



# THE STANDARD

The Official Publication of the  
*Capital Triumph Register*  
Volume XVII, Number 1, January 2005

## CTR Holiday Party

Art Fournier

Penny and Karl Johnson opened their home on December 12<sup>th</sup> for the club's annual Holiday Party. In addition to the usual crowd of suspects (along with spouses, friends, and family), there were several members attending their first CTR event – we hope they enjoyed themselves and will come back for more.

There weren't many LBCs in sight, but the few that were brought were given special parking privileges in the yard, which was convenient since a number of conversations during the evening required the cars as visual aids.

As usual, the gift exchange provided tremendous entertainment. One gift, a candle holder, returned home to the husband of the person who fashioned it from a used TR6 piston she had received the year before. Where will it wind up next year? Possibly the most contested gift of the evening was a chia pet that has assumed the guise of an official CTR mascot. CTR's thanks go to Karl and Penny and to everyone who attended our annual Holiday Party!



The "official" CTR Chia Pet. More Holiday Party photos on page 3.

## 'Round, 'round, I get around... Allsports Grand Prix, February 5<sup>th</sup> Charlie Brown

Well, our autocross season has ended and about this time each year I get an itch to do a little competitive driving. About 3 years ago the CTR tried an indoor karting event at Allsports Grand Prix. We had a ball. It's fun and it's fast (well, it feels that way).

We have made arrangements with Allsports again this year. As an overview for those who have yet to try this event, these are Euro style race chassis with a 5 h.p. engine. The top speed is around 35 M.P.H. and you'll have your hands full negotiating your way around the circuit course. Personal body weight is definitely a factor in these light weight vehicles so get on that tread mill now. They don't handicap.

Before they put you on the track, there's a short class-

*(Continued on Page 3)*

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

CTR's Winter Dinner will be held on Saturday, February 25<sup>th</sup> in Maryland. We will be joined by the British Touring Car Club whose members will add an eclectic mix to our LBC conversation. Details are still firming up; however, this is always a great opportunity to talk cars, get advice and socialize while our cars are, for the most part, put away for the winter.

Expect details in the February newsletter or by e-mail. The CTR contacts are René Burcksen at [rburcksen@aol.com](mailto:rburcksen@aol.com) or (301) 963-4518 or Bruce Hislop at [bmhislop@hotmail.com](mailto:bmhislop@hotmail.com).

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## CTR Happenings

### Awards Dinner

Just a reminder: CTR's annual Awards Dinner will be held on Sunday, January 30<sup>th</sup> at 5:30 pm at the Potowmack Landing Restaurant, located just off the Parkway at the Washington Sailing Marina between Old Town Alexandria and National Airport. Dinner will be off an abbreviated menu. Entrees are approximately \$30 (plus tax and gratuity).

RSVP Rich Townsend at [retownsendjr@comcast.net](mailto:retownsendjr@comcast.net) or (571) 217-1915 by January 25th at the absolute latest.

### CTR Event Calendar

CTR's event calendar for 2005 was roughed out (our way of saying several of the dates may be tentative) at the January membership meeting. The results are on page six of this issue of *The Standard*. (The 2005 autocross schedule still needs to be factored in.) As the year goes on, we'll update the calendar and add more events. And, as always, we welcome your suggestions for additional club activities.

### Please welcome CTR's newest member:

➔ Bill Bell, Boyce, VA, 1979 Spitfire

## When Better isn't Always Good (An article based upon the November 2004 T4 Presentation) Roger Morrison



It's still Paul Scuderi's fault that I lay awake at night thinking about performance upgrades to my TR6. You see, Paul wrote an article for *The Standard* several years ago about scavenging. It was a great article, but I needed to know more about the "why" of the technical points of Paul's article. In my research for a follow-on article about scavenging, I kept running into references to problems caused by high performance parts and then I noticed a flurry of articles in magazines, most notably, Grassroots Motorsports and its sister publication, Classic Motorsports on what various performance parts can or can't do for a car. So before you're seduced by the performance goodies in your TRF, Moss, or Victoria British catalogs, consider the following:

Scenario 1. The TR you found in the barn has been

cleaned up and its ready for the drive to Collingwood to enter BOG. Well, it ran when you took out of the barn several years ago, but now it needs some professional help. The estimate from your favorite LBC shop makes your VISA card whimper. As you review required repairs and estimates, you mentally tick off all the things that can be cured either by heavier oil, rings in a can, or STP (like rod knock, leaking valve guides, bad main bearing, well you get the picture) but wait a minute, for a mere five hundred dollars more than the estimate for the rebuild of both SU or Stromberg carburetors, you can get a multiple Weber set up. After all, to paraphrase the Victoria British Catalog, a Weber conversion provides reliable starting and driving, trouble free maintenance and consistent performance and besides they are a true performance carburetor! After installing the Weber conversion drivability and performance are worse (and the cars still burns oil) because you failed to heed the caveat, again from the Victoria British catalog, "High performance conversion on an engine of less than excellent condition may aggravate existing weak link defects. Be sure ignition timing, compression and bearings are up to factory standards before replacement."

Lesson: Performance parts won't solve fundamental mechanical issues and/or problems

Scenario 2: Your favorite LBC shop has announced that your cast iron exhaust manifold has a serious crack. It neither can be fixed nor can a suitable used replacement be found. The overdraft on the VISA card isn't too serious, so you splurge for tubular headers, but the engine runs lean and multiple weekends of adjusting the carburetors cannot solve the problem, so Webers are purchased as the only solution to the tuning problem.

Lesson: The solution to one problem could create another more expensive problem (for the uninitiated, Weber carburetors are almost infinitely adjustable.)

Scenario 3: As before, your favorite LBC shop has announced that your cast iron exhaust manifold has a serious crack. It neither can be fixed nor a suitable used be found. The overdraft on the VISA card isn't too serious, so you splurge for tubular headers, but this time you are able to make the engine run correctly with the stock carburetors. Unfortunately, the new headers, because they are a thin wall design, cause under hood temperature to rise causing fuel in the carburetors to boil and electrical/electronic parts to fail. In an attempt to solve the heat problem, you wrap thermal tape around the headers, which upsets the multiple weekends of carburetor tuning to get the engine to run well – the thermal tape causes the engine to run lean. Not only that, the tape

(Continued on Page 3)



**When Better isn't Always Good** *(Continued from Page 2)*

will make your new headers fail sooner. I did run across the following comment in A Graham Bell's book, Tuning New Generation Engines for Power and Economy: "Some header manufactures do not seem to care very much about maintaining a safe working clearance between header pipes and such things steering arms, firewall, starter motor, alternator, air conditioner compressor, etc. It is annoying belting pipes with a hammer to gain clearance and it is expensive replacing electrical components over heated by close proximity of header pipes."

Lesson: Don't be surprised and/or caught out by unintended consequences.

*(To be continued in February 2005)*

**Allsports Grand Prix** *(Continued from Page 1)*

room discussion about best lines, driving tips, and track rules. This is not a bump-and-run race; it does happen when things get tight in the turns, but if it ever looks a *little* intentional, you're going to spend a lap in the penalty box.

You'll be supplied with a driving suit, gloves, and helmet if you don't have one. You first track time will be 25 practice laps. Your position on the starting grid will be determined by those times. After a short breather, it's back in the karts for a full 40-lap race. After it's all over, there will be an awards ceremony and photo op.

Allsports opens at noon. We're the first scheduled event for the day. Plan to be there at noon. The cost for this event will be \$75. You can pay by check (we'll tell you who to make it payable-to when you get there), credit card to Allsports, or cash.

OK, here are my rules. You need to register with me **NO LATER than Tuesday, February 1<sup>st</sup>**. You can call me at home on (703) 339-5871. You can email me at [cb1500@erols.com](mailto:cb1500@erols.com). I will need to call Allsports to give them a head count. If you don't preregister, the chances are slim to none that you'll be driving that day.

**Directions:** Dulles Toll Road, Rte. 267, for 12 miles to Exit 9B, Sully Road, Rte 28 North. Go 4.5 miles and turn right onto Nokes Blvd., Rte. 1793. Go 1.3 miles and turn right onto Cascade Pkwy. Go one block and turn right onto Maries Rd. Go 0.2 mile and turn left into parking lot, 45915 Maries Rd. You can reach Allsports at (571) 434-9566

If for any reason you need to reach me the morning of the event, my cell phone number is **703-998-4194**.

**CTR Holiday Party**





# Capital Driving Club Tech Tip The Tire/Road Interface

Kyle Bowker

One of the most often used phrases in the automotive lexicon refers to that magical place where the rubber meets the road. It is an almost intangible spot where the car and road are, for a moment, joined together as one. Intuitively we all understand that sticky tires help us go faster, corner harder, and brake more quickly over a shorter distance. This introduction serves to demonstrate the critical importance of the tire/road interface and how vehicle performance is ultimately dependent on tire/road interface characteristics.

## Friction

Tires depend on friction against the ground to transmit forces from the chassis (i.e. control inputs via the brakes, throttle or steering wheel). The amount of friction force acting against the tires is dependent on the weight of the vehicle and the coefficient of friction (known as mu (pronounced myü), the Greek symbol  $\mu$ ) at the tire/road interface.

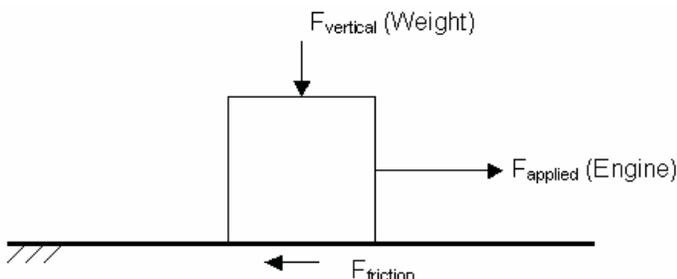


Figure 1: Friction Diagram

In Figure 1 we see that the friction force acts against the intended direction of travel. Mu is the ratio of the friction force to the normal (vertical) force that press the surfaces together and is expressed as a non-dimensional constant:

$$\mu = F_{\text{friction}} / F_{\text{vertical}}$$

The static coefficient of friction is usually larger than the dynamic coefficient of friction for the same material. This means you need a little more force to start an object sliding than you do to keep the object moving at a steady speed. The amount of grip available is dependent on the coefficient of friction of the tire/road interface. Friction between the tires and the road surface is generated via three principle mechanisms: adhesion (momentary molecular bonding), deformation (reacting against the peaks and the valleys in the road), and wear (microscopic tearing of the rubber compound).

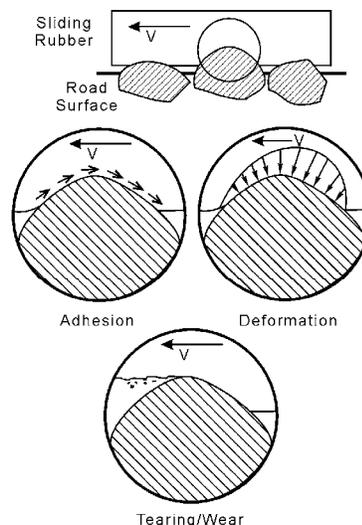


Figure 2: Tire Friction Mechanisms

©2004 IRT Publications: THE RACING & HIGH-PERFORMANCE TIRE by Paul Haney

## Defining Slip

Slip is simply the instantaneous difference in velocity between the center of the tire and the edge of the tire where it makes contact with the road surface. Slip (sometimes called lambda,  $\lambda$ ) is typically represented as a percentage and when displayed as a mathematical equation, it looks like this:

$$\text{tire slip} = \lambda = - \left( \frac{V - R\omega}{V} \right) \times 100$$

$\lambda$  = slip of the tire relative to the road given in %  
 $V$  = linear speed of the tire center (*signed +/- to indicate direction forward or backward*)  
 $R$  = effective radius of the free rolling tire  
 $\omega$  = angular (rotational) speed of the tire (*signed +/- to indicate direction*)

Since the tire is affixed to the wheel which is bolted to the car at the hub,  $V$  is also the speed of the vehicle relative to the road. For example, if  $r\omega = 10$  mph and  $V = 20$  mph, then  $\lambda = -50\%$ . If  $\lambda = 0\%$  then the tire is free rolling and if  $\lambda = -100\%$  the tire is locked up and sliding like so many eager racers skidding into the stop garage at the autocross. This formula works for longitudinal acceleration and deceleration in both forward and reverse directions (we will look at longitudinal and lateral slip together in the next Tech Tip installment on slip angles and cornering). In Figure 3, we can see that slip causes the tire to stretch and bulge due to its viscoelastic properties.

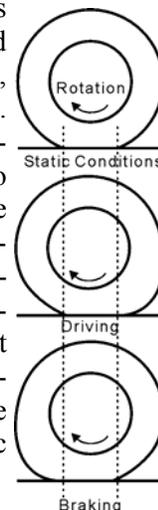


Figure 3: Slip During Acceleration and Braking

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(Continued on Page 5)



Tech Tip (Continued from Page 4)

Fundamental Principles and Interdependencies

The pneumatic tire cannot generate tractive force without slip. This means that for any acceleration, deceleration, or cornering to occur, tire slip must exist. Slip and grip are interdependent; however, there is not one single mu-slip relationship, as mu is highly variable and changes with the road surface condition (texture and composition), vehicle speed (time dependent variable) and the normal force (think of the vehicle weight acting downward and effects of weight transfer). The physics of the tire/road interface are governed by mu-slip curves. The example mu-slip curve shown below represents a typical dry asphalt road.

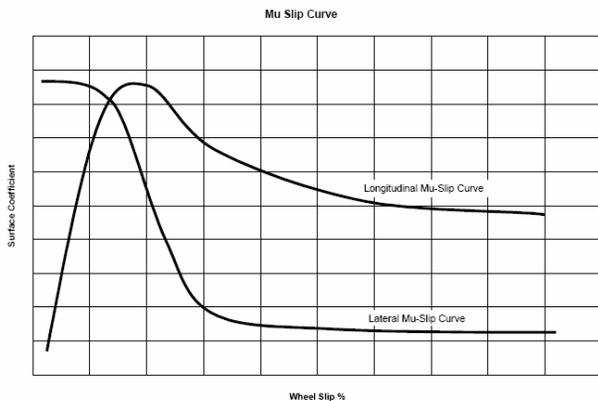


Figure 4: Mu-Slip Curve Shows Relationship Between Wheel Spin and Grip  
©2002 SAE: Technical Paper 2002-01-1217 by Keith Beyer, Eric Krueger and Mark Sonnenberg

We see that the longitudinal coefficient of friction increases in proportion to the wheel slip as long as the wheel slip is in the linear region of the mu-slip curve. Past the knee of the curve, where the coefficient of friction reaches its maximum, the amount of wheel slip increases rapidly towards lock in an unstable manner. (To better understand this concept of stability, imagine Sisyphus pushing a boulder up the hill. If he stops half way up, the boulder will roll back down the hill towards zero slip. If he were to make it to the top, the boulder would become unstable and would rapidly begin rolling down the backside of the mountain away from him towards wheel lockup).

The curve shows that the coefficient of friction decreases as the wheel goes to lock on non-deformable surfaces. (On deformable surfaces like gravel, the coefficient of friction increases monotonically until it reaches a maximum at wheel lock. This is intuitive since the gravel being pushed up in front of the skidding tires helps to slow the vehicle down.) On glare ice, the longitudinal mu-slip curve would look much more flat and it would be shifted downward to demonstrate the lack of available grip and the ease in which the tire can slip into the unstable region towards lockup. Anti-lock braking systems are designed to keep the

wheel slip in the linear region or near the knee of the curve in order to prevent wheel lock.

Wider is Better

Now that we have studied the fundamentals of friction and wheel slip, it is time to put this knowledge to work. The search for more grip out on the racetrack often starts with your tires. Proper tire selection is one of the most critical decisions you can make to influence your vehicle's performance. With so many choices available, it can be hard to decide.

Neglecting, for a moment, qualities such as rubber compound, tread pattern, sidewall stiffness, cost, weight and physical compatibility with the vehicle, and focus only on the width of the tire, what choice do you make? Is a narrow tire better than a wide tire? Surely, you're thinking, the wider tire must have a greater contact patch area. Well, with the vehicle at rest, the size of the contact patch is the same regardless of how skinny or fat the tire is (within reason). The explanation lies with the idea that tires are nothing more than glorified balloons. Tires are pressure vessels that must withstand the forces exerted on them by the vehicle's weight. The vehicle can only push down so hard on the tires, so no matter what their size, the total surface area in contact with the road remains constant.

The difference is the shape of the contact patch. A skinny tire's contact patch will be longer but narrower, while a fat tire's contact patch will be shorter but wider (shown in the diagram below by the dark [upper] shaded areas). When we introduce wheel slip, the tire will distort as it reacts against the road surface. Both the skinny and wide tires will stretch longitudinally the same amount for a given slip (shown on the diagram below by the red [lower] shaded areas). Both the dark and red shaded areas combined now represent the total surface area in contact with the road. We see that the wider tire now has a much larger contact patch, which affords it much greater traction on asphalt. In racing, the performance benefit of added grip afforded by the wider tires often offsets the associated weight penalty. However, this case doesn't hold true in all conditions. In winter weather, for example, a skinny tire can actually afford greater traction since wide tires tend to float on top of the snowy surface instead of biting down into the hardpack beneath.

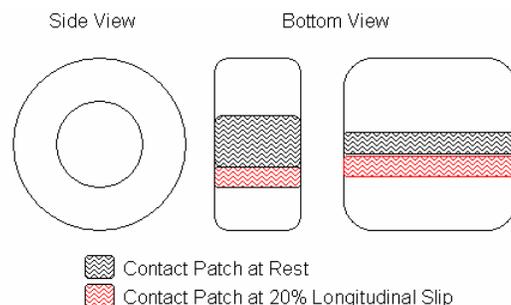


Figure 5: Contact Patch Area Changes Due to Slip



## EVENTS

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

**Jan 30** - Awards Dinner, Alexandria, VA (Revised Date!) \*CTR\*

**Feb 5** - Go Karts (Indoors) (Revised Date!) \*CTR\*

**Feb 26** - Winter Dinner, Maryland location \*CTR\*

**Mar 14** - Membership meeting (all members welcome), Bentley's Restaurant, Route 50, Falls Church, VA, Paul Edelstein, (703) 914-0507

**Apr 2** - Spring Tune Up, Charlie Brown, Mason Neck VA \*CTR\*

**Apr 10** - BTCC Spring Fling Tour, Northern VA, Ira Schoen \*CTR\*

**Apr 20** - BOG Stuffing Party, Joe Cannon, Fairfax, VA

**Apr 23** - Colonial Vintage British Car Show, Walsingham Academy, Williamsburg, VA, ColonialVintage@aol.com

**Apr 24** - Britain on the Green, Collingwood Library and Museum, Alexandria, VA, Charlie Brown \*CTR\*

**May 7** - BOG TGIO, Charlie Brown, Mason Neck, VA

**May TBD** - CTR Membership Meeting

**May 15** - Richmond Triumph Register British Car Meet, Ken Nachman, (804) 272-7523

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

**May 28** - Lucas evening driving tour, MD, Paul Edelstein \*CTR\*

**May 28-Jun 5** - Drive Your British Car Week, <http://www.britishcarweek.org>

**Jun 4** - Brits on the Bay, Tidewater Triumph Register, Norfolk, VA

**Jun 5** - 4<sup>th</sup> Annual British Car Week Rallye/Picnic, St. Leonard, MD,

Michael Oritt, Awgertoo@aol.com

**Jun 7** (Tentative) - “Take Me Out to The Ball Game,” Bowie Baysocks Tailgate Party, Bowie, MD, Bruce

Hislop \*CTR\*

**Jun 26** - The Original British Car Day, Lilypons Water Gardens,

Buckeystown, MD, John Tokar, at (301) 831-5300 or tokarj@erols.com

**Jul TBD** - CTR Membership Meeting  
**Jul 16-17** - BTCC Overnighter, Ira Schoen \*CTR\*

**Jul TBD** - Jukebox Diner Cruise In, Annandale, VA, Paul Edelstein \*CTR\*

**Jul 24** - Scottish Games car Show, Alexandria, VA

**Jul 26-30** - VTR National Convention, Rockford, IL \*CTR\*

**Jul 30** - Brits by the Bay, TRAC, Downs Park, MD

**Aug 11-14** - TRF Summer Party, Armagh, PA

**Aug 28** - Cruisin' for Crustaceans tour, Southern Maryland, Art Fournier \*CTR\*

**Sep TBD** - “Winery 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.

**1962 TR3B for sale.** Stored in my garage for the last 20 years. Restoration and repaint completed before being put on jacks. Many new parts. Was running when stored, but is not currently running. Car is complete but, would need the all systems check out due to the storage time. \$10,000 OBO Call Don, Vienna, VA (703) 759-5495 (H) evenings, (703) 848-1381 (W), dkerndt1@cox.net

**Wanted proper TR4A grill; for sale TR5/250 grill** in excellent shape (straight, no rust, or need for

welding). Ken Stone, kenstone1@comcast.net

**1971 TR6 for sale.** Original owner; not currently on the road. John Bassler, McLean VA, (703) 288-3031

**1957 Smallmouth TR3 for sale.** Runs very strong. Complete restoration about 10 years ago in California. Rebuilt TR4 engine. Mallory distributor. Interior redone. Painted with red emron.. Showing some age, nicks here and there, a little rust showing up. Rebuilt calipers up front, new rear cylinders, new clutch master, rebuilt the brake master, rebuilt the carbs. The body work is very solid, small patch on floor pan. Jack, (540) 456-8881 or jrr5a@virginia.edu

**1967 Triumph Spitfire Mk3 For sale.** Partially Disassembled, Rebuilt Suspension and Steering, Engine not included. Lots of new parts. Wife says the car has to go. Make an offer. Call John at 703-858-9274 or stann3@earthlink.net.

**1979 Spitfire Convertible for sale.** Green. Engine in excellent condition - runs very well. Needs new top and minor body work. Includes 6-disc CD, car covers and alarm sys. \$4,200 OBO. Call Kim/Ken at 703-327-5105



**Wanted to buy 1963 TR3B.** Must be in strong running condition. No junkers or rust buckets please. Bud Mayo, Burke, VA, (703) 506-2273 Days, (703) 323-7609 Evenings



# CLUB OFFICERS

- |                         |   |
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Updated CTR website  
[www.capitaltriumphregister.com](http://www.capitaltriumphregister.com)  
 with members' photos and a lot more!

### Membership Renewal / Application

For renewals with unchanged status, return your mailing label.

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**Roger Morrison**  
**3306 Holloman Road**  
**Falls Church, VA 22042-4112**

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## The Standard

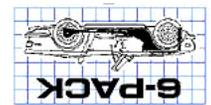
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**Photo Credits**

Page 1 - Paul Edelstein  
 Page 3 - Art Fournier

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



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4729 Willows Road  
Chesapeake Beach, MD 20732-4221

# THE STANDARD



Many of us have chuckled at the sign on US Route 50 as you leave Ocean City, Maryland, stating it's only 3073 miles to Sacramento, California. But how many of you knew there was a corresponding sign at the Sacramento end of Route 50? Notice anything different on the California sign? Right! It shows 3037 miles rather than 3073. Which sign is right? Why, the Maryland sign, of course. An older version of the West Coast sign shows the same distance as our East Coast version. Now, how many of you can remember driving coast-to-coast on Route 50 before it was overtaken by the Interstate system of highways?





## Karting at Allsports

Charlie Brown

What's the best way to put a smile on your face during the cold, gray days of February, other than a trip to a tropical island? Try out-driving other club members on an indoor go-kart track. We had 17 members from both the CDC, Capital Driving Club (a.k.a. "those crazy autocrossers") and the CTR. Allsports, in Dulles, provided the venue for this, our third annual indoor track event.

We started the afternoon in their classroom with an explanation of the rules of the track, the meaning of the different colored flags they use to warn drivers of potential problems on the track, and what would earn you a side trip to the "sin bin" or penalty box. Unbelievably, not one of our drivers ended up with a track infraction.

The track can accommodate up to 10 cars in one heat, so



*(Continued on Page 3)*

## Awards Dinner Rescheduled to February 27<sup>th</sup>

Paul Edelstein

As a result of the postponement of the Awards Banquet (due to inclement weather), we have rescheduled the banquet for **Sunday, February 27<sup>th</sup>**. The time (5:30 PM) and place (Potowmack Landing at the Washington Sailing Marina) remain the same. If you could not make it in January, here's your chance!

Join us to have a good time while we honor **over 40** CTR members for their participation in 2004 club activities. We will also be presenting a brand-new special award, the "Golden Piston" award, to one specially selected club member to honor his (or her) outstanding contributions this past year.

See the December and January Newsletters for more information.

Please RSVP to Rich Townsend, [retownsendjr@comcast.net](mailto:retownsendjr@comcast.net) and me, [pgedelstein@capitaltriumphregister.com](mailto:pgedelstein@capitaltriumphregister.com) or call Rich at (540) 788-4588 or me at (703) 914-0507, no later than Monday, February 21. Rich is in the process of moving to a new house, so I'll be helping out keeping track of attendees. Remember that all of your family members are welcome! We must provide a head count to the restaurant as soon as possible. If you RSVP'd to the original event, you must do so again to confirm your attendance.

Note also that our CTR/BTCC Winter Dinner scheduled for February 26<sup>th</sup> will not be held then. We are working on a reschedule, tentatively March 20<sup>th</sup> (more info to come later).

I look forward to seeing you on the 27<sup>th</sup>!

**PAGE 1 - Karting; Awards Dinner Rescheduled; PAGE 2 - CTR Happenings; PAGE 4 - 19,000 Miles for an Auto Show ; PAGE 5 - The Garage Spot - When Better isn't Always Good (Part 2); PAGE 6 - Events; Classified; PAGE 7 - Club Info**



## CTR Happenings

### *CTR Event Calendar*

Since the January newsletter, there have been many changes to the dates of our early 2005 events, such as the Winter Dinner and Spring Tune Up, now tentatively scheduled for March 20<sup>th</sup> and April 9<sup>th</sup> respectively.

The latest information on dates for CTR events is captured in the calendar on page 6 of this newsletter. Some of the changes were brought about by the weather, some by late breaking news such as the date for the Collingwood cleanup. Additionally, tentative dates for early 2005 Capital Driving Club autocross events have been added.

As always, the latest information will be e-mailed to the membership. (By the way, is your e-mail address current? If not, please send your correct e-mail address to Paul Edelstein or Roger Morrison.)

### *Collingwood Cleanup*

Last year a number of us volunteered a Saturday morning to help clean up the Collingwood grounds. In trade, we received lunch for our efforts. Collingwood has asked us back again this year on April 2<sup>nd</sup>. If you're willing and able, please show up around 9:00 AM wearing gloves and work clothes. Your time and effort will go a long way toward community service, bettering our relationship with Collingwood, and providing a cleaner show field for BOG. CTR's point of contact is Charlie Brown - cb1500@erols.com or (703) 339-5871.

### *Please welcome CTR's newest member:*

➔ Frank Huffman, Washington, DC, TR3A



### **Our readers write (and e-mail):**

January 20, 2005

Please say hello to everyone for me. Let the club know I'm now the activities coordinator for the Oklahoma City Vintage Triumph Register (OCVTR) and we just finished putting together our proposed activities for the coming year. I managed to borrow a couple events from CTR, Spring Tune up and Lucas night time tour, and put them on

our schedule. We also have members going to the nationals (I might myself) and we've planned a road trip to attend the Vintage car races at Hallett race track (about 100 miles from here).

Dennis Eckhout  
deckhout@sbcglobal.net

February 9, 2005

Hi Everbody,

We left today at 11:30, glad to be on our way, we're about 80 miles north of "South of the Border."

I decided to pull off at the Fredricksburg rest area. As I was approaching the parking area I looked in my rear camera to see how Nigel was doing. Nigel was off the tow dolly and rolling backwards down the entrance lane toward I-95. I immediately braked the Winnebago and jumped out to try to catch Nigel. I was running as fast as I could and Nigel was picking up speed, now faster than I was running. I kept thinking about what I would do even if I caught up to it. I couldn't open the door and get in while it was moving backwards quite fast.

Anyhow, at least I could watch as Nigel became road kill on I-95. My pretty little TR6 was about to be wrecked and all I could do was watch. As the gods would have it, the roadway curved slightly and Nigel was now heading toward the embankment, an upslope 20 feet high, going 90 miles an hour (an exaggeration, but it was probably at least 20 mph). Nigel ran into the mud slime hill full bore on the left rear side and came to rest almost vertical with only three wheels touching ground and the front bumper in the mud. I got it started and with luck plowed down the hill and finally got it on firm pavement. The muffler is ripped off, but so far that appears to be the extent of the damage except for mud caked all over the bumper and the underside and tire and the rear fender.

I was very fortunate that another car or big truck didn't come up that roadway at that moment or Nigel would be dead. Why it came off the dolly is still a mystery although I think perhaps I didn't have the tire tie down harness tight enough. The holes in the chassis where I hooked the safety chains were ripped open. I now have a more secure safety chain connection.

More on this later.

Joe Cannon  
jpc8904@yahoo.com



Karting at Allsports (Continued from Page 1)



our group was divided into two mini-grand prix. Each group got two shots on the track. The first 25 laps were for practice and to establish their position on the starting grid for the final 40-lap race.

After the first two runs, our group was divided into two new groups, based on qualifying times. Sitting on the side-line this time I watched the drivers as they came off the track, pulling off their helmets and balaclavas. Whether they came in first or last, they all had ear-to-ear smiles.

By about 3 o'clock in the afternoon, the day was pretty much done. Everyone was studying their timing sheets and glancing up at the monitor trying to figure where they finished overall. After the tire dust settled, Josh Taylor of the CDC came in first. From the way he



was driving, I'm guessing he's had previous seat time in go-karts.

Come February of 2006, we'll probably be back at Allsports trying to cure our mid-winter blahs. It's not a tropical isle, but it's dang close.

Join us April 24<sup>th</sup> at Collingwood Library for the Eighth Annual

# Britain on the Green

Contact Charlie Brown at (703) 339-5871 or cb1500@erols.com to find out how you can help with the

**Capital Triumph Register's**

largest event!



## Looking back at *The Standard*:

### Vol. II, Number 1, February 1990

The first issue of the club's second year featured articles on the coon-like nature of "modern" cars, Mike Szoke's TR7 described in the Personal Triumph's column, Virginia pollution control standards, and Henry Irving's experiences changing the clutch in his TR6.

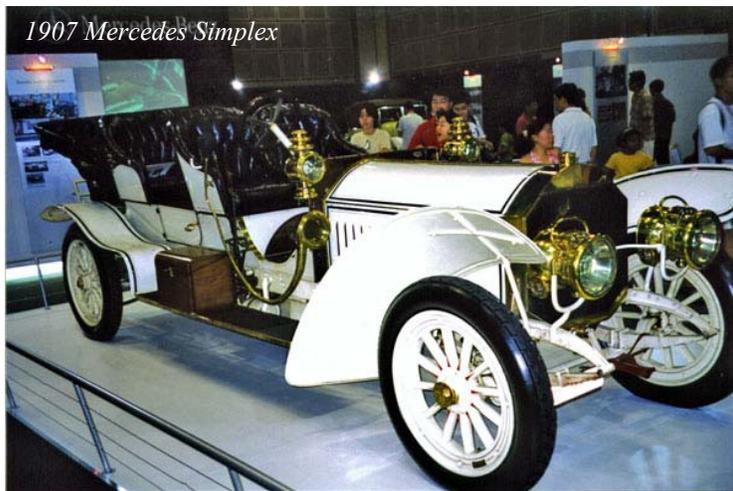
The featured club event was the December 1989 Holiday gathering at the home of club president Charlie Brown. The big news was an upcoming visit by Bob Tullius to talk about his experiences with Group 44 and Triumph racing.



## 19, 000 Miles for an Auto Show, a Flu Shot, and a Hairy Crab

Beverly and David Dougherty

We left home at 4:30 AM on November 11, 2004 and after changing planes in San Francisco and Tokyo, we arrived at the Sheraton Towers Singapore 33 hours later. Surprisingly, we didn't feel overly tired.



1907 Mercedes Simplex

After settling in the hotel and getting a good night's sleep, we ventured out into the city to experience our first visit. There was so much to see. The first thing everyone will mention about Singapore is that it is so "clean". It is clean but it is also very beautiful with its lush tropical parks, interesting architecture, and a busy port that serves many types of ships. Our first act was to take the half-day tour to orient ourselves. That was a wise move as we visited the lively ethnic enclaves of Chinatown and Little India, and then enjoyed their beautiful National Orchid Garden. After this orientation we were



1952 Mercedes Benz 300

on our own and made our way to the Arab Street which was filled with textile stores, accessories for a pilgrimage, perfumes, the Masjid Sultan mosque (1824), and a variety of other associated attractions. Also, Orchard Street, their main street, was all aglow with Christmas decorations, lights, many goods, and sales girls in Santa hats.

On our second day we headed for the 2004 Singapore Motor Show which was held in the Convention Center and covered two floors. It had an exciting atmosphere with lots of music, flashing lights, beautiful models, well-tailored representatives, and lots of flashy cars. However, there were no Triumphs and no Jaguars. There were two Rolls Royces' and a small display of Lotuses. There was a large display of Ferraris and huge displays by Toyota and other Japanese and European manufactures but no hybrids. One of the outstanding displays was provided by Mercedes-Benz. It was their Roving Classic Car Show, an historical exhibit rather than one of new cars. That said, it was one of the most beautiful displays of historical Mercedes from an 1896 Benz Patent Motor Car forward to a 1952 Mercedes Benz 300 sedan. Other cars included a 1907 Mercedes, 37/70 Simplex, an open 1924 Mercedes 28/95, and 1939 Mercedes Benz 320 Streamliner. There was a large display by Harley Davidson and also a display by Chevrolet which did not include American model cars.



We did see a number of Jaguars on the road and one MG parked in front of a car dealer. However, Jaguar must hold some status in the area as there was an interview with a man who was making a success of an Indian restaurant and he said that he would truly feel successful when he could afford a Jaguar. After being completely impressed by all those beautiful cars, we took a leisurely lunch and then a cab to a prearranged Doctor's appointment to get two flu shots that had eluded us in the U.S.

That evening we had a new culinary experience at the Li Bai restaurant in our hotel. Unbeknownst to us, we were

(Continued on Page 5)



### 19,000 Miles (Continued from Page 4)

there for the Hairy Crab season which takes place each year for one month only, October 15 - November 15. As we were told, the crabs are from the famed Yang Cheng Lake in China and then shipped from Shanghai. They are reputed to be the most flavorful. Being from Maryland, we were dubious but indeed interested in trying this experience. We arrived for our reservation and found the hosts to be gracious and the restaurant upscale. We ordered our Hairy Crab. However, we also ordered Spring Rolls, "Buddha Jumping Over the Wall" soup and Peking Duck. The story of the soup is that the aroma was so enticing that Buddha jumped over the wall to escape temptation. We enjoyed this same soup in Taiwan. It might have been for political correctness but they also had "Monk Jumping Over the Wall" soup too. The Peking Duck was perfectly prepared and served. Then came the Hairy Crab. It was indeed hairy and large enough that David and I shared one. Fortunately, the hosts realized our inexperience in handling these delicacies and although we were given a number of implements (new to us) to deal with the crab, they came over to make certain we didn't miss a bite. It was a great meal.



Some of the other exciting and exotic experiences included dinner in the formal Grill Room Restaurant in the 1920s Raffles Hotel. Here, over the years many notables have come to see and be seen. The service and food were exquisite. On another day we made our way to Raffles Long Bar to experience the traditional "Singapore Sling" which was quite nice. David was intrigued with the design of the bar with its beautiful dark wood and the leaf shaped overhead fans that swept back and forth in unison. On the way out Beverly was absolutely impressed with the Sikh Doorman who was perfectly attired, well over 6 feet, and looked as if he was right out of a James Bond movie.

There is much to see in Singapore with its natural beauty, museums, great shopping, and world-class restaurants. Also, most people speak English and like the English, they drive on the wrong side of the street. We left Singapore much as we began our trip by leaving for the airport at 4:30 AM on November 18. The only difference was that this time we were heading for the greatest country in the world. Home.

## When Better isn't Always Good

(An article based upon  
the November 2004 T4 Presentation)

Continued from January 2005

Roger Morrison



Scenario 4: Since the local inspection station has flunked your beloved Triumph because the ratty old exhaust system has finally been deemed unsafe, you elect to have the local muffler shop bend one up – after all, the stainless steel ones are way overpriced. Since you're being blown off by Yugos at stop light Grand Prix, the new exhaust will be 3 inches in diameter, so you can get more power at the higher end of the rev band. The engine works wonderfully above 4000 RPM, but the car can't be driven around town on a regular basis because there is no low-end torque. You failed to recognize that, in general terms, that a larger exhaust system benefits high-end power at the expense of low speed torque.

Lesson: Performance parts may upset the drivability compromises established by the designers.

Scenario 5: Your 25 year old Michelin Red Lines on your TR6 have lost their performance edge. After reading about CTR's new auto crossing venues, you want to give it a try (how hard can it be after seeing Matt Schiapani's fast times while driving his Triumph 2000 sedan with one arm out the window?) so the Red Lines are replaced by the stickiest gumballs that can fit on your wheels. Immediately, you break the differential mount. Failing to attend the recently held CTR tech session on TR6 frame rebuilds, you didn't learn about the inherent weaknesses in the frame design and what needs to be done to both repair and strengthen the frame. (In fact, the TR6 owners at the Tech Session wondered if we could get a group rate on a flat bed to get the cars home.)

Or

Scenario 5A: You can't hear your radio above the induction roar from your new Webers, the more snarly exhaust, and the road noise from your new gumballs. You go for broke and put in a 500 Watt per channel system, but immediately you find that you can no longer keep the battery charged! You've haven't read the articles on how marginal the stock TR6 charging system is.

Lesson: Performance parts may overwhelm compromises in the original design.

(To be continued in March 2005)



## EVENTS

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

**Feb 27** (Rescheduled) - Awards Dinner, Alexandria, VA \*CTR\*

**Mar 14** - Membership meeting (all members welcome), Bentley’s Restaurant, Route 50, Falls Church, VA, Paul Edelstein, (703) 914-0507

**Mar 20** (Tentative) - Winter Dinner, Maryland location \*CTR\*

**Mar 26** - Autocross, Harry Grove Stadium, Frederick, MD \*CTR\*

**Apr 2** - Collingwood Cleanup, Alexandria, VA, Charlie Brown \*CTR\*

**Apr 9** (Tentative) - Spring Tune Up, Charlie Brown, Mason Neck VA \*CTR\*

**Apr 9** - Autocross, Harry Grove Stadium, Frederick, MD \*CTR\*

**Apr 10** - BTCC Spring Fling Tour, Northern VA, Ira Schoen \*CTR\*

**Apr 20** - BOG Stuffing Party, Joe Cannon, Fairfax, VA

**Apr 23** - Colonial Vintage British Car Show, Walsingham Academy, Williamsburg, VA, ColonialVintage@aol.com

**Apr 23** - Autocross, Osborn Park HS, Manassas, VA \*CTR\*

**Apr 24** - Britain on the Green, Collingwood Library and Museum, Alexandria, VA, Charlie Brown \*CTR\*

**May 7** - BOG TGIO, Charlie Brown, Mason Neck, VA

**May TBD** - Autocross, Prince William Co. Lot, VA \*CTR\*

**May TBD** - CTR Membership Meeting

**May 15** - Richmond Triumph Register British Car Meet, Ken Nachman, (804) 272-7523

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

**May 28** - Lucas evening driving tour, MD, Paul Edelstein \*CTR\*

**May 28** - Autocross, Osborn Park HS, Manassas, VA \*CTR\*

**May 28-Jun 5** - Drive Your British Car Week, <http://www.britishcarweek.org>

**Jun 4** - Brits on the Bay, Tidewater Triumph Register, Norfolk, VA

**Jun 5** - 4<sup>th</sup> Annual British Car Week Rallye/Picnic, St. Leonard, MD, Michael Oritt, Awgertoo@aol.com

**Jun 11** (Corrected Date) - “Take Me Out to The Ball Game,” Bowie Baysocks Tailgate Party, Bowie, MD, Bruce Hislop \*CTR\*

**Jun TBD** - Autocross, Prince William Co. Lot, VA \*CTR\*

**Jun 25** - Autocross, Harry Grove Stadium, Frederick, MD \*CTR\*

**Jun 26** - The Original British Car Day, Lilypons Water Gardens, Buckeystown, MD, John Tokar, at (301) 831-5300 or [tokarj@erols.com](mailto:tokarj@erols.com) \*CTR\*

**Jul TBD** - CTR Membership Meeting

**Jul 9** - Autocross, Osbourn Park HS, Manassas, VA \*CTR\*

**Jul 10** - BRRTA “British Invade Gettysburg,” PA, Ralph Eriksen

**Jul 16** - Autocross, Harry Grove Stadium, Frederick, MD \*CTR\*

**Jul 16-17** - BTCC Overnighter, Ira Schoen \*CTR\*

**Jul TBD** - Jukebox Diner Cruise In, Annandale, VA, Paul Edelstein \*CTR\*

**Jul 24** - Scottish Games car Show, Alexandria, VA

**Jul 26-30** - VTR National Convention, Rockford, IL \*CTR\*

**Jul 30** - Brits by the Bay, TRAC, Downs Park, Pasadena, MD

**Aug 6** - Autocross, Osbourn Park HS, Manassas, VA \*CTR\*

**Aug 11-14** - TRF Summer Party, Armagh, PA

**Aug 20** - Autocross, Harry Grove Stadium, Frederick, MD \*CTR\*

**Aug 28** - Cruisin’ for Crustaceans tour, Southern Maryland, Art Fournier \*CTR\*

**Sep 3** - Autocross, Harry Grove Stadium, Frederick, MD \*CTR\*

**Sep TBD** - “Winery Tour” \*CTR\*

**Sep TBD** - Autocross, Prince William Co. Lot, VA \*CTR\*

## CLASSIFIED

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

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

**Wanted** – Any of those new items in your garage, closet, or dresser that you thought you’d use and never have. Does not have to be car-related. Contact Pam Michell at (703) 339-5871 or [pmichell@newhopehousing.org](mailto:pmichell@newhopehousing.org) if you have something to donate to the BOG Silent Auction.

**1962 TR3B for sale.** Stored in my garage for the last 20 years. Restoration and repaint completed before being put on jacks. Many new parts. Was running when stored, but is not currently running. Car is complete but, would need the all systems check out due to the storage time. \$10,000 OBO Call Don, Vienna, VA (703) 759-5495 (H) evenings, (703) 848-1381 (W), [dkerndt1@cox.net](mailto:dkerndt1@cox.net)

**Wanted proper TR4A grill; for sale TR5/250 grill** in excellent shape (straight, no rust, or need for welding). Ken Stone, [kenstone1@comcast.net](mailto:kenstone1@comcast.net)

**1971 TR6 for sale.** Original owner; not currently on the road. John Bassler, McLean VA, (703) 288-3031

**1957 Smallmouth TR3 for sale.** Runs strong. Complete restoration 10 years ago. Rebuilt TR4 engine. Mallory distributor. Interior redone. Red emron paint. Showing some age, a little rust showing up. Rebuilt front calipers, new rear cylinders, new clutch master, rebuilt brake master, rebuilt carbs. Body work very solid, small patch on floor pan. Jack, (540) 456-8881 or [jrr5a@virginia.edu](mailto:jrr5a@virginia.edu)



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<b>BOG Coordinator</b>	<b>Charlie Brown</b> (703) 339-5871 Mason Neck cb1500@erols.com

Updated CTR website  
[www.capitaltriumphregister.com](http://www.capitaltriumphregister.com)  
 with members' photos and a lot more!

## Membership Renewal / Application

For renewals with unchanged status, return your mailing label.

Name \_\_\_\_\_

Address \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Phone \_\_\_\_\_

E-mail \_\_\_\_\_

TRIUMPH's owned \_\_\_\_\_  
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Newsletter Preference: Electronic \_\_\_\_\_

Paper \_\_\_\_\_

Annual Dues - \$20.00, or  
2 years for \$35.00 SAVE \$5.00!!!

Checks Payable to C.T.R.  
 Please complete this form and return to:

**Roger Morrison**  
**3306 Holloman Road**  
**Falls Church, VA 22042-4112**

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	<b>Ed Chan</b> (703) 658-0253 capitaldriving@yahoo.com
<b>Racing</b>	<b>Ira Schoen</b> (703) 698-1691 pterodactyl711@aol.com

## The Standard

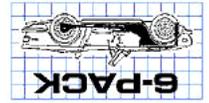
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*The Standard* welcomes any submitted material for publication; however, neither its editor nor the CTR accept responsibility for accuracy of article content or any damage or injury resulting from suggested modifications. Articles may be submitted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

### Photo Credits

Pages 1 and 3 - Charlie Brown  
 Pages 4 and 5 - Beverly and David  
 Dougherty

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



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

4729 Willows Road  
Chesapeake Beach, MD 20732-4221

# THE STANDARD

## Winter Could be Much Worse!



## CTR Regalia



Contact Charlie Brown, (703) 339-5871 or [cb1500@erols.com](mailto:cb1500@erols.com), for CTR Regalia: hats \$15, patches \$5, name tags \$4.50, flag pins \$10, shirts \$25 for Hanes and \$35 for Jonathan Cory. Enquire as to shirt size and color availability. Regalia will be delivered at CTR events.

CTR lapel pins with either pin or military clutch backs are available at CTR events or mailed out with membership card on application or renewal.



# THE STANDARD

The Official Publication of the  
*Capital Triumph Register*  
Volume XVII, Number 3, March 2005

## Winter Dinner March 20<sup>th</sup> Bruce Hislop

Thanks to winter weather, the Awards Dinner and the Winter Dinner had to be moved around on the calendar. Now that the snow has settled, the Winter Dinner will be held on Sunday, March 20<sup>th</sup> (the first day of Spring this year – sorry). The event will be at the 94<sup>th</sup> Aero Squadron in College Park, Maryland. As their website states, the restaurant was designed “to resemble a circa 1919 French Farmhouse... Many artifacts from the early part of the last century line our walls. There is a distinct feeling of stepping back in time when sitting in our dining room, and the Big Band music of the ‘30s and ‘40s plays in the background. The 94<sup>th</sup> Aero Squadron overlooks the runway of College Park Airport, the oldest, continuously operating airport in the world. The entire dining room faces this historic airport, and its lights lend to our special atmosphere.” The British cars will storm our French allies at either 5:00 or 5:30 (I’ll let you know).

We’re scheduled for the General’s Buffet. This includes: bread, salads, choice of entrées, sides and dessert. Coffee and tea are also included. All this will run \$32 per person (a bargain in any currency). Sodas, beer, wine and mixed drinks can be purchased a la carte.

Please, please, please e-mail me by Sunday, March 13<sup>th</sup> ([bmhislop@hotmail.com](mailto:bmhislop@hotmail.com)) if you plan on attending, along with the number of people. We need 45 people to get into the big comfy room. With 25 to 45 people we get the broom closet. (Actually, it’s a pretty nice room, too, but I’m trying to get a lot of attendees.) Hope to see all of you there!

**Directions:** In Maryland, take Washington Beltway Exit 23 (Kennilworth Avenue). Go south 2.2 miles. Turn right on Paint Branch Parkway. The restaurant is 1/4 mile on the right at 5240 Paint Branch Parkway.

## Capital Driving Club 2005 Autocross Series Ed Chan

Here’s the new Capital Driving Club 2005 Autocross Series. We tried to make a points system that would be fun for everyone, give a lot of people a good chance, and a prize that everyone would like. The details of how the series will work is below:

So, if you want to participate, sign up early. Space is limited to 50 participants for each event.

### Capital Driving Club Index System

The indexed time is a measure of how well you did relative to the other drivers. The “Day’s Index” is calculated by taking the mean time of the day divided by your best time.

*(Continued on Page 3)*



*While it’s not a Spitfire, this F-4 Corsair will welcome you to the CTR and British Touring Car Club Winter Dinner at the 94<sup>th</sup> Aero Squadron Restaurant in College Park on March 20<sup>th</sup>.*

**PAGE 1 - Winter Dinner; 2005 Autocross Series; PAGE 2 - CTR Happenings; From the Editor;  
PAGE 4 - The Garage Spot - When Better isn’t Always Good (Part 3);  
PAGE 6 - Events; Classified; PAGE 7 - Club Info**



## CTR Happenings

*Spring is in the air:*

### - Collingwood Spring Cleanup

Collingwood has asked us back again this year on Saturday, April 2<sup>nd</sup> to help with their annual spring cleanup. If you're willing and able, please show up around 9:00 AM wearing gloves and work clothes. Your time and effort will go a long way toward community service, bettering our relationship with Collingwood, and providing a cleaner show field for BOG. CTR's point of contact is Charlie Brown - cb1500@erols.com or (703) 339-5871.

### - Spring Tune Up

Spring is the time to get your LBC back on the road. What better way than to bring your car and (non-messy) projects to the CTR Spring Tune Up. Get the cobwebs off your Triumph, share some tech advice, and socialize - what better way could there be to spend a spring day? This year's Spring Tune Up will be at Charlie Brown's home in Mason Neck on Saturday, April 9<sup>th</sup>.

### - BTCC Spring Fling

And with your car all tuned up, you'll be all set to join CTR and the British Touring Car Club for its annual Spring Fling driving tour on Sunday, April 10<sup>th</sup>, in Northern Virginia. Ira and Mary Schoen, who always organize outstanding tours, will provide additional details.

*Please welcome CTR's newest members:*

- ➔ Michael Grone, Falls Church, VA, TR6
- ➔ Scooter Mauck, Manassas, VA, 2 TR6s
- ➔ David Tucker, Ashburn, VA, Spitfire



**From the Editor:**

**Spring is on the way,  
And so are car shows!**

Winter is behind us. Well, almost behind us. And it's been a strange winter. I drove my Spit with the top down at least once during each of the winter months. Almost without fail there would be a snowfall a day or two later.

And with the snow came the road salt that kept the Spit safely in the garage for the next few weeks.

But spring is just about here and with each passing day, the likelihood of snow (and road salt) decreases. And with spring comes the start of the 2005 driving season. Whether it's just driving down to the local market, or something more organized such as road tours, tech sessions, autocross, car shows – take your pick. The calendar for the next few months offers something for every taste.

Several of our neighboring clubs are offering shows and get-togethers within easy driving distance of the Nation's Capital. If you have the opportunity, please support these events (as well as our own BOG show at Collingwood Library near Alexandria on April 24<sup>th</sup>, of course):

The Richmond Triumph Register is holding its 13<sup>th</sup> annual British Classic Car Meet on May 15<sup>th</sup> at the Virginia Aviation Museum in Richmond. This is the same location they picked for the car show during the 2004 VTR Annual Convention. For an application, see their website, <http://www.richmondtriumphregister.com>. For more information, contact Gary Kinney at [Gckinney@aol.com](mailto:Gckinney@aol.com) or (804) 527-2190.

The Tidewater Triumph Register is hosting its 4<sup>th</sup> annual Brits On the Bay all British car show on June 4<sup>th</sup> at the Virginia Wesleyan College parade field, 1584 Wesleyan Drive, in Norfolk. See the TTR's website, <http://www.tidewatertriumphs.org>, for details and an application.

On June 5<sup>th</sup>, Michael and Mary Oritt will cap off British Car Week with their 4<sup>th</sup> annual picnic and rallye at Little Cove Farm in St. Leonard, Maryland. Information is on the web at <http://hometown.aol.com/awgertoo/myhomepage/index.html> or e-mail Michael at [awgertoo@aol.com](mailto:awgertoo@aol.com).

The Original British Car Day, sponsored by the MGT Register will be held on June 26<sup>th</sup> at the Lilypons Water Gardens in Buckeystown, Maryland. Contact John Tokar, at [tokarj@erols.com](mailto:tokarj@erols.com) or (301) 831-5300 for details.

Triumphs Around the Chesapeake (TRAC) is sponsoring its 4<sup>th</sup> annual Brits By the Bay British Car Show on July 30<sup>th</sup> at Down's Park in Pasadena, Maryland. Visit the TRAC website at [www.tracltd.org](http://www.tracltd.org) for information and a registration form, or call Jamie Goffaux at (410) 796-8225.

*Art Fournier*



### 2005 Autocross Series (Continued from Page 1)

This is used for the next autocross to give you an indexed time (by multiplying your time by the index). The second time you autocross another "Day's Index" will be calculated. Then your next index will be an average of the two indexes. The process repeats until your index is an average of 3 "Day's Indexes." After that, the indexes will consist of the last three "Day's Indexes" with the older "Day's Indexes" dropping out.

So, if your index is above 1, your times in the past 3 events are above the average. If your index is below 1, then your times in the past 3 events are below the average. In theory, if everybody drove at exactly the same level (or the same level of improvement), everybody should get the same indexed time. If you, however, improve more than the other drivers, your indexed time would be better.

Some drivers don't really like the indexed time, because it favors new drivers. The new drivers, after all, tend to drive poorly in the first event they drive and then improve drastically in subsequent events. They then get an outstanding indexed time.

A good example is Elizabeth Rimi, who first autocrossed on August 1<sup>st</sup> of 2004. She drove extremely slowly and came in dead last. The resulting index was 0.765. In September 19<sup>th</sup> Elizabeth ran again for her second time. Because she improved so much, she beat everybody in the indexed time by over 3 seconds with a day's index of 0.928. Elizabeth's new index is 0.846 (an average of 0.765 and 0.928).

One of our intents is to get more people interested in autocrossing. By having the indexed in this manner, people like Elizabeth may feel more inclined to stick with autocrossing. The experience drivers can still do well with the indexed time if they improve either by driving ability or better equipment.

### Points System

This year we're giving points for each event. The Fastest Time of the Day (Raw FTD Time) will get 50 points. Second fastest will get 49 points and so on. The fastest indexed time will also get 50 points. Second fastest indexed time will get 49 points and so on. So, the possible total points a person can get is 100.

Organizers that drive will also get points. However, the next fastest person will get the same points (as if the organizer was not there). For example, Joe Macinnes is the course designer and gets 47 points (4<sup>th</sup> place). John Doe, who came in 5<sup>th</sup> will also get 47 points and Jane Smith (6<sup>th</sup> place) will get 46 points, and so on.

### Total Season Points

We will tally the points for the 12 best showings for each driver. This top 12 approach allows people to miss some events (or do poorly) and still be in the hunt for points.

### Prizes

- 1<sup>st</sup> Place - A 2006 CDC Autocross Season Pass + Trophy\*
- 2<sup>nd</sup> Place - 8 Free 2006 CDC Autocross Event Passes + Trophy\*
- 3<sup>rd</sup> Place - 4 Free 2006 CDC Autocross Event Passes + Trophy\*
- 4<sup>th</sup> Place - 2 Free 2006 CDC Autocross Event Passes + Trophy\*
- 5<sup>th</sup> Place - 1 Free 2006 CDC Autocross Event Pass + Trophy\*

A Most Improved Trophy will also be given out to one person that had the highest percentage increase in index (a minimum of 6 events attended)

\*Trophies will also be given out to FTD (raw time) (maximum one trophy per person with inscription of all awards). Prizes and trophies will be given only to Club members.

Join us April 24<sup>th</sup> at Collingwood Library for  
the Eighth Annual

## *Britain on the Green*

Contact Charlie Brown at  
(703) 339-5871 or [cb1500@erols.com](mailto:cb1500@erols.com)  
to find out how you can help with the

***Capital Triumph Register's***

largest event!





## When Better isn't Always Good

(An article based upon the  
November 2004 T4 Presentation)  
Continued from January and February 2005  
Roger Morrison



**Scenario 6:** Is it worth the money? That's a really hard one to answer as there is not a lot information available other than the manufacturer's claims. Fortunately, Grassroots Motorsports (February 2003) did an article on MGB performance improvements that provides insight on what can be expected. A summary of what they found:

Description	HP @ 3000 RPM	HP Change	Unit Cost	No. Re- quired	Total Cost	\$/HP
K & N Filters	38					
K&N Filters/Stub Stack	39	1	\$19.95	2	\$39.90	\$39.90
TWM Velocity Stacks	39	1	\$44.95	2	\$89.90	\$89.90
Stock dual Muffler	38					
Stainless Steel Replacement	36	-2	\$246.95	1	\$246.95	-\$123.48
Paeco Hdr and single muffler	40	2	\$424.45	1	\$424.45	\$212.23
Stock Electronic Distributor	38					
Lucas 45D Distributor w/points	37	-1	\$239.95	1	\$239.95	-\$239.95
Lucas 45D w/ Ignitor Elect	39	1	\$344.90	1	\$344.90	\$344.90
Lucas 25D w/Crane Elect.	39	1				
Lucas 45D/Ignitor 30 Deg Adv	39	1	\$344.90	1	\$344.90	\$344.90
Lucas 45D/Ignitor 33 Deg Adv	40	2	\$344.90	1	\$344.90	\$172.45
Lucas 45D/Ignitor 35 Deg Adv	40	2	\$344.90	1	\$344.90	\$172.45

In a follow on article using the same MG, Classic Motorsports (November 2003) added the new Moss supercharging kit. (Yes, I know that the baseline for this comparison is higher than the one in the previous test; all I can assume is that more maintenance and tuning have been done to bring it to this level.)

(Continued on Page 5)



### When Better isn't Always Good (Continued from Page 4)

Stock 1978 MGB with Dual Carbs	42.5					
Supercharged	56.9	14.4	\$2,895.00	1	\$2,895.00	\$201.04
Improved Supercharged Note 1	61	18.5	\$4,791.40	1	\$4,791.40	\$258.99

Note 1: The improved supercharged includes ported head, Crane camshaft, adjustable timing gear, stud kit, and Lucas 45D distributor with Ignitor ignition.

Note also that adding the stainless steel exhaust system while providing all kinds of real world driving advantages, actually lost power. Needle changes and different types of damper oil had little effect on the results.

It's hard to get a handle on what a one horsepower change means, but if you consider, as Paul Edelstein points out, turning on the air conditioning in your daily driver costs 4-5 horsepower. And we know what that feels like. So in our relatively small engined cars, a one horsepower gain may be significant.

The supercharger is a contender for being a cost effective solution per \$/HP but at a much larger initial outlay. If the your engine is not in good shape to begin with then add several thousand additional dollars to bring it to a condition to deal with the higher stresses of supercharging. For that kind of money, improved supercharger plus basic engine rebuild, you could buy a V8 Ford Mustang - WHOA! What was I thinking!

**Lesson:** It's hard to know what really works! There is not much data on real world results.

To summarize, I offer the following:

- ✦ Need to spend the money to first ensure that car is at factory specs before considering performance parts.
- ✦ Find as many books on your specific model to see if you can determine weakness, solutions, etc. TR6's seem to have more written on them – I can recommend: How to Restore your TR5/TR250 & TR6 and How to Improve your TR5, TR250, & TR6 both by Roger Williams. The first provides insight on what can go wrong and the second offers some solutions to known problems. The last recommendation is Triumph TR250 and TR6 Electrical Maintenance Handbook by Don Masters. This is an excellent primer on how the electrical system works, problems and solutions (for example, how to install a larger capacity alternator by modifying a GM unit). It also has the largest and clearest wiring diagrams I have ever seen, which alone are worth the price of the book.
- ✦ Everyday drivability may be adversely affected when using performance parts.
- ✦ These are old cars and performance parts may overwhelm systems or aggravate inherent weaknesses and/or design compromises.
- ✦ Performance parts may be the only solution to a problem, but be prepared to solve new problems created by their use.
- ✦ Keep in mind that using improved parts for reliability, maintainability and drivability is also a definition of performance. Some of the common changes of this nature are:
  - Electronic ignition
  - Tube shock conversions
  - Stainless steel exhausts
  - Polyurethane suspension bushings

Performance parts are a thinking enthusiast's game. Think twice before you spend the dollars!



## EVENTS

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

**Mar 14** - Membership meeting (all members welcome), Bentley's Restaurant, Route 50, Falls Church, VA, Paul Edelstein, (703) 914-0507

**Mar 20** - Winter Dinner, Colledge Park, Maryland **\*CTR\***

**Mar 26** - Autocross, Harry Grove Stadium, Frederick, MD **\*CTR\***

**Apr 2** - Collingwood Cleanup, Alexandria, VA, Charlie Brown **\*CTR\***

**Apr 9** - Spring Tune Up, Charlie Brown, Mason Neck VA **\*CTR\***

**Apr 9** - Autocross, Harry Grove Stadium, Frederick, MD **\*CTR\***

**Apr 10** - BTCC Spring Fling Tour, Northern VA, Ira Schoen **\*CTR\***

**Apr 20** - BOG Stuffing Party, Joe Cannon, Fairfax, VA

**Apr 23** - Colonial Vintage British Car Show, Walsingham Academy, Williamsburg, VA, ColonialVintage@aol.com

**Apr 23** - Autocross, Osborn Park HS, Manassas, VA **\*CTR\***

**Apr 24** - Britain on the Green, Collingwood Library and Museum, Alexandria, VA, Charlie Brown **\*CTR\***

**May 7** - BOG TGIO, Charlie Brown, Mason Neck, VA

**May TBD** - Autocross, Prince William Co. Lot, VA **\*CTR\***

**May TBD** - CTR Membership Meeting

**May 15** - Richmond Triumph Register British Car Meet, Ken Nachman, (804) 272-7523

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

**May 28** - Lucas evening driving tour, MD, Paul Edelstein **\*CTR\***

**May 28** - Autocross, Osborn Park HS, Manassas, VA **\*CTR\***

**May 28-Jun 5** - Drive Your British Car Week, <http://www.britishcarweek.org>

**Jun 4** - Brits on the Bay, Tidewater Triumph Register, Norfolk, VA

**Jun 5** - 4<sup>th</sup> Annual British Car Week Rallye/Picnic, St. Leonard, MD, Michael Oritt, Awgertoo@aol.com

**Jun 11** (Corrected Date) - "Take Me Out to The Ball Game," Bowie Baysocks Tailgate Party, Bowie, MD, Bruce Hislop **\*CTR\***

**Jun TBD** - Autocross, Prince William Co. Lot, VA **\*CTR\***

**Jun 23-25** - TRA National Meet, Branson, MO

**Jun 25** - Autocross, Harry Grove Stadium, Frederick, MD **\*CTR\***

**Jun 26** - The Original British Car Day, Lilypons Water Gardens, Buckeystown, MD, John Tokar, at (301) 831-5300 or tokarj@erols.com **\*CTR\***

**Jul TBD** - CTR Membership Meeting

**Jul 9** - Autocross, Osbourn Park HS, Manassas, VA **\*CTR\***

**Jul 10** - BRRTA "British Invade Gettysburg," PA, Ralph Eriksen

**Jul 16** - Autocross, Harry Grove Stadium, Frederick, MD **\*CTR\***

**Jul 16-17** - BTCC Overnighter, Ira Schoen **\*CTR\***

**Jul TBD** - Jukebox Diner Cruise In, Annandale, VA, Paul Edelstein **\*CTR\***

**Jul 24** - Scottish Games car Show, Alexandria, VA

**Jul 26-30** - VTR National Convention, Rockford, IL **\*CTR\***

**Jul 30** - Brits by the Bay, TRAC, Downs Park, Pasadena, MD

**Aug 6** - Autocross, Osbourn Park HS, Manassas, VA **\*CTR\***

**Aug 11-14** - TRF Summer Party, Armagh, PA

**Aug 20** - Autocross, Harry Grove Stadium, Frederick, MD **\*CTR\***

**Aug 28** - Cruisin' for Crustaceans tour, Southern Maryland, Art Fournier **\*CTR\***

**Sep 3** - Autocross, Harry Grove Stadium, Frederick, MD **\*CTR\***

**Sep TBD** - "Winery Tour" **\*CTR\***

**Sep TBD** - Autocross, Prince William Co. Lot, VA **\*CTR\***

## CLASSIFIED

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

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

**Spitfire Bonnet.** 1969 or 1970 in medium to poor condition - trying to keep it from the scrap metal world. Rob Nicholson of Motorhead at kellis999@aol.com, (703) 573-3192, or at home at (703) 979-2468

**Two TR3 Parts Cars for sale.** 1959 and 1961. Upper Marlboro, MD. Contact Dave (301) 579-6265

**Wanted** - Any of those new items in your garage, closet, or dresser that you thought you'd use and never have. Does not have to be car-related. Contact Pam Michell at (703) 339-5871 or pmichell@newhopehousing.org if you have something to donate to the BOG Silent Auction.

**1962 TR3B for sale.** Stored in my garage for the last 20 years. Restoration and repaint completed before being put on jacks. Many new parts. Was running when stored, but is not currently running. Car is complete, but would need the all systems checked out due to the storage time. \$10,000 OBO Call Don, Vienna, VA (703) 759-5495 (H) evenings, (703) 848-1381 (W), dkerndt1@cox.net

**Wanted proper TR4A grill; for sale TR5/250 grill** in excellent shape (straight, no rust, or need for welding). Ken Stone, kenstone1@comcast.net

**1971 TR6 for sale.** Original owner; not currently on the road. John Bassler, McLean VA, (703) 288-3031



# *CLUB OFFICERS*

<b>President</b>	<b>Paul Edelstein</b> (703) 914-0507 Annandale pgedelstein@capitaltriumphregister.com
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	<b>Karl Johnson</b> (703) 978-4968 Fairfax ktjark@aol.com
<b>BOG Coordinator</b>	<b>Charlie Brown</b> (703) 339-5871 Mason Neck cb1500@erols.com

Updated CTR website  
[www.capitaltriumphregister.com](http://www.capitaltriumphregister.com)  
 with members' photos and a lot more!

## Membership Renewal / Application

For renewals with unchanged status, return your mailing label.

Name \_\_\_\_\_

Address \_\_\_\_\_

Phone \_\_\_\_\_

E-mail \_\_\_\_\_

TRIUMPH's owned \_\_\_\_\_

Newsletter Preference: Electronic \_\_\_\_\_

Paper \_\_\_\_\_

Annual Dues - \$20.00, or  
2 years for \$35.00 SAVE \$5.00!!!

Checks Payable to C.T.R.  
 Please complete this form and return to:

**Roger Morrison**  
**3306 Holloman Road**  
**Falls Church, VA 22042-4112**

## *ADVISORS*

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<b>TR4</b>	<b>Keith Dunklee</b> (703) 521-2245 dunklee61@msn.com
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## The Standard

Published by the Capital Triumph Register  
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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 welcome. If any material must be returned, please include self-addressed, stamped envelope.

### Photo Credits

Page 3 - Charles Tsui

Deadline for the  
 next issue of  
*The Standard:*  
**March 26<sup>th</sup>!**



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

4729 Willows Road  
Chesapeake Beach, MD 20732-4221

# THE STANDARD

**Winter could have been  
much, much worse!**



## CTR Regalia



Contact Charlie Brown, (703) 339-5871 or [cb1500@erols.com](mailto:cb1500@erols.com), for CTR Regalia: hats \$15, patches \$5, name tags \$4.50, flag pins \$10, shirts \$25 for Hanes and \$35 for Jonathan Cory. Enquire as to shirt size and color availability. Regalia will be delivered at CTR events.

CTR lapel pins with either pin or military clutch backs are available at CTR events or mailed out with membership card on application or renewal.



## Awards Banquet

The annual Awards Banquet is CTR's opportunity to recognize and thank those individuals who, by virtue of their participation, make the club successful.

A special award was instituted for 2004. CTR's Golden Piston Award recognizes a member of CTR whose participation and contributions far exceed the norm. Ed Chan, the driving force of the CTR and Capital Driving Club's auto-cross program, is the first to receive the award. The award was presented by Charlie Brown, CTR's first president. Charlie's comments are on page 2.

Over 40 certificates of appreciation were awarded to

*(Continued on Page 3)*



*Ed Chan receives CTR's Golden Piston Award from Charlie Brown at the Awards Banquet.*

## Spring Tune Up

**April 9<sup>th</sup>**

**Charlie Brown**

This year's CTR Spring tune-up will be held at my house "on the Neck," Mason Neck, Virginia, that is.

There's an oversize driveway that will accommodate quite a few TRs. If necessary a couple cars at a time can be moved into the lower "working" garage. If the weather is a little off, we can use the upper "parking" garage. If it gets really bad we can park cars in the dining room. I'm sure Pam won't mind.

Anyway, here are the rules. You can do about anything you feel comfortable in doing within about 6 hours, depending on when you show up. Typically, we change fluids and do minor repairs and tune-ups. That's not to say you can't

*(Continued on Page 4)*

## Spring Fling Driving Tour

**April 10<sup>th</sup>**

**Mary Schoen**

Join the British Touring Car Club (BTCC), headed by Ira Schoen, for a driving tour through the Hunt Country of Northern Virginia. On Sunday, April 10<sup>th</sup>, our band of British cars will meet at the Aldie Mill parking lot located in the village of Aldie around 9:30 AM (a few miles east of Middleburg on Route 50 and approximately one mile west of the intersection of Routes 50 and 15). The Mill will be on your left. We will need to promptly depart at 9:45 AM for about a 60 mile trip on scenic paved secondary roads through the Virginia countryside in Loudoun and Fauquier Counties. "Gentlemen, start your engines!"

*(Continued on Page 4)*

**PAGE 1 - Awards Banquet; Spring Tune Up; Spring Fling Driving Tour; PAGE 2 - CTR Happenings; Golden Piston Award; PAGE 4 - Looking Back; PAGE 5 - Savage Mills Art Expo and Car Show; Rally Anyone?; PAGE 6 - Events; Classified; PAGE 7 - Club Info**



## CTR Happenings

### *Changes coming to the CTR Board*

There are several changes in the works for the CTR Board. Joe Cannon is stepping down after many years as treasurer, but will stay on the Board as a Member-at-Large. Rich Smalling, our current secretary, will move over to treasurer. John Buescher has agreed to take the position of secretary. The changes will become effective after this year's Britain on the Green show.

### *Collingwood Spring Cleanup - a final reminder*

Collingwood has asked us to help with their annual spring cleanup on Saturday, April 2<sup>nd</sup>. If you're willing and able, please show up around 9:00 AM wearing gloves and work clothes. Your time and effort will go a long way toward community service, bettering our relationship with Collingwood, and providing a cleaner show field for BOG. Contact Charlie Brown - [cb1500@erols.com](mailto:cb1500@erols.com) or (703) 339-5871.

### *Don't forget your BOG applications!*

Just a reminder that the cutoff for reduced price registration for CTR's Britain on the Green show is April 8<sup>th</sup>. Of course, we'll take applications up to the day of the show, but we'd like to have you register early and save a few dollars. By now you should have received an application in the mail. If not, you can either download one from the CTR website, [www.capitaltriumphregister.com](http://www.capitaltriumphregister.com), or register on-line. The on-line registration capability is new and the result of efforts by Matt Schipani.

### *BOG Silent Auction*

**Wanted** – Any of those new items in your garage, closet, or dresser that you thought you'd use and never have. Does not have to be car-related. Contact Pam Michell at (703) 339-5871 or [pmichell@newhopehousing.org](mailto:pmichell@newhopehousing.org) if you have something to donate to the BOG Silent Auction.

### *Please welcome CTR's newest members:*

- ➔ Paul Belvin, Fairfax Station, VA, 1976 TR6
- ➔ Steven Rayfield, Manassas, VA, TR3
- ➔ Carl Aslaksen, Manassas, VA, 1970 TR6

## Golden Piston Award

### Charlie Brown

About 2 years ago, Joe Cannon proposed a new award for the CTR. This award would go to a member who the Steering Committee thought best represented the spirit of the CTR.

Joe also happens to have a slightly used collection of TR6 pistons that he's been slowly trying to give away to other CTR members. Figuring that putting them into circulation at the rate of one each year at the holiday party would start wearing thin, he proposed cutting the pistons in half and mounting them on a plaque and calling it the "Half Piston Award."

Well, after all the off-color iterations of "half-piston," the name Golden Piston Award was decided upon.

Next, there needed to be some criteria for this yearly award. Again, after much discussion, the Steering committee decided to leave the criteria flexible, to be decided upon each year by the committee members.

This year's award recipient was an easy choice. The CTR member selected has not only brought in many new CTR members, but has also provided a new regular activity for our club.

Ed Chan has spent untold hours, not to mention his own money, establishing a CTR autocross venue in Frederick, Maryland, and Manassas, Virginia. He's had to negotiate with school Activities Directors, school Risk Assessment Directors, Fairfax County police, insurance agents, and even our own Steering Committee on occasion to make this work.

On behalf of the Steering Committee and members of the CTR, I present this, the First Annual Golden Piston Award.

Join us April 24<sup>th</sup> at Collingwood Library for  
the Eighth Annual

## *Britain on the Green*

Contact Charlie Brown at  
(703) 339-5871 or [cb1500@erols.com](mailto:cb1500@erols.com)  
to find out how you can help with the

***Capital Triumph Register's***

largest event!



**Awards Banquet** (Continued from Page 1)

members whose level of participation in 2004 was especially noteworthy. Gift certificates to Motorhead Ltd. of Fairfax were also awarded to the top performers as an additional thank you.

Members receiving certificates of recognition for 2004 (listed in order of total participation points) are: Paul, Sharon and Rebecca Edelstein; Art and Sue Fournier, Ed Chan; Charlie Brown and Pam Michell; Matt Schipani; Ira and Mary Schoen; Lionel and Nancy Mitchell; Bill and Kathy Wemhoff; RJ Fortwengler and Sheila Skipper; Joe and Rita Cannon; Karl and Penny Johnson; Roger and Peggy Morrison; Rich, Lisa and Stephen Smalting; Rich and Patti Townsend; Rich and Joanne Wilkins; René and Denise Burcksen; Larry Rittinger; Les Shockey; Keith Dunklee; Paul and Patty Scuderi; Ted, Joseph and Denise Dersin; Hank and Judy Seiff; Bruce and Miriam Hislop; Peter Mitchell; Jim Nesbitt; Joe Seward; Scott and Bridget Tilton; Robert Reynolds; Tom and Mary Burke; Michael and Linda Papirtis; John and Sara Buescher; Maximo Aviles; Norval Johnsun; Mark Ammerman; Kyle Bowker; Michael and James Moran; Mark Rivers; Kenny and Toby Shum; Michael and Shannon Avakian; Ken Mendelson; and Maureen Royle and Jay Donn.

Special thanks go to Rich Townsend for setting up the Awards Banquet at Potowmack Landing at the Washington Sailing Marina. Due to inclement weather the first go round, Rich actually got to arrange the dinner twice.





### Spring Tune Up (Continued from Page 1)

tighten your steering rack and re-center the steering wheel (my personal projects), or adjust carbs. I would rule out tranny and differential rebuilds, unless you're really good or want to pay me a storage fee for your car. If you want to change oil or coolant, be prepared to take away the old stuff for recycling.

If you have any questions about the rules, give me a call.

The club will, of course, provide some morning munchies and coffee, and lunch, probably a deli platter.

The garage doors and driveway will officially open around 9 o'clock that morning and we'll go until the last car is headed home. I'll need you to call so we'll know how many cars to expect and how much food and drink to have on hand.

**Directions:** From the Beltway, take **I-95 to exit 163, Lorton**. At the bottom of the ramp (north or south), **turn left (East) onto Lorton Rd**. Go about 1 mile, make a **right onto Armistead St**. Go about a block to the light, make a **right onto Richmond Hwy, Route 1**. Go south on **Route 1 for 0.8 miles**. Make a **left onto Gunston Road**. Go 5.5 miles, make **left onto Mt. Vernon Blvd**. Go 0.5 miles, make a **right onto Gunston Road Way**. Go two blocks, make a **left at the "T," onto Mallow Trail. 5816 is third house on the left**.

If you want to "MapQuest," the address is 5816 Mallow Trail, Lorton, VA 22079. My house phone number is (703) 339-5871.

### Spring Fling Tour (Continued from Page 1)

Be sure to fill up with gas and make a pit stop *prior* to arriving at the Aldie Mill. There are plenty of gas stations east of Aldie along Route 50 or you can travel into Middleburg (there is an Exxon station on your right as you enter the town).

We have an 11:30 AM reservation for brunch at the Hunter's Head Tavern in Upperville. Some of you may remember the Wemhoff Tour last year that featured this charming Tavern with its colonial ambience and emphasis on locally grown foods. The brunch is approximately \$27.50 (including tax and gratuity) and features an assortment of breads, cheeses, salads, hot entrees, vegetarian courses, eggs benedict, Belgian waffles, homemade desserts, and more. Since brunch starts at 11:30, we should be able to enjoy a hearty meal with a number of selections.

After lunch, we will have a chance to work off some of our calories by heading out in our cars on Route 50 to the State Arboretum of Virginia, a 700-acre University of Virginia research facility situated in the northern Shenandoah Valley, about 10 miles east of Winchester. At the Arboretum we will have a chance to view some of the grounds which display more than 8,000 trees and woody shrubs. The collections include more than half the world's pine species, the Virginia Native Plant Trail, the Boxwood Memorial Garden, a spectacular grove of more than 300 ginkgo trees, an herb garden featuring culinary, medicinal and ornamental herbs, and much more. (Please see their website at <http://www.virginia.edu/blandy/> for further information about this facility.)

So that the Tavern can plan for our party, we would like to have you RSVP us no later than Wednesday, April 6. Please contact Mary Schoen via email at [mary.schoen@fms.treas.gov](mailto:mary.schoen@fms.treas.gov) or (703) 698-1691 in the evening after 7:30 PM to express your interest.



### Looking back at *The Standard*:

#### Vol. II, Number 2, April 1990

The feature story of the April 1990 edition of *The Standard* was a visit by Bob Tullius of Group 44 racing fame who showed a film, "White Wave," answered questions, signed autographs, and stayed for photo ops. (For more on Bob Tullius and his Group 44 cars, see the May 2005 edition of *Classic Motorsports*.)

Also in the April edition were discussions of a planned tour to White Post Restorations, the All British Car Tour to Luray, and Abe and Rosemary Kooiman's trip to the Bahamas (with "Childe," their 1965 Herald!) to attend the vintage races there. Keith Dunklee's TR4 was featured in the Personal Triumphs column and Charlie Brown wrote of the tribulations of fitting a mail order exhaust system that came nowhere close to fitting without welding a two-foot addition.



Bob Tullius speaking to members of the club in 1990



## Art Expo (and Car Show)

May 15<sup>th</sup>

Camellia Blackwood

**May Arts Expo: *An International Gathering of Peoples Celebrating Cultural Diversity with an American Indian Powwow, fine artists, crafters, musicians, dancers, performers and an international classic & contemporary automobile show at Historic Savage Mill, Maryland.***

The International Center for Artistic Development, Inc. is pleased to announce the May Arts Expo at Historic Savage Mill scheduled for Sunday, May 15, 2005 from 10:30 AM to 6:00 PM. The event will be sponsored in part by the Howard County Arts Council, the Howard County Government, and the International Center For Artistic Development, Inc, Michael Vallez, and the Savage Mill Foundation. This event will take place in the Mill's Great Room, and the Bagel Bin Café.

The festival will begin at 10:30 AM with an *international historic, classic & contemporary automobile show* by: the Nations Capital Jaguar Owners Club, Triumphs Around the Chesapeake Club, Mason-Dixon Chapter of the Triumph Register of America, Capital Triumph Register, and CHARJE- Chesapeake Area Jensen Enthusiasts, on the West parking lot of Savage Mill. At noon, the Grand Entry and Parade of Dancers will procession from the Great Room throughout the Old Weave and New Weave Buildings and back into the Great Room where the festival will be held. There will be dance exhibitions in many categories such as inter-tribal, Indian two-step, and sneak-up. There will also be a storyteller for children, a flutist and hoop dancer.

Also featured in the Great Room will be local and national fine artists, crafters, and artisans, a face painter, and a weaving demonstration. In the Savage Mill Café, there will be local bands and musicians of popular and country music. There will be raffles and door prizes for the attendees. Each year this event draws a large number of people to Savage Mill, and this year we look forward to an even larger audience.

Located between Baltimore and Washington, DC, Historic Savage Mill is a complex of 12 buildings that date back to 1820. The Mill has been restored and renovated into a marketplace filled with unique specialty shops, fine arts and crafts studios and renowned antique dealers of quality collectibles. For additional information, contact Camellia Blackwood at [ctaffel@comcast.net](mailto:ctaffel@comcast.net) or (301) 604-4484.

## Rally Anyone?

Bill Goodwin

You have done autocross, go-carts and the like. How about a real challenge? Your Triumph will love you for this – a time-distance road rally. It's you, your navigator and your car against the clock. Come spend three days with us. We offer one and a half days of fun driving on the back and scenic roads of Maryland, New Jersey, Pennsylvania and Delaware. On Friday there is the check in, short test rally, dinner and a school for rookies. Saturday is the big day with breakfast then a full seven to nine hours of testing you skills plus morning and afternoon rest and re-fueling stops and, of course, a lunch break.

That evening includes dinner, a "what did I do wrong" school, and an optional raffle and auction for charity. Sunday it's off again after breakfast with four to five hours of driving fun with a pit stop, followed by lunch, awards and on to home. The average cost for the entire event with all meals and motel is less than \$400.00.

Our group holds two rallies a year: the first weekend in May (Rally round the Holly) and the last weekend in October (The Pumpkin Run). Normally the May rally is held in Millville, New Jersey; however, this year we are off to Binghamton, New York (April 29 to May 1). The October rally, as always, is in Millsboro Delaware. (October 28-30) This year's May rally is a little far for most of you, but the October rally is only two hours from the Bay Bridge. All you need is a street legal car, analog clock, stopwatch and a navigator. This is not a speed race as at no time are you above the posted speed limit. Before you ask, this is not a British only event. Although most of the cars are British (Jags, MGs and Triumphs), there are many American cars and trucks from 1911 to current. So mark your calendars now and come join us. More information can be found on our web site: [www.northeastrallyclub.com](http://www.northeastrallyclub.com)

This is a great way to have fun, test your driving skills, your car and meet some great people. I would like to see this become a bi-annual club event. I'm sure we could beat the Jaguar club that always shows up in force. For the spring 2007 rally we will be looking for a new area. Why not our backyard? My wife Carol, our Triumph Herald and I, are looking forward to seeing you there.



## EVENTS

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

**Apr 2** - Spring Cleanup at Collingwood, Charlie Brown \*CTR\*

**Apr 9** - Spring Tune Up, Charlie Brown, Mason Neck VA \*CTR\*

**Apr 9** - Autocross, Harry Grove Stadium, Frederick, MD \*CTR\*

**Apr 10** - BTCC Spring Fling Tour, Northern VA, Ira Schoen \*CTR\*

**Apr 20** - BOG Stuffing Party, Joe Cannon, Fairfax, VA

**Apr 23** - Colonial Vintage British Car Show, Williamsburg, VA, ColonialVintage@aol.com

**Apr 23** - Autocross, Osborn Park HS, Manassas, VA \*CTR\*

**Apr 24** - Britain on the Green, Collingwood Library and Museum, Alexandria, VA, Charlie Brown \*CTR\*

**Apr 29-May 1** - Mitty Vintage Races and Auto Festival, Road Atlanta, Paul Chichester, (770) 457-7860 or chchster@bellsouth.net

**May 7** - BOG TGIO, Charlie Brown, Mason Neck, VA

**May TBD** - Autocross, Prince William Co. Lot, VA \*CTR\*

**May 15** - Richmond Triumph Register British Car Meet, Ken Nachman, (804) 272-7523

**May 15** - Art Expo and Car Show, Savage Mill, MD, Camellia Blackwood, ctaffel@comcast.net or (301) 604-4484

**May 17** - Membership meeting (all members welcome), Bentley’s Restaurant, Route 50, Falls Church, VA, Paul Edelstein, (703) 914-0507

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

**May 28** - Lucas evening driving tour, MD, Paul Edelstein \*CTR\*

**May 28** - Autocross, Osborn Park HS, Manassas, VA \*CTR\*

**May 28** - “The Brits are Back” show at Hope Lodge, PA, by Delaware Valley Triumphs, www.delvaltrs.org

or (610) 222-0180

**May 28-Jun 5** - Drive Your British Car Week, <http://www.britishcarweek.org>

**Jun 4** - Brits on the Bay, Tidewater Triumph Register, Norfolk, VA

**Jun 5** - 4<sup>th</sup> Annual British Car Week Rallye/Picnic, St. Leonard, MD, Michael Oritt, Awgertoo@aol.com

**Jun 11** - “Take Me Out to The Ball Game,” Bowie Baysocks Tailgate Party, Bowie, MD, Bruce Hislop \*CTR\*

**Jun TBD** - Autocross, Prince William Co. Lot, VA \*CTR\*

**Jun 23-25** - TRA National Meet, Branson, MO, Jim Wortsman, jwstr2@yahoo.com

**Jun 25** - Autocross, Harry Grove Stadium, Frederick, MD \*CTR\*

**Jun 26** - The Original British Car Day, Lilypons Water Gardens, Buckeystown, MD, John Tokar, at (301) 831-5300 or tokarj@erols.com \*CTR\*

**Jul TBD** - CTR Membership Meeting

**Jul 9** - Autocross, Osborn Park HS, Manassas, VA \*CTR\*

**Jul 10** - BRRTA “British Invade Gettysburg,” PA, Ralph Eriksen

**Jul 16** - Autocross, Harry Grove Stadium, Frederick, MD \*CTR\*

**Jul 16-17** - BTCC Overnighter, Ira Schoen \*CTR\*

**Jul TBD** - Jukebox Diner Cruise In, Annandale, VA, Paul Edelstein \*CTR\*

**Jul 24** - Scottish Games car Show, Alexandria, VA

**Jul 26-30** - VTR National Convention, Rockford, IL \*CTR\*

**Jul 30** - Brits by the Bay, TRAC, Downs Park, Pasadena, MD

**Aug 6** - Autocross, Osborn Park HS, Manassas, VA \*CTR\*

**Aug 11-14** - TRF Summer Party, Armagh, PA

**Aug 20** - Autocross, Harry Grove Stadium, Frederick, MD \*CTR\*

**Aug 28** - Cruisin’ for Crustaceans tour, Southern Maryland, Art Fournier \*CTR\*

**Sep 3** - Autocross, Harry Grove Stadium, Frederick, MD \*CTR\*

**Sep TBD** - “Winery Tour” \*CTR\*

**Sep TBD** - Autocross, Prince William Co. Lot, VA \*CTR\*

## CLASSIFIED

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

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

**1972 TR6 Parts Car for sale.** Good motor, 4-speed, no glass. Wheels, tires, front end good. Top, rear end bad. Call Mark (703) 339-8712

**Spitfire Parts for sale.** Differential, block, crank, flywheel, pistons, clutch, etc. Call Jim (301) 423-5806

**1979 Spitfire Convertible for sale.** Green. Engine in excellent condition - runs very well. Needs new top and minor body work. Includes 6-disc CD, car covers and alarm sys. \$3,500. Call Kim/Ken at (703) 327-5105



**Spitfire Bonnet.** 1969 or 1970 in medium to poor condition - trying to keep it from the scrap metal world. Rob Nicholson of Motorhead at kellis999@aol.com, (703) 573-3192, or at home at (703) 979-2468

**Two TR3 Parts Cars for sale.** 1959 and 1961. Upper Marlboro, MD. Contact Dave (301) 579-6265



# CLUB OFFICERS

<b>President</b>	<b>Paul Edelstein</b> (703) 914-0507 Annandale pgedelstein@capitaltriumphregister.com
<b>Vice President</b>	<b>RJ Fortwengler</b> (703) 243-6426 Arlington fortwenr@nasdaq.com
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<b>Membership</b>	<b>Roger Morrison</b> (703) 534-8416 Falls Church membership@capitaltriumphregister.com
<b>Members-at-Large</b>	<b>Paul Scuderi</b> (240) 876-7222 Gaithersburg tr6_guy@hotmail.com
	<b>Karl Johnson</b> (703) 978-4968 Fairfax ktjark@aol.com
<b>BOG Coordinator</b>	<b>Charlie Brown</b> (703) 339-5871 Mason Neck cb1500@erols.com

Updated CTR website  
[www.capitaltriumphregister.com](http://www.capitaltriumphregister.com)  
 with members' photos and a lot more!

### Membership Renewal / Application

For renewals with unchanged status, return your mailing label.

Name \_\_\_\_\_

Address \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Phone \_\_\_\_\_

E-mail \_\_\_\_\_

TRIUMPH's owned \_\_\_\_\_  
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Newsletter Preference: Electronic \_\_\_\_\_  
 Paper \_\_\_\_\_

Annual Dues - \$20.00, or  
2 years for \$35.00 SAVE \$5.00!!!

Checks Payable to C.T.R.  
 Please complete this form and return to:

**Roger Morrison**  
**3306 Holloman Road**  
**Falls Church, VA 22042-4112**

## *ADVISORS*

<b>TR2 &amp; 3</b>	<b>Tom Delaney</b> (301) 898-1887 redcarnut@aol.com
<b>TR4</b>	<b>Keith Dunklee</b> (703) 521-2245 dunklee61@msn.com
<b>TR250 &amp; 6</b>	<b>Arleigh Cottrell</b> (301) 627-6637 RaceNutz@aol.com
	<b>Joe Cannon</b> (703) 280-4104 jpc8904@yahoo.com
<b>TR7 &amp; 8</b>	<b>Paul Edelstein</b> (703) 914-0507 pgedelstein@capitaltriumphregister.com
<b>Spitfire</b>	<b>Charlie Brown</b> (703) 339-5871 cb1500@erols.com
<b>GT6</b>	<b>George Earwaker</b> (703) 204-1104
<b>Stag</b>	<b>Glenn Minucci</b> (301) 862-5433 gminucci@paxr.veridian.com
<b>Autocross</b>	<b>Charlie Brown</b> (703) 339-5871 cb1500@erols.com
	<b>Ed Chan</b> (703) 658-0253 capitaldriving@yahoo.com
<b>Racing</b>	<b>Ira Schoen</b> (703) 698-1691 pterodactyl711@aol.com

## The Standard

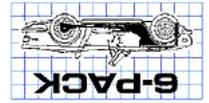
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 E-mail - [fournier@chesapeake.net](mailto:fournier@chesapeake.net)

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

### Photo Credits

Pages 1 and 3 - Stephen Oertwig

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



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

4729 Willows Road  
Chesapeake Beach, MD 20732-4221

# THE STANDARD



**While it may have spokes, this Michelin  
tire just wouldn't look right on a Triumph  
— no redline.**



## CTR Regalia



Contact Charlie Brown, (703) 339-5871 or [cb1500@erols.com](mailto:cb1500@erols.com), for CTR Regalia: hats \$15, patches \$5, name tags \$4.50, flag pins \$10, shirts \$25 for Hanes and \$35 for Jonathan Cory. Enquire as to shirt size and color availability. Regalia will be delivered at CTR events.

CTR lapel pins with either pin or military clutch backs are available at CTR events or mailed out with membership card on application or renewal.



# THE STANDARD

The Official Publication of the  
*Capital Triumph Register*  
Volume XVII, Number 5, May 2005



*Some of the many CTR members, family, and friends who helped make Britain on the Green 2005 a success gather on the steps of the Collingwood Library and Museum at the end of the show. To all who helped, "Thank you, we couldn't have done it without you!"*

PAGE 2 - CTR Happenings; Take your LBC Out to the Ball Game; PAGE 3 - Spring Fling; PAGE 4 - Time and Triumphs March On; PAGE 5 - Winter Dinner; PAGE 6 - Autocross Series; PAGE 7 - Autocross Tech Tip; Long Term Storage; PAGE 9 - Triumphs at Barrett-Jackson; PAGE 10 - Events; Classified; PAGE 11 - Club Info



## CTR Happenings

### *Britain on the Green 2005*

Despite occasional light rain and chilly temperature, BOG 2005 was a huge success. The next issue of *The Standard* will include results of the participant and spectator choice voting as well as photos.

### *British Car Week in Southern Maryland*

Michael and Mary Oritt will host the 4<sup>th</sup> annual picnic and rallye to their Little Cove Farm in St. Leonard, Maryland on Sunday, June 5<sup>th</sup>. Arrive at the farm any time after 10:30. For the "Not Four" Rallye, show up at the Giant on Route 301 just south of its intersection with Route 4 at 10:00. The rallye is an observation type and should take about an hour and a half. No cost, but donations will support the Calvert Hospice. Contact Michael at [awgertoo@aol.com](mailto:awgertoo@aol.com) or see <http://users.arczip.com/zntech1/events.html> for more details

CTR members interested in driving the rallye route for fun, contact Art Fournier to work out plans. Likewise, contact Art to coordinate picnic details. Please support this event!

### *Please welcome CTR's newest members:*

- ➔ Steve Wu, Leesburg, VA
- ➔ Paul Zelinke, Arlington, VA



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

#### **Volume II, Number 3, May 1990**

The lead off article in the May 1990 edition of *The Standard* was on the introduction of membership cards for the club and a plea for members to pay their dues. Since treasurer Mike Skoze reported a balance of \$413.85 in the bank account and commented that the club was "a non-profit organization but even Uncle Sam would understand a slightly higher ending balance," there may have a thread of concern.

Other articles included Charlie Brown's report on adding air shocks to the rear of his Spitfire. This procedure remains the definitive method of correcting the Spitfire's notorious driver's side squat. The club also announced plans for a trip to Gettysburg.

## Take Your LBC out to the Ball Game

### Bruce Hislop



You don't have to buy it peanuts or Cracker Jacks. On Saturday, June 11<sup>th</sup> CTR is descending on Bowie for the first (annual?) Baseball Night. We'll watch the Bowie Baysox (Triple A affiliