve P won in the TR7/8 class, and Tim S, Steve M, and I won in the TR6 class. Then it was back to Haymarket for the picnic and auction. Because of the weather, we moved the tables into our house for warmth, but we had the auction on the porch with Earl's TR3A right out in front. We had pushed it out of my garage and across the lawn as the center piece of the auction. We had a lively auction with RJ as the auctioneer and four bidders, the ultimate winner being Sandy T (no surprise to me) – one more Triumph in the Thomson stable. Shall we call it Ecurie Ecosse?

On a final note, as I reported in the last edition, we have had spam attacks on our club forum. JP has been vigilant in deleting the spammers, but they continue to run amuck using bots. While we have not had any mischief, this situation has become burdensome for JP to combat. In a measure to prevent any unauthorized account registration, JP has shut down all registrations to the forum. Current users are not affected. If you do not have an account and would like to set one up, email JP ([tr3aguy@verizon.net](mailto:tr3aguy@verizon.net)). He will set up an account with you choice of user name and email your initial password.



## CTR Happenings

### 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.capitaltriumph\\_register.com/forum/Blah.php](http://www.capitaltriumph_register.com/forum/Blah.php)? Pre-register with JP Puckett. (Passwords must be eight characters or less. And we recommend you stay logged in — the software is old and cranky, although JP Puckett has worked wonders with it recently!)

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 and mailing addresses for you.



# T4

**CTR's  
15<sup>th</sup> Annual T4  
November 3<sup>rd</sup>  
Dennis Eckhout**

The Triumph Tasty Tech Tour (T4) has been the source of many good tech tips over the years. Certain things we may take for granted now were first presented as "tech tips" by one of our members at this event. Do you use a J-hook made out of a flat piece of sheet metal to coax rubber waist seal clips into place on your TR6? That was Karl Johnson's tip during the first T4 in 1997. In fact, we got an introduction to Groti's car care products, learned about the difference between ethanol and isopropyl "dry gas", and how to do a proper valve adjustment that same year.

This year, please join us as CTR members share their knowledge, experience, and clever tips during the 15<sup>th</sup> Annual Triumph Tasty Tech Tour.

Our caravan will begin with a light continental breakfast at RJ and Sheila Fortwengler's in Arlington. RJ has been the launching point of the tour on several occasions, and we always start with a great tip. His tip last year on electronic ignition gave the pros and cons of Pertronix ignition systems and was valuable to owners of both 4- and 6-cylinder Triumphs.

The second stop on our tour, which is still pending at the time of this writing, will provide another tech tip and a nice lunch of cold cuts and relishes.

We will finish the tour again at our home in Springfield. LuAnne promises to make her pumpkin roll dessert, made famous at last year's T4, among the other deserts and treats we will have for this last stop. If the weather holds out, I will present a tip on balancing a multiple carb set-up using an air flow meter. If not, we will retreat indoors where I will present a tip on a possible solution to that pesky heater control valve.

Here's the schedule for the day:

- 9:30 Arrive RJ's. First tip and continental breakfast.
- 11:00 Depart RJ's for second stop.
- 11:30 Arrive second stop. Second tip and light lunch.
- 1:00 Depart for Dennis'.
- 1:30 Arrive Dennis' for third tip and deserts.
- 3:00 2012 T4 in the record books

Addresses for this year's T4 stops:

RJ & Sheila Fortwengler  
1601 N. Danville St.  
Arlington, VA 22201

Dennis & LuAnne Eckhout  
5515 Yorkshire St.  
Springfield, VA 22151

Please RSVP no later than Thursday, November 1<sup>st</sup> via email to [dreckhout@yahoo.com](mailto:dreckhout@yahoo.com), Evite, or call me at 405-808-1791 so your hosts can plan for food and beverages. Maps and the second stop will be available by Evite and the day of the event.

Paul Scuderi's article about the first T4 closed by saying "And finally, to Karl Johnson and Charlie Brown who masterminded the concept of the "T4." Great idea. We hope the "T4" becomes an annual event of the Capital Triumph Register." I think we'd all agree, it has!

**Fall Foliage Tour  
November 4<sup>th</sup>**

Here are some PRELIMINARY details for CTR's Fall Foliage Tour (although with this year's hot, dry summer, foliage will have already peaked).

As in 2011, the route will take us through the George Washington National Forest over fantastic roads with great views and scenery.

We will meet near the Manassas Battlefield then follow Route 55 to Front Royal, and take Fort Valley Rd. to Luray where we'll have lunch. The specific meeting place and time will be announced later.

If you are interested, please email or message Patrick Carter at [pcarter.dc@gmail.com](mailto:pcarter.dc@gmail.com).

Hope to see you on what will probably be CTR's final driving event of the 2012 season!





# Hunt Country Classic

**October 7<sup>th</sup>**

“Rainy days on Sundays never get me down” isn’t quite the way the Carpenters sang it, but it comes close to describing this year’s Hunt Country Classic. The forecast called for rain all day with a high temperature of perhaps 60 degrees. Attendance at the MG Car Club’s great fall show is usually well in excess of 200 cars, but this year there were perhaps 50 cars on the field. (CTR has been there and knows how it feels!) However, rain held off for most of the day – it seemed to reserve itself for the drive in and the drive home and those of us who were there had a pleasant time despite the chilly temperature.

Congratulations to the CTR members who took home prizes: Tim Shalvey, Steve Mumma, and Lionel Mitchell with a 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> sweep of the TR6 class; Stephen Prior with a 1<sup>st</sup> in the TR7/8/Other Triumph class; and Art Fournier with a 2<sup>nd</sup> in the Spitfire/GT6 class. Hey, there were only two Spitfires on the field for a good part of the day, but what the heck!

And after the show, it was time to head to Lionel and Nancy Mitchell’s home for the now traditional CTR post-HCC picnic and gathering.



*Above: Tim Shalvey and Steve Mumma dry off their TR6s in hopes that the rain holds off*

*Right top: Diane Page, Fred Mittelman, Patrick Carter, and Lionel Mitchell with the BOG 2013 “new location” cards distributed during the Hunt Country Classic*



*Right center: Tim Shalvey; JoAnne, Rob, Scott, Jonathan, and Sandy Thomson; and Steve Mumma*

*Right bottom left to right: Stephen Prior, Rich Townsend (in shorts!), Scott Smith, and Tim Cornish*





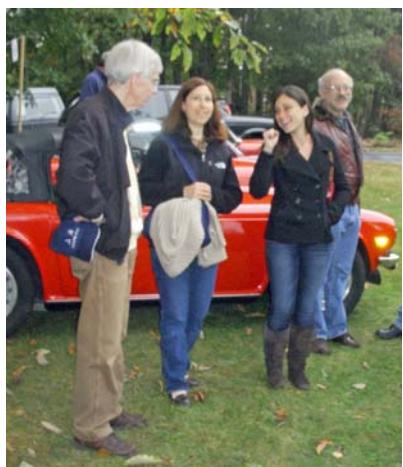
# CTR Post HCC Picnic

**October 7<sup>th</sup>**

Nancy and Lionel Mitchell have hosted a post-Hunt Country Classic picnic at their home in Haymarket each year since 2003, so this year's was their 10<sup>th</sup> annual gathering. Thank you Nancy and Lionel for what has become an enduring CTR tradition!

The Mitchell's lawn boasts the area's second largest Columbus Day Sunday British car show. That was the case this year despite the rain and chill although a number of people skipped HCC and headed directly to Haymarket. Some of the festivities moved inside this year, but the porch proved as irresistible as ever.

A special feature of this year's picnic was to auction the TR3A Earl Hill donated to CTR.



*Above left: Karl Johnson with Sharon, Rebecca, and Paul Edelstein*



*Above right: Ethan Puckett taking a break with his dad, JP*

*Right top: Red Triumphs on the lawn in Haymarket, Virginia*

*Right center: Bruce Hill behind Dennis Eckhout, Mary Burke, Sandy and JoAnne Thomson, Penny Johnson, Paul Edelstein, Ira Schoen, Pam Michel, Fred Mittelman, and Diane Page gather on the porch before the auction*

*Right bottom: Patrick Carter, Sandy Thomson, Dennis Eckhout, RJ Fortwengler, Scott and Rob Thomson, Karl Johnson, Tom Burke, and Rich Townsend in front of one of the several pimento TR6s on display on the lawn*



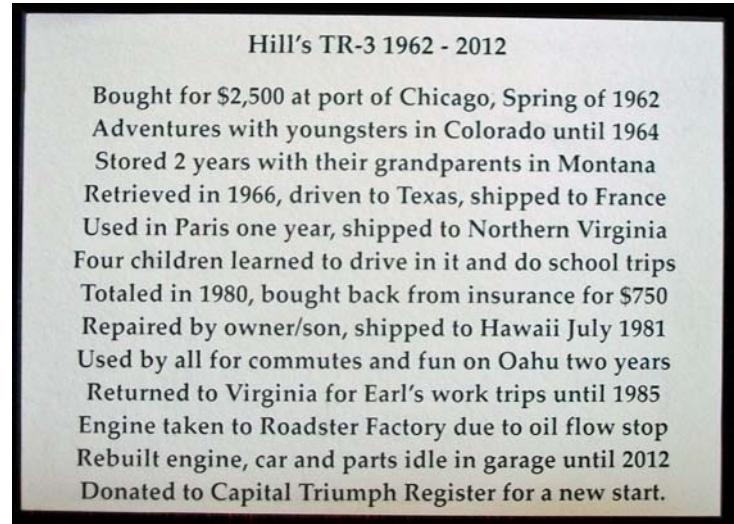


## TR3A Auction

### October 7<sup>th</sup>

Earl Hill donated his TR3A to CTR with the hope that the car would be restored and enjoyed for many years to come. Earl's car was auctioned off during the CTR post-HCC picnic. RJ Fortwengler ably served as auctioneer in his best Barrett-Jackson style, but much of the credit for making the auction happen must go to Lionel Mitchell. Lionel, organized an inspection, inventoried the parts, transported the car, hosted the inspection, stored the car, and moved it from garage to lawn for the auction. Whew!

Several bidders interested in taking home the TR3A, but the winning bid was made by Sandy Thomson. Just as Earl enjoyed the TR3A with his family, the car is going to a suitable home with a family of Triumph lovers. Congratulations to the Thomsons and many, many thanks to Earl. We'll check back from time to time to see the progress being made as this remarkable car comes back to life!



*Right top: The plaque summarizing the history of Earl's TR3A*

*Right center: The "Triumph over Conformity" featuring a*

*TR3A in black, the original color of Earl's car*

*Right bottom: Lionel Mitchell and Sandy Thomson*

*"seal the deal"*

*Left: Earl does the honors by cutting the cake*



## 3<sup>rd</sup> Annual CTR Trappe Triumph Invasion September 29<sup>th</sup> and 30<sup>th</sup>

**Art Fournier**

The forecast for the weekend of September 29<sup>th</sup> and 30<sup>th</sup> wasn't good, but kept improving as the Trappe Triumph Invasion (or TTI) drew closer. As it turned out, we couldn't have asked for better weather for a weekend full of activities on Maryland's Eastern Shore.



For some, the weekend began Friday evening, while many of us made our way to Sandy and JoAnne Thomson's home in Trappe Saturday morning. We arrived in time for breakfast on the porch and a little socializing. Soon it was time to line up the Triumphs and head across town to Sandy's shop for a tech session in which Richard Good of Goodparts, a specialist in TR6 performance parts and accessories, installed a heavier anti-sway bar on Rob Thomson's TR6 and a roller rocker arm assembly on JoAnne's TR6. Although focused on TR6s, the session was interest-



ing and informative even for a Spitfire owner like me. With a lift available and a lot of expertise, Richard and Rob installed the new anti-sway bar in a little over half an hour. As a GYHD project, we had installed one on Mark Shlien's car and took something over three hours to do it – it pays to have designed the parts and know what you're doing!



Then it was back to the Thomsons' for lunch and more socializing. (You'll notice a theme here!) After lunch it was time for a drive over some back roads with the first stop at Highland Creamery in Oxford for some of the same great ice cream we enjoy each year at Britain on the Green. After the ice cream and a little more socializing, it was time to load onto the Oxford-Bellevue ferry for the trip across the Tred Avon River. The ferry is rated with a nine car capacity, but we proved it will easily hold more Triumphs than that! Once we were all across, most of the group pressed on to St. Michaels for a little touring and



shopping. Well, at least some of the group shopped. Others found sound benches to relax on (and socialize).



Late in the afternoon we met back at the Thomsons' for beverages and socializing. Len Renkenberger, Triumph performance expert (and creator of a four-door TR6), was to have joined us, but his trip was precluded by poor health. His wife Ruth and son Len, however, did stop by to visit for a while with their TR3. And by then it was time for a barbecued chicken dinner, socializing, and the mellow blues of the Stubby Knuckles ensemble. Neighbors and strangers stopped by the Thomsons' Main Street home to look at the cars or just chat, a delightful aspect of small town America we sometimes lose track of here in the DC area.





Early Sunday we met for a continental breakfast before heading to St. Michaels for their Concours d'Elegance. Sandy had made arrangements with one of the organizers to have our Triumphs park on the grass on one side of the entry road, while a group of Jaguars parked on the other side. This year, the Concours featured over 70 museum quality automobiles from Brass Era cars through post World War II classics. To mark the 200<sup>th</sup> anniversary of the War of 1812 and St. Michaels' part in it as the "town that fooled the British," there was a nice selection of British cars sharing the field with such classics as a 1937 Bugatti Type 57 and a 1934 Duesenberg Type J – way too many cars to list, but each one very special!



All too soon it was time to head home. For many of us that meant a trip across the Bay Bridge and a reminder that stop and go driving is a way of life in our world. Ably assisted by Rob, Jonathan, and Scott, Sandy and JoAnne Thomas were the perfect hosts for a weekend that combined the best aspects of a much larger event with down home hospitality! A very sincere "thank you" from all of us who attended!



## 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.

**For Sale:** Brand new, complete interior for TR6 in tan/beige/biscuit color. Made in England. All components new in the bags. Purchased for a car we ended up selling. Over \$1,350 new...will sell for \$750 for all. Will also sell separately: trim panel set...\$295, seat cover kit...\$295, carpet kit \$195. **Also For Sale** is a brand new "British Heritage Approved" Made in England, trunk lid for TR6. \$695 new...make an offer. Call Sandy Thomson at 410-253-8519

**For sale:** 1973 TR6 parts: engine, new non-overdrive transmission, rear end, windshield, dashboard, and 3 large tubs of parts. \$800. Contact John Booker, Columbia, MD, 410-591-1166

**PASSPORT MINI OF ALEXANDRIA**  
5990 Duke Street • Alexandria VA 22304  
One block off 395 across from Landmark Mall  
**703-751-4630 | passportMINI.com**

## EVENTS

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

### More to Come!

Oct 28-Nov 2 - VTR National Convention \*CTR\*

Nov 3 - T4 \*CTR\*

Nov 4 - Fall Foliage Tour \*CTR\*

Dec 1 - Middleburg, VA, Christmas Parade \*CTR\*

Dec 9 - Holiday Party (Maryland location) \*CTR\*



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**FIRST NAME  
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**CTR Name Badges.** We will place our next order for CTR name badges on November 2<sup>nd</sup>. 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.



# OFFICERS AND ADVISORS

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## Membership Renewal / Application

For renewals with unchanged status, return your mailing label

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**12205 Meadowstream Court**  
**Herndon, VA 20170**



## THE STANDARD

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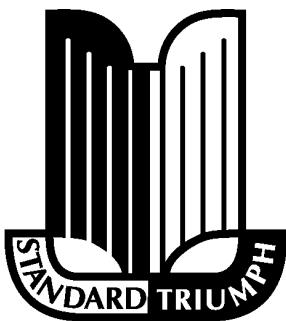
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**Deadline**  
for the next issue of  
*The Standard*:  
**November 9<sup>th</sup>!**



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

Richardson, which had been named by Triumph test driver Ken 20TS show car design the driving characteristics of grove. It was a vast improvement over his original The TR2 was an in-house design by Walter Bel-



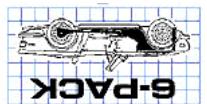
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Page 6 middle right - Lionel Mitchell  
Pages 7 and 9 - Thomson Family and Art Fournier  
Page 8 - Sharon Edelstein and Art Fournier  
Page 12 - Patrick Carter

## At the Oxford-Bellevue Ferry



*It holds well more than 9 Triumphs, but apparently not as many as its capacity of Minis!*



The Capital Triumph Register of America  
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The Village Triumph Register,  
The 6-Pack, and  
The Triumph Register of America



THE STANDARD

4729 Willows Road  
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# THE STANDARD

The Official Publication of the  
**Capital Triumph Register, Ltd.**

Volume XXIV, Number 11, November 2012



*The CTR gang at the scenic overlook on Fort Valley Road during this year's Fall Foliage Tour. From left to right: Mary and Tom Burke, Patti Townsend, Eleanor Ames, Steve Mumma, Kathy Wemhoff, Lisa Smalling, Kathleen Foster, Greg Bachner, Joe Foster, Bill Wemhoff, Art Fournier, Al Ames, Rich Townsend, Tim Shalvey, Lionel Mitchell, Rich Smalling, Stephen Prior, Dennis and LuAnne Eckhout, Tim Cornish, Scott Smith, Karen and George Earwaker, Jay Christopher, Nancy Mitchell, and Patrick Carter (with Stephen Smalling on the other side of the lens).*

*For more on the tour, see page 6.*

**PAGES 1 and 6 - Fall Foliage Tour; PAGE 2 - From the President - Shape of Things to Come; PAGE 3 - CTR Happenings; Holiday Party; PAGE 4 - T4; PAGE 8 - Middleburg Christmas Parade; St. Michaels Christmas Parade; Evite; PAGE 9 - Garage Spot: Fascination with Fasteners; PAGE 10- Events; Classified; PAGE 11 - Club Info**



## The Shape of Things to Come (Miscellaneous Ramblings from the President)

By Lionel Mitchell

As the weather has gotten cooler, our Triumph activities have slowed down just a little, but they have nonetheless been just as enjoyable as the warmer weather activities. While our driving activities may be winding down for the oncoming winter months, our repair, maintenance, and restoration activities are starting to ramp up. You can see evidence of that on postings on our Facebook page and the club Forum. People are starting to plan out their car work for the off-season. Even if you are not planning to work on your car in the coming months, you should see what other members are working on. There are always useful tips and how-to techniques being discussed on these two club resources.

But lest you think we've put our Triumphs away, in the following pages you'll see a different story. We had a solid weekend of driving and tech activities just recently. On Saturday, November 4 we continued one of the longest running events – T4: Triumph Tasty Tech Tour. We were treated to wonderful food by our hosts and hostesses, RJ and Sheila and Dennis and LuAnne. And at both locations, we had our Triumph technical education furthered with tips, techniques, and tools to keep our Triumphs in tip-top condition.

Then on the heels for the T4 event, we had the Autumn Foliage Tour into the Shenandoah Valley and back across the Skyline Drive. Once again, Patrick Carter and Al Ames organized a very enjoyable drive ending up at an all-you-could-eat buffet at the base of the Skyline Drive. And what would a Triumph drive be without a couple of them coming back home on a roll-back L

In addition to the organized driving events, I got in a couple more drives with members recently, retracing the Horse Country Gallop roads. As long as the weather is good, there's no reason to stop enjoying driving. Last winter was very mild, and I kept the top down on my TR6 for the entire winter and went on numerous drives. The weather forecasters are predicting an above average amount of snowfall and colder weather this year. Let's hope they're wrong.

If we do have a more severe winter, winterizing your Triumph should be the order of business. Fill your tank and put in the gas additive. Pump up your tires or put your car on jack stands; change your oil; and put a trickle charger on your bat-

tery. And of course, give your Triumph a good washing and waxing.

Before winter arrives, we have some holiday events just around the corner: two Christmas parades and our annual CTR holiday party. On Saturday December 1, we plan to participate in the Middleburg, VA Christmas parade, and the following Saturday December 8, we will participate in the parade in St. Michaels, MD. Our annual CTR holiday party will be held on Sunday December 9 at the home of Tom and Mary Burke in Laytonsville, MD. We're looking forward to seeing the Burke family home where Tom grew up. He and Mary have been renovating the house. We appreciate their gracious hospitality in hosting the party. Look for details in the following pages and in an E-vite invitation to your email account on these events.

And speaking of the E-vites, you have probably noticed that these are being sent out for all of our club events. This is due to the brain child and persistent efforts of Mark Shlien. Kudos, Mark!

Special thanks go to our member David Balboni, owner of Ashby Jewelers in Manassas, who engraved and donated a brass plaque to go along with Earl Hill's TR3A that we auctioned off at the CTR picnic. This compliments the larger plaque that Earl had made; together they give a provenance to the car.



Finally, as many of you know, club business is conducted at the bi-monthly Executive Steering Board (ESB) meetings. All CTR club members are welcome to attend these meetings. The next meeting will be held at the home of John and Sara Buescher in Arlington on Tuesday, November 13 at 6:30 PM. If you're interested in attending, please contact me or any CTR officer for more information.



## CTR Happenings

**Please welcome CTR's newest members!**

- Charles Morin, Springfield, VA
- Ken Harwood, Charles Town, WV
- Paul Antoinette, Alexandria, VA, 1973 TR6

### Fall and Winter Events

CTR's formal 2012 driving season is all wrapped up, but we're always looking for inside activities for the winter months. If you have an idea for a tech session or need help with a Get Your Hands Dirty (GYHD) project, please contact one of the CTR board members.

In addition to our Holiday Party in December, CTR has two other winter social events. We will hold our annual Awards Brunch in January at a Virginia location and our Winter Dinner in February at a Maryland location. Look for details in upcoming editions of the newsletter.

### CTR Gift Memberships

Looking for a special 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 Forum and Facebook 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>? Pre-register with JP Puckett. (Passwords must be eight characters or less. And we recommend you stay logged in — the software is old and cranky like our Triumphs, although JP has worked wonders with it recently!)

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

## CTR Holiday Party Sunday, December 9<sup>th</sup> Tom Burke

It is our pleasure to host the 2013 Holiday Party at our new/old home in Laytonsville, MD. We moved into this house not too long ago and Mary, my dear wife, has asked me to make it clear that the house is "a work in progress," not unlike my TR8. But, unlike the restoration of the TR8, our restoration of the house is actually making progress and we are happy to be able to celebrate the holidays with all of you there. We look forward to seeing you. Here are the particulars:



The party will start at 2 pm, Sunday, December 9<sup>th</sup>, 2012 so everyone can find us in the daylight and make their way home easily.

Our home is located at 21710 Laytonsville Road, Laytonsville, MD 20882 on Route 108 between the Route 108/Brink Road intersection and St. Paul's Methodist Church. White house, red fence, green roof.

If you need directions, call us at 703-354-1361 or e-mail [tburke4@aol.com](mailto:tburke4@aol.com) prior to the day of the party. I would also say that the roads surrounding Laytonsville to the North and East are great driving roads, so, if the weather is fit for Triumphs, you might want to leave early and take the scenic route.

We will provide liquid refreshments, cook up a ham and some turkey and other vittles. We ask those of you whose last names start with A through L to bring a side dish and those of you whose last names start with M through Z to bring a dessert.

There will be good food, good company, good conversation about cars and houses (probably too much about houses), and, of course, the ever-popular Gift Exchange, which is always a hoot. Please bring a gift costing \$10 or less which has some association with Triumphs, cars, having a good time, or other subjects best not mentioned here.

So please RSVP either by e-mail to [tburke4@aol.com](mailto:tburke4@aol.com) or respond to the E-vite that you should be receiving in the near future. Happy Holidays!



# T4

## CTR's 15<sup>th</sup> Annual T4 November 3<sup>rd</sup>

CTR's 15<sup>th</sup> annual T4 – Triumph, Tech, Taste, and Tour – was held on Saturday, November 3<sup>rd</sup>. The day began RJ Fortwengler's garage in Arlington with a light continental breakfast, coffee, and lots of conversation. Dennis Eckhout opened by showing the CTR newsletter from 1997 that detailed the first T4. That inaugural event featured stops at four locations, Cathy Sopher's, Keith Dunklee's, Ira Schoen's (with an extra tip by Karl Johnson), and finally Charlie Brown's. Way back then, the original T4 concept called for four stops; however, our tendency toward prolonged conversation at any excuse combined with travel time made that impractical and most subsequent T4s have been held in three garages in the interest of finishing up at a reasonable hour.

RJ kicked off the tech sessions by leading a discussion on the humble, yet ubiquitous, gasket. Gaskets are found throughout our cars and come in a variety of shapes and materials. RJ had examples of various materials used for gaskets, discussed how to make your own gaskets, how (and how not) to seal them, and the importance of proper torque in preventing leaks and warping. Considerable discussion ensued as members shared their experiences and suggestions.

The next stop was to have been at Patrick Carter's in Arlington; however, he was tied up in Maryland taking care of the aftermath of Hurricane Sandy on his Edgewater home. So we stayed in RJ's garage where an entirely different Sandy, Sandy Thomson, discussed ways of fitting new bushings in a TR250 or TR6 accelerator linkage. We've hit on this topic before, but Sandy had several great suggestions on how to make this knuckle-busting job easier. Again, CTR members made many positive contributions to the discussion. RJ's wife, Sheila Skipper, then offered an excellent lunch featuring her New England style chicken salad.

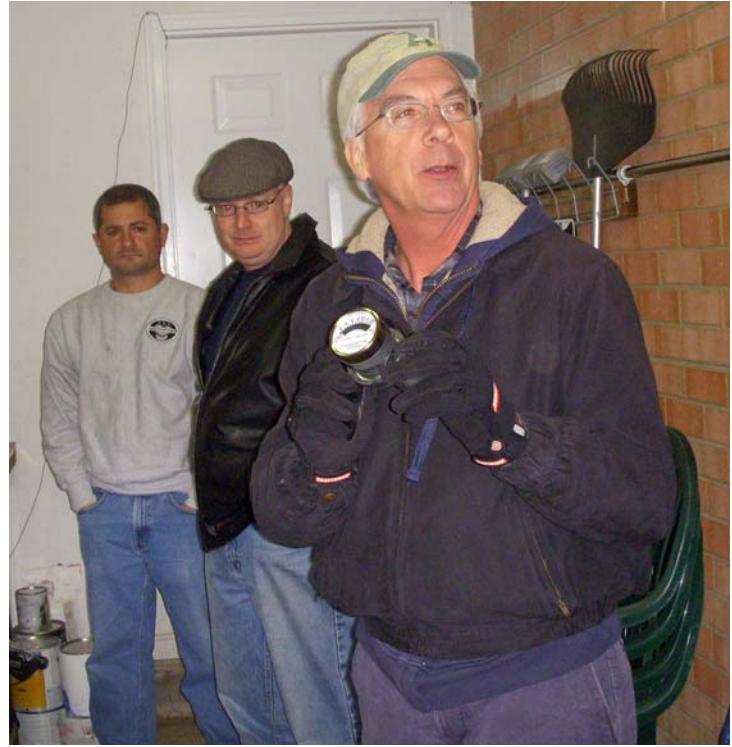
After lunch, it was time for a quick look at Rich "the T" Townsend's recently completed Cobra (very nice!) before heading to Dennis Eckhout's garage in Springfield for our final tech session. Dennis talked about how to use an air flow meter to balance multiple carburetors. It worked so well that RJ and Mark Shlien took advantage of the easy to use device to balance their carbs as well. Finally, it was into the house for a dessert of LuAnne Eckhout's seasonal pump-

kin rolls and brownies. And, of course, more conversation.

Participants included: Tom Burke, Dennis Eckhout, Paul Edelstein, RJ Fortwengler, Art Fournier, Earl Hill, Bruce Hislop, Karl Johnson, Lionel Mitchell, John Puckett, Matt Schipani, Mark Shlien, Alan Stiley, Sherman Taffel, Sandy, Rob, Jonathan and Scott Thomson, Rich Townsend

Special thanks go to Dennis and RJ for organizing this year's T-4, to RJ, Sandy, and Dennis for excellent tech discussions, to the appreciative and contributing CTR members who attended, and especially to Sheila and LuAnne for sharing their homes and ensuring the "T" for Taste was taken care of so well!





*Previous page top: Dennis kicks off the T4 while Alan Stiley, JP Pucket, Bruce Hislop, and Rich Townsend look on  
Bottom: RJ Fortwengler leads a discussion on gaskets*

*This page top left: Sandy Thomson discusses accelerator linkage bushings*

*Center: Rich the T (center) displays his recently completed Cobra replica while Dennis, Sandy, Earl Hill, and Sherman Taffel look on*

*Bottom: Lionel Mitchell, Alan Stiley, and Jonathan, Rob and Scott Thomson*

*Top right: Dennis gets ready to demonstrate the air flow meter while Matt Schipani and Bruce Hislop look on*

*Bottom: Mark Shlien tries the air flow meter on his TR6*



## Fall Foliage Tour

### November 4<sup>th</sup>

CTR's fall weekend began with the T4 on Saturday and continued with a Fall Foliage Tour on Sunday November 4<sup>th</sup>, organized by Patrick Carter. Word about last year's outstanding route must have gotten out, because we had a total of 18 cars and 28 people participate this year, an excellent turn out on a chilly fall day! Most of the cars were Triumphs, but the group also included a BMW, a Miata, a MINI, and a gorgeous Austin Healey 3000 driven by Joe and Kathleen Foster.



The day began at the Manassas campus of the NOVA Community College where most of us met. We left right on time at 9:30 then drove through the Battlefield to Route 55 and Haymarket where we were joined by several more cars. After that we followed Route 55 west where we picked up yet another car on our way to Front Royal. Route 55 is an outstanding alternative to I-66 and much better suited to the sporting temperament of our cars! At a gas and rest stop in Front Royal, we were met by Al and Eleanor Ames.



Al led us on the next leg of the trip from Front Royal to Luray. His route takes us through the George Washington National Forest on Fort Valley Road, which twists and turns and offers outstanding scenery along streams and hillsides. At one point there is a nearly 180° uphill switchback where we all had to keep straight faces and temper our behavior for the Virginia State Trooper patiently waiting for our convoy to pass through.



Reaching Luray, we stopped for lunch at the Brookside Restaurant where a room had been set aside for us. After an excellent buffet, it was time to head east over the Shenandoah Mountains and go our separate ways. (Unfortunately, some of us went our separate ways on rollback tow trucks; sincere sympathy to Rich Townsend and Art Fournier.) Big thanks go to Patrick Carter and Al Ames for organizing and leading this year's Fall Foliage Tour. The roads and company were fantastic! And there was even some fall foliage to enjoy!



*Previous page top left: Gathering at the NOVA Community College in Manassas*

*Bottom left and top right: Stopping for gas in Front Royal—our group has grown to 18 cars!*

*Bottom right: On the road through the George Washington National Forest*

*This page top: Crowding into the parking area at the scenic overlook*

*Center: At the Brookside Restaurant in Luray*

*Bottom: Rich the T's TR6 gets a ride home*





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# Middleburg Christmas Parade

**December 1<sup>st</sup>**



Join fellow CTR members in the Middleburg, VA, Christmas Parade on Saturday, December 1<sup>st</sup>. Be sure to dress warmly (however, in the event of inclement weather, our participation is cancelled). On the day of the parade you have two options. Meet at the Wal-Mart parking lot in Haymarket near the intersection of Routes VA 55 and US 15 (near the Sheetz gas station). Then motor over back roads through The Plains to Middleburg. Or meet us separately at the American Legion Post building on Route 626 in Middleburg where the parade lines up. Lunch is on your own or with the group in Middleburg. The parade steps off at 2:00 PM. For those interested, there will be a return drive to Haymarket over challenging roads. For more information, RSVP to Lionel Mitchell, [haymarket4@verizon.net](mailto:haymarket4@verizon.net), by November 17<sup>th</sup> so he can give the parade a good count for registration.

# St. Michaels Christmas Parade

**December 8<sup>th</sup>**

A call goes out to all Capital Triumph members....for the first time...CTR has been invited to participate in the 9<sup>th</sup> annual Christmas in St. Michaels holiday parade. We will meet for the drive down to St. Michaels at the U.S. Botanic Gardens, 245 First Street, SW, Washington, D.C. at 7:30 a.m. with a push off time of **7:45 a.m. sharp**.

We will take Route 50 to St. Michaels and immediately head to the Maritime Museum to find our parade spot! There are four other car clubs attending this event, so a



strong CTR showing is **expected**. Excuses for "cold weather" will not be accepted!

Upon the completion of the Parade, we will meet at Carpenter Street Saloon, located at 113 South Talbot Street, St. Michaels for "refreshments," lunch and holiday cheer!

If you are joining us in St. Michaels...please meet us at the Maritime Museum.

This event is a sunshine only "happening." So, let's polish our cars, get the warm clothing out and prepare to impress the tony folks of St. Michaels with CTR's style and presence! **This should be a fun and exciting day.** Your RSVP is respectfully requested. Questions? Concerns? Contact Mark Shlien at [info@theipeople.com](mailto:info@theipeople.com) or 202-415-1599 .

## What's an "Evite" and Why is CTR Using It? **Mark Shlien**

You've probably noticed over the last three months that you have received an "Evite" for Capital Triumph Register events and you may be asking yourself...what's an "Evite" and what am I supposed to do with it?

Evite is an event organizer that creates an online invitation through the website via a simple interface. This online invitation is referred to as "an Evite". The Host, in this case the CTR member organizing the event, enters your e-mail address along with other prospective guests and Evite sends an e-mail to the guests with pertinent event information.

Upon receiving your Evite, you will have three options: Attending, Maybe or Not Attending. You have the ability to move yourself from the "Not yet replied" category to one of the three "replied" categories and can write additional comments if you would like. Likewise, you can change your response at anytime.

Evite allows the "Host" to know exactly the number of RSVP's; to provide the participant an event reminder (48 hours prior), and notify the participants of any unforeseen events. Evite also allows the Host to reach out to you quickly and effortlessly with the latest information.

CTR has set up the Evite database to include: Members, CTR Board Members, BOG Sponsors and potential



BOG Sponsors. By setting up Evite this way, CTR can tailor the participant list for each CTR or non-CTR event.

In closing, Evite is important to Capital Triumph Register for a number of reasons...from allowing the Host to know RSVP numbers to being able to contact you with important information to providing you with the important details you will need to participate...we ask each CTR member to read their Evite and to respond in a timely manner.

Should you have additional questions, do not hesitate to call me at 202/415-1599.

## Fascination with Fasteners

**Dennis Eckhout**



One of the most useful car books I own is titled *Carroll Smith's Nuts, Bolts, Fasteners and Plumbing Handbook*. It's both a "how to do it right" book and a "how to not do it wrong" book. I was attracted to his discussion of failure due to "... stress, strain, vibration, load paths, corrosion, and fatigue..." but more so failure because of "quality control, human greed, carelessness, and stupidity."

I could relate to the "stupidity" part. Working on cars as a hobby, I have made plenty of mistakes due to carelessness; trying to save time or money, working tired, or simply not knowing what I was doing. Sum it up as stupidity. It usually cost me money or do-over time but, so far, not a life.

Bottom line is that now I take fasteners seriously. I no longer use a die to "clean up" threads on bolts. I do not reuse fasteners in high load applications like connecting rod caps, crankshaft bearings, heads, etc. And I understand that, in a car book, plumbing concerns our brake and fuel systems, either of which, in failure mode, can lead to loss of life.

Twice recently, critical fasteners on my TR6 yielded before I reached their specified torque settings. Luckily - I hope knowingly - I backed off before "stretched" turned into "break." The book's twenty-two bucks saved me many hundreds of dollars and untold headaches. If you can locate a copy, I highly recommend you buy it.

(Originally written by Dennis for the Central Oklahoma Vintage Triumph Register.)



**Looking back at THE STANDARD:**  
**Volume IV, Number 9**  
**November 1992**

Proving once again that that the more things change, the more they stay the same, the November 1992 issue of *The Standard* contained several articles in common with this issue.

The first page featured an article by Dick Sheats on the club's Fall Foliage Tour organized by Jaime Goffaux and Keith Dunklee. The 1992 tour crossed White's Ferry from Virginia into Maryland then ended with lunch in Harper's Ferry. And like this year, someone had car trouble.

Also featured were plans for the annual Holiday Party to be held at the home of Dick and Carmen Thigpen in Layhill, Maryland. Richard Guba described his "restoration from hell" when the shop working on his TR6 went bankrupt. Two tech tips were included: one by Hank Seiff on "Splitfire" sparkplugs (not worth the added price) and one by Charlie Brown who offered some thoughts to Rich Wilkins on a number of TR4 questions, including the meaning of C.K.D. — the answer to that burning (and recurring) question may be found on page 12.

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## 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.

**For Sale:** Brand new, complete interior for TR6 in tan/beige/biscuit color. Made in England. All components new in the bags. Purchased for a car we ended up selling. Over \$1,350 new...will sell for \$750 for all. Will also sell separately: trim panel set...\$295, seat cover kit...\$295, carpet kit \$195. **Also For Sale** is a brand new "British Heritage Approved" Made in England, trunk lid for TR6. \$695 new...make an offer. Call Sandy Thomson at 410-253-8519

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## EVENTS

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

**Nov 13** - CTR ESB

**Dec 1** - Middleburg, VA, Christmas Parade \*CTR\*

**Dec 8** - St. Michaels, MD, Christmas Parade \*CTR\*

**Dec 9** - Holiday Party, The Burkes, Laytonsville \*CTR\*

**Jan 8** - CTR ESB

**Jan TBD** - Annual Awards Brunch VA location \*CTR\*

**Feb TBD** - Winter Dinner MD location \*CTR\*



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**CTR Name Badges.** We will place our next order for CTR name badges on December 12<sup>th</sup>. 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.



# OFFICERS AND ADVISORS

## Officers

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- Autocross	Lionel Mitchell	703-754-7362	haymarket4@verizon.net
- Racing	Ira Schoen	703-698-1691	Pterodactyl711@aol.com

## Membership Renewal / Application

For renewals with unchanged status, return your mailing label

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## THE STANDARD

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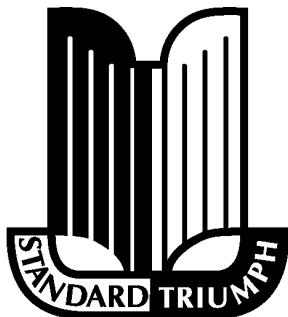
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**Deadline**  
for the next issue of  
*The Standard*:  
**December 14<sup>th</sup>!**



**TRIUMPH TRIVIA:** What is meant by C.K.D.?

Complete Knocked Down refers to an automobile shipped in kit form for final assembly in another country. The practice isn't unique to Triumph and was usually taken to avoid tariffs in the destination country.



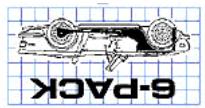
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THE STANDARD

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# THE STANDARD

The Official Publication of the  
**Capital Triumph Register, Ltd.**

Volume XXIV, Number 12, December 2012



*Scenes from the 2012 CTR Holiday Party. For more, see pages 8, 9, and 13.*

**PAGES 1, 8 and 13 - CTR Holiday Party; PAGE 2 - From the President - Shape of Things to Come; CTR Happenings; PAGE 3 - CTR Gives; PAGE 4 - GYHD - Wedge Starter Motor; PAGE 6 - Middleburg Christmas Parade; PAGE 10 - Gunston Hall Visit; PAGE 11 - Moss Motors Give Away; PAGE 12 - Winter Pick Me Up - Garagemahal; Triumph Toolbox - Jack Stands; PAGE 14- Events; Classified; PAGE 15 - Club Info**



## The Shape of Things to Come (Miscellaneous Ramblings from the President)

By Lionel Mitchell

We had a good month even as the temps descended. We participated in the Middleburg Christmas parade with nine Triumphs. It was a beautiful day with temps in the mid-50s by parade time – perfect top-down weather. We followed up with a great holiday party at the Burke's new old home. Tom and Mary graciously hosted the party even though they are in the midst of renovating Tom's childhood home. They pulled it off in spades on both accounts – house presentation and hospitality.

And just before this issue of the newsletter was going to press, several of us visited our new Britain on the Green home at Gunston Hall Plantation and were once again enthralled. We went there with the primary purpose of doing a preliminary layout of show cars, spectator cars, vendors, musician, and any other activities. The director Mark Whatford gave us a detailed site map drawn to scale. The layout seemed to solve itself with that drawing. It's now just a matter for Patrick Carter to work his creative magic with the drawing. Mark and the folks at GHP are as excited about BOG as we are. They are planning their own special touches for the day's events that will make 2013 the best BOG ever. With all the space available and the cooperative spirit of everyone at GHP, this is a dream come true. But with great opportunity comes great responsibility. If you've ever helped with BOG in the past, you know that we are always short-handed. So, please step up to that responsibility and help us make the show the best ever. And lest we forget, we owe a debt of gratitude to Dennis Eckhout to identifying Gunston and making the initial contact for us.

Looking forward to the early winter, we're already planning some interesting events. Coming up in January, we'll have our annual awards brunch at a Virginia venue. We're planning something different this year for the awards. The date and restaurant will be announced soon in an E-vite. Watch your email. Also in January, Matt Schipani has agreed to give us a tour of his garagemahal. He's recently finished the garage of his new house by putting in tile flooring and a 4-post lift. It will be an inspiration, I'm sure. Following in February will be our traditional winter dinner at a Maryland location; our annual trek to the DC car show to see new cars (hopefully the new Jaguar F-Type will be there); and (drum roll ....) the return of a personal guided tour of the Udvar-

Haazy Air and Space Museum in the shadow of Dulles Airport, given by our member and Smithsonian Air and Space Curator Jeremy Kinney. If you attended the tour Jeremy gave a few years ago, you know that this is a rare opportunity not to be missed.

Later in this issue, you will read about our club's generosity in making significant donations to very worthy charitable organizations. Due to our financial success at BOG 2012 and the generosity of our member Earl Hill in the donation of his TR3, we are in a position to be more generous this year and in future years.

As I get older, I think I'm becoming more determined to grab all the sports car gusto I can. I keep filling up the gas tanks in my Triumphs for winter storage, but I can't let my cars rest just yet for the winter. I keep sneaking out in my Triumph with the slightest excuse to go for a drive. And why not (that a rhetorical question). That's what these cars were made for IMHO. Don't look back and regret the drives you didn't take. Let the oil drip on the highway, not on your garage floor.



## CTR Happenings

*Please welcome CTR's newest members!*

- ➔ Doug Dalhoff, Burke, VA, 1973 TR6
- ➔ Bob Leiston, Lost River, WV, 1959 TR3A

*Steve Mumma and the 6Pack Calendar*

Congratulations to Steve Mumma whose TR6 has been selected to appear in the 2013 6Pack calendar!

*Len Renkenberger*

The British car community lost a good friend when Len Renkenberger passed away on November 18<sup>th</sup> after a long battle with cancer. Len was to have attended our Trappe Triumph Invasion in September, but was too ill to take part. We extend sincere sympathy to Len's wife Ruth and their family.

*Winter Events*

CTR has two winter social events. We will hold our annual Awards Brunch in January at a Virginia location

*(Continued on Page 13)*



# CTR Gives

**Rich Smalling, CTR Treasurer**

At the September and November 2012 CTR Executive Steering Board meetings, our club continued its tradition of giving to charity by donating \$1000 to Special Love (children with cancer), \$500 to Us Too (prostate cancer education and support network), and \$500 to Doctors without Borders.

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 \$11,700 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 29 years since Special Love's inception, it has grown from one camp for 29 children to nearly 20 programs that impact over 3000 people annually. Special Love also provides emergency financial relief to families and scholarships for post-secondary education to young adults with cancer.

## 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.

## Doctors Without Borders

Doctors Without Borders/Médecins Sans Frontières (MSF) is an international medical humanitarian organiza-

tion created by doctors and journalists in France in 1971.

Today, MSF provides independent, impartial assistance in more than 60 countries to people whose survival is threatened by violence, neglect, or catastrophe, primarily due to armed conflict, epidemics, malnutrition, exclusion from health care, or natural disasters. MSF provides independent, impartial assistance to those most in need.

117 Youth Development Court, Winchester, VA 22602 888-930-2707  
[www.speciallove.org](http://www.speciallove.org)

October 29, 2012

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- Dr. Philip Pizzo
- Regina Porten
- The Honorable Mark Warner

**Richard Smalling**  
Capital Triumph Register  
34 Lipscomb Court  
Sterling, VA 20165

**Dear Richard:**

I just wanted to say thanks on behalf of all the kids and families of Special Love and Camp Fantastic for your donation of \$1000 on October 11th. My apologies for the delay in acknowledging it – I hope you're surviving the current weather woes.

It's hard to overstate the importance and the value of a normalized camp experience for children with cancer and their families, but here's a great quote we got from a camp parent on a survey last 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 so much for being part of our community of support. Please contact me at [dsmith@speciallove.org](mailto:dsmith@speciallove.org) if I can be of service.

Sincerely,  
  
David Smith  
CEO

P.S. Special Love is a registered 501(c)(3) and your donation is fully tax-deductible since you received no goods or services in exchange for it. Our tax ID # is 54-1218130.

**Someone to talk to... who understands!**

10/15/2012

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 or 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 800W, the Us TOO HotSheet Chapter NEWS! and Prostate Cancer NEWS You Can Use newsletters, ongoing contributions 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:	10/15/2012
Check #:	1018
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

**Our Mission**  
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Us TOO is a 501(c)3 non-profit organization founded in 1990 by prostate cancer survivors and their families.

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# GYHD: Wedge Starter Motor

**November 24<sup>th</sup>**

**Bruce Hislop**

The morning of November 24<sup>th</sup> – the Saturday after Thanksgiving – started out cold and gray, but there was coffee brewing and a delicious egg casserole in the oven. Yes, I thought, this was going to be a fine day. By 10:30 or so Bill Godwin, Art Fournier, Stephen Prior, Don Clark, Sherman Taffel and Rich Bohan were standing comfortably in my garage, enjoying the results of the torpedo heater. Though the outside temperature was in the low forties, the garage was a balmy 65 degrees. (Honestly, if you don't have a heater for your garage, I strongly recommend a kerosene-burning torpedo heater!) The goal for the day was to replace the starter on the Wedge.

Starters are pretty simple devices. They're just electric motors with a gear on one end of the central shaft. Run electricity to the motor and it spins. The spinning moves the gear up the shaft until it bumps into the flywheel. Once mated, the flywheel turns, thereby turning the engine over until it (hopefully) starts. So simple it works every time – until it doesn't. And mine didn't.

It wasn't the solenoid. The solenoid is an electromagnet that sits, electrically speaking, in front of the starter and acts as a big switch to send electricity to the starter. Turn the key and electricity goes to the windings in the solenoid, creating a magnetic field. A cylindrical chunk of ferromagnetic material sits inside of the windings, and when the field is generated it shifts to the other end of the solenoid thereby closing a circuit and shunting electricity to the starter. Release the key and electricity stops going to the solenoid, the magnet field dissipates and the chunk of metal moves back, thereby opening the circuit and the starter motor stops spinning. When the solenoid engages, it makes a distinctive "thunk." One usually cannot hear this over the noise of the starter motor and the turning of the engine. When these distracting noises are not present, as was the case with my TR7, the "thunk" is quite audible.

It should be noted that the law of when and where things break was certainly upheld. The starter decided to give up the ghost not while parked in the garage, but while on the street – at the bottom of the steep, uphill driveway. With the appropriate application of my truck as well as a laissez faire attitude regarding the front bumper of same, the Wedge was pushed into the warm garage.



Steve, another intrepid Wedge owner, gamely slithered under the car (safely resting on jack stands, natch) to remove the old starter and replace it with the shiny new one.



The gentle reader might benefit from knowing that the TR7 was originally designed when we in the Colonies were practically swimming in cheap petroleum. The expectation was that the car would have a small V8 power plant, and the engine bay was appropriately sized. Before production, however, the Middle East was running out of dead dinosaur juice, and governments there were becoming less stable and progressively unhappy with us. The Great American Fuel Shortage was on! You had to know if you had an odd or even license plate number, know if a particular day was an odd or even day, and still drive around to find a filling station displaying a green flag. Big gas-guzzling V8s were *non grata*, and auto makers – BL included – quickly retro-



fitted their new designs to include a 4-cylinder engine. One might expect that replacing a large engine with a physically smaller one in a bay designed for the other would result in there being gobs of empty space around the engine, thus making removal and replacement of external engine components a simple task. But one would be wrong. Like a gas, the engine with its components expanded to fill the volume of the engine bay. Removal of the starter begins with the near removal of the exhaust system – disconnecting the down pipe from the exhaust manifold and loosening all brackets such that the exhaust pipe can be repositioned out of the way. To combat the years of heat and corrosion, I had dripped Liquid-Wrench™ around the studs holding the bits together to facilitate their loosening and removal.

Back to Steve, who has been waiting patiently under the car... After many different (and repeated) sockets both metric and SAE, we finally found one that fit over the head of the studs in the down pipe. If I recall, we ended up with something like an 82.5/128ths Society of Automotive Wentworth Metric Engineers crescent box socket. Armed with the perfect wrench and a couple of hours of Liquid-Wrench™ soak time, Steve applied lots of force and torque to no avail. We heated the studs with a torch and whacked them. Nothing. I feared applying too much torque and wringing the heads off. I didn't really want to deal with drilling out bolts, etc. Around this point in the process, I decided it would be more time and cost effective to get the car to Mountjoy's and let them deal with the down pipe and starter. If they wring off the studs, they have to deal with it – and they have the tools/experience, etc.



As far as getting the car started, however, this was but a minor set-back, as the collective minds considered that while the starter might actually be bad and thus requiring replacement, another possibility might be that the gear had not reset, or the windings were in such a position that the brushes might be hitting a bad contact. As long as we had the car on blocks and were unable to remove the starter completely (darn down pipe!) we might as well slacken the starter from the engine block enough to wiggle it and perhaps reset the starter gear.

Apparently British engineers back in the '70s were really sensitive in their dislike of Americans – what with the Bicentennial coming up and all that. They obviously decided to stick it to us by fitting the starter to the engine in such a way that the person trying to access the bolts to remove it would need the slim hands and fingers of a child under nine and the strength of a full-grown adult (as well as the patience of Job to use a wrench to remove bolts with about 35 degrees of arc as swing room). And so I relieved Steve under the car and began the very slow process of slackening bolts.

I must have applied the correct ratio of torque, knuckle flesh and epithets, as well as the appropriate application of rust and greasy dirt in my hair, mouth and eyes, because the bolts did, in fact, loosen enough to move the starter around quite a bit. Confident that we were soon going to hear the roar of the Wedge's engine, or at least the groaning of it turning over, the starter motor was tightened to the engine block. In went the key; on went the jumper cables; up went our hopes! The silence and disappointment were palpable – not unlike how Nats fans felt when they blew a 6-0 lead against the St. Louis Cardinals to lose the NLDS (not that I'm still upset or anything).

And so the Wedge has a beautiful rebuilt starter... sitting on the workbench. Some of the members left for home, while the rest of us went inside for lunch courtesy of my better (and patient) half.

*Previous page top: Bruce Hislop prepares to push his TR7 up his rather steep driveway while Art Fournier and Don Clark look on.*

*Initially, we were going to hand push the car, so we enlisted the help of the smallest licensed driver around, Miriam Hislop, to steer. With the truck pushing, it made no difference who steered the TR7, but Miriam was game!*

*Bottom: Stephen Prior under Bruce's TR7. Despite appearances, the car was safely supported on jackstands. This is the picture that sparked a Facebook debate on the safety of jackstands in general and resulted in Tom Burke's article elsewhere in this issue.*

*This page: Bruce Hislop, Bill Goodwin, Don Clark, and Rich Bohan share the sad conclusion that the starter motor isn't going to be replaced during this GYHD session.*



# Middleburg Christmas Parade

**December 1<sup>st</sup>**

On December 1<sup>st</sup>, CTR made its second appearance in the Middleburg Christmas parade. Once again the weather cooperated with a pleasant temperatures after early morning clouds burned off. Several of us gathered at the WalMart in Haymarket, Virginia, for the drive to Middleburg by way of some outstanding Horse Country back roads. Others joined at the parade starting point. With time to kill, most of us enjoyed an al fresco lunch at the Red Fox Inn then made our way back to the cars for the start of the parade. As always, the streets were lined with spectators and well-wishers. With nine Triumphs, including a TR4 that belongs to Heath and Sandra Bjordahl, friends of Paul Malandrino. Also on hand were Richard Pace, Bill and Holly Olson (and their dog Zoe), Mark Shlien, Lionel Mitchell, Art Fournier (who rode with Lionel), Tim Shalvey, Benjamin Cheshire, and Al Ames. After the parade, several cars again took advantage of back roads for the trip back to Haymarket. It was at this point, during the spirited driving, that we had our one near incident when clouds of vapor engulfed Lionel's TR6, but it proved to be merely a loose heater hose. In a few seconds we were back on our way. Hopefully our luck will hold and 2013's holiday weather will prove as good for a late season drive!



*Triumphs gather at the Wal-Mart in Haymarket*



*Richard Pace picked up a small reindeer in his Spitfire*



*Paul Malandrino looks concerned as Mark Shlien "attacks" his TR3B with a duster*



*Tim Shalvey in his TR6 and Bill and Holly Olson in their TR3A on the Washington Street parade route*



*Bill and Holly Olson along with Zoe in their TR3A*



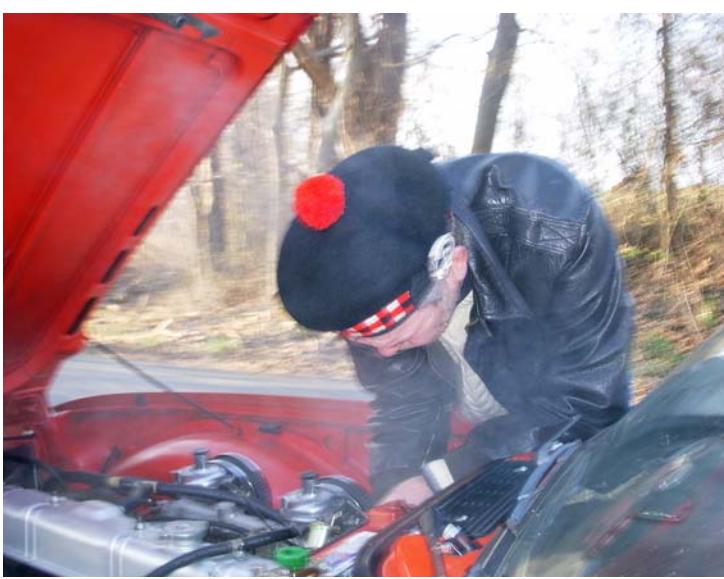
*Lionel Mitchell with Art Fournier in the passenger seat of his TR6*



*Heath and Sandra Bjordahl in their TR4 and Benjamin Cheshire in his TR6 pass through the crowded streets of Middleburg*



*Top down as always, Mark Shlien cruises Middleburg in his TR6*



*With steam coming off the exhaust manifold, Lionel Mitchell tightens a heater hose clamp that had come loose during spirited driving*



*Al Ames in his Spitfire and Paul Malandrino in his TR3B turn onto the parade route*



## CTR Holiday Party

### December 9<sup>th</sup>

Mary and Tom Burke hosted this year's Holiday Party at their home in Laytonsville, Maryland, on December 9<sup>th</sup>. The Burkes were a little concerned about hosting the party since their home is undergoing a "rolling restoration" to bring it back to its Victorian grandeur. They needn't have worried, however, the house looked great and they proved to be perfect hosts! Their home was built by Tom's great-grandparents in 1899 on property that has been in Tom's mother's family since 1817. Before the house was built, a blacksmith shop operated by Tom's great-great-grandfather stood on the spot.

The day was foggy and rainy, which kept most of our Triumphs at home. However, Dennis and LuAnne Eckhout braved the weather in their TR6. The afternoon progressed with much good food, good cheer, and great company. And, as has been our long-standing tradition, the holiday party included a gift exchange with silly and serious items changing hands under Santa's always watchful eye.

CTR's Holiday Party is always one of the highlights of the year; and this year's event was one of the best! Thanks to Mary and Tom for opening their home and to all of you who helped make spirits bright!







## Gunston Hall Visit December 15<sup>th</sup>

On December 15<sup>th</sup>, several CTR members travelled to Gunston Hall in Mason Neck, Virginia, to do some preliminary site layout work for our 2013 Britain on the Green show to be held on April 28<sup>th</sup>. We received a warm welcome from director Mark Whatford and the ladies in the visitor's center and gift shop. The site looks perfect for our show: acres of open land, shade, and of course historic Gunston Hall itself.



*Top left: Diane Page and Fred Mittelman show off their recently restored TR3A*

*Bottom left: Ethan Puckett, Tom Burke, John Puckett, Jeff Knepp, Lionel Mitchell, John Buescher, Patrick Carter, and Mark Shlien*

*Center right: Art Fournier, Mark Shlien, and Fred Mittelman*  
*Bottom right: Fred proves he can fold himself into his TR3A*



## Moss Motors Giving Away a Stainless TR2/3/4 Exhaust

About this time last year we introduced a brand new, all stainless steel exhaust for 6-cylinder Healeys. And just for fun (and for nefarious marketing purposes...muahaha) we put together an online drawing and gave one away on Christmas day.

To make the holidays just a little more noisy once again, we're going to give away another exhaust!

"For what car?!!" you ask?

Our newest stainless steel, mirror-polished, accurately and authentically designed, full-throated exhaust system fits beautifully on the ... Triumph TR2, TR3 and TR4 (not TR4A). And before they go on sale we're putting one up for grabs.

...and with that announcement I just lost the attention of many readers...

For TR owners still reading, here's what you need to know to enter the drawing:

Start by visiting this webpage:

<http://www.mossmotors.com/exhaustgiveaway/>

On this online form you'll find more information about the exhaust and the space to enter your name into the giveaway.

Since the holidays are fast approaching, don't delay in entering the drawing. The last day to enter is going to be Christmas Eve. If you win, Santa will be calling on Christmas Day!

Ho! Ho! Ho!

David Stuursma-claus  
Moss Club Support



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[haymarket4@verizon.net](mailto:haymarket4@verizon.net) or call  
703-754-7362



## Winter Pick Me Up

**Sunday, January 27<sup>th</sup>**

**Matt Schipani**

Join other CTR members at Matt Schipani's home in Herndon, VA, for a tour of Matt's new garage setup. Matt will give a tour and explanation of the RaceDeck flooring and the four post hydraulic lift. The lift will be used for a quick GYHD lube job on one or two of Matt's GT6s.

If anyone else has a small project that they would like to do on the lift that day, please contact Matt via email ([matt@ashburnsoftware.com](mailto:matt@ashburnsoftware.com)) to talk it over (and also to RSVP).

Arrive at 10:00 AM. We'll eat donuts, drink coffee, and have lunch too!

12205 Meadowstream Court  
Herndon, VA 20170  
571-275-3800

## Triumph Toolbox

**Tom Burke**



I hate my jack stands.

I know I should reserve these kinds of feelings for our elected representatives and the BCS, but here, at the Holiday Season, I have decided to focus on jack stands. Right now, I am sporting a one inch blood blister on my right ring finger, given to me when the pawl detent released as I moved said despised inanimate object into position under my daily driver. I don't like the narrow base. I don't like the shape of the "pad" which only really fits a live rear axle. I don't like the maximum height, which typically yields a nose-to-oil pan distance of less than 10 inches and denies me the use of my "creeper" and I most especially don't like using them against the pre-greased, sometimes rust-weakened surfaces often found under our esteemed sports cars. Recently, when I expressed this bitter emotion on the CTR Facebook page (where you can share your hatred of things and other people will "like" you for it), I found that there were club members who had actually spent time and money looking for a better alternative to jack stands, while I just keep using the damned things as I seethe inwardly.

So again, since it is the Holiday Season, and your wives are looking for that special something that will keep you in the garage and out of their hair, I offer these great gift ideas that will make the space under your Triumph as safe and comfortable as that new sofa she was planning to buy.

### US Jack Jack Stands

Jeremy Kinney uses these and I have to say, these jack stands correct almost every shortcoming I mentioned above, including a finger-sparing double pawl detent. And they are made in the USA. \$87.00/pair for the 3-ton version. Pay the man the money.



[www.usjack.com/products/](http://www.usjack.com/products/)

### EZ-Car-Lift



Then there is the EZ-Car-Lift (with a name like that, it could only be made in America). It lifts the car by means of a corded electric drill, which you gotta see to believe. It lets the suspension hang free so you can finally replace your sway bar bushings, and it fits in your car trunk so you can bring it over to my house. \$1745.00 on sale.

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

### MaxJax

Finally, because marriage is all about testing the relationship, there is the MaxJax two-post lift, which bolts and unbolts to the garage floor, is sold at Costco, made in USA, and, like love, "lifts us up where we belong." \$2000.



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

I'd like to thank Jeremy Kinney, who did all the heavy googling for this article, instead of just pissing and moaning on Facebook like some other people.



### CTR Happenings (*Continued from Page 2*)

and our Winter Dinner in February at a Maryland location. Exact dates and locations have not yet been finalized, but when they are, look for details by Evite and on our Forum and Facebook sites as well.

In addition to the visit to Matt Schipani's garagemahal planned for January 27<sup>th</sup> (see page 12), we're looking at a visit to our newest advertiser, The SportsCar Shop, this winter.

The Washington Auto Show will be held from February 1<sup>st</sup> through 10<sup>th</sup>. Several of us from CTR usually get together after work on the second Friday of the show, February 8<sup>th</sup>, grab a bite to eat, then attend the show to kick a few tires and drool over cars we can't really afford.

### CTR ESB Meeting

CTR's next Executive Steering Board meeting will be held on January 8th. The primary item of business will be to rough out our 2013 activity calendar. ESB meetings are open to all members. Or if you have an idea for an event, please let one of the ESB members know.

### CTR Forum and Facebook 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.capitaltriumph\\_register.com/forum/Blah.pl](http://www.capitaltriumph_register.com/forum/Blah.pl)? Pre-register with JP Puckett. (Passwords must be eight characters or less. And we recommend you stay logged in — the software is old and cranky like our Triumphs, although JP has worked wonders with it recently!)

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 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.

### CTR Holiday Party Photo Decoder

*Page 1 top left: Bill Goodwin, Camellia Blackwell, John Buescher, and Kathy Wemhoff*

*Bottom right: Paul Edelstein, Mark Shlien, and Lionel Mitchell*

*Top right: Rich Townsend, Karl Johnson, and Sherman Taffel keeping track of the ladies during the gift exchange*

*Bottom right: Ira Schoen, Lionel Mitchell, Sandy and Jonathan Thomson, and Jay Donn*

*Page 8 bottom left: Jay and Maureen Donn*

*Top right: Sherman Taffel and Bill and Kathy Wemhoff*

*Center right: René Burcksen with his selection in the gift exchange*

*Page 9: Top left: Diane Page and Fred Mittelman  
Center left: Mary Schoen and Sara Buescher*

*Bottom left: Rich Townsend and Rich Smalling*

*Top right: Art Fournier, Joanne Wilkins, and Sue Fournier*

*Center right: Santa and Penny Johnson*

*Bottom right: Our hosts, Mary and Tom Burke*

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## 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.

**For Sale:** Brand new, complete interior for TR6 in tan/beige/biscuit color. Made in England. All components new in the bags. Purchased for a car we ended up selling. Over \$1,350 new...will sell for \$750 for all. Will also sell separately: trim panel set...\$295, seat cover kit...\$295, carpet kit \$195. **Also For Sale** is a brand new "British Heritage Approved" Made in England, trunk lid for TR6. \$695 new...make an offer. Call Sandy Thomson at 410-253-8519

**For sale:** 1973 TR6 parts: engine, new non-overdrive transmission, rear end, windshield, dashboard, and 3 large tubs of parts. \$800. Contact John Booker, Columbia, MD, 410-591-1166

**For sale.** 1963 TR4 with fiberglass top. Very rusty and won't start currently, so it would either be a parts car or a project car. Located in Gaithersburg, MD. Contact Walt Webert, 585-755-7894



16<sup>th</sup> Annual  
***Britain on the Green***  
April 28, 2013  
Gunston Hall, Mason Neck, VA



**CTR Name Badges.** We will place our next order for CTR name badges on December 12<sup>th</sup>. 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.

## EVENTS

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

**Jan 8** - CTR ESB

**Jan TBD** - Annual Awards Brunch VA location \*CTR\*

**Jan 27** - Matt's Winter Pick Me Up and Garagemahal \*CTR\*

**Feb TBD** - Winter Dinner MD location \*CTR\*

Feb 1-10 - Washington Automobile Show

**Feb 8 (Tentative)** - CTR Washington Auto Show visit \*CTR\*

**Apr 28** - 16th annual Britain on the Green show, Gunston Hall, Mason Neck, VA \*CTR\*

**Aug 1-3** - The Roadster Factory Summer Party, Armagh, PA \*CTR\*

**Oct 2-6** - Triumphfest and VTR National Convention, San Francisco, CA \*CTR\*



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- TR8	Paul Edelstein	703-914-0507	pgedelstein@capitaltriumphregister.com
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- Late Spitfire	Art Fournier	410-535-0690	artfournier@comcast.net
- Late GT6 & 2000 Saloon	Matt Schipani	703-724-1573	matt@ashburnsoftware.com
- Herald & Dolomite	Bill Goodwin	301-870-8594	redrag@radix.net
- Stag	Paul Scuderi	240-876-7222	trsix_guy@yahoo.com
- Autocross	Lionel Mitchell	703-754-7362	haymarket4@verizon.net
- Racing	Ira Schoen	703-698-1691	Pterodactyl711@aol.com

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**12205 Meadowstream Court**  
**Herndon, VA 20170**



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**Deadline**  
for the next issue of  
*The Standard*:  
**January 11<sup>th</sup>!**



**TRIUMPH TRIVIA:** What Triumph model was introduced at the Earl's Court Motor Show in 1962?

Show.  
rived was introduced at the Earl's Court Motor  
1962 three years after the Herald from which it de-  
Spitfire) designed by Michelotti was introduced in  
The Triumph Spitfire (properly known as the



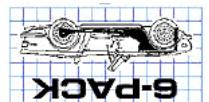
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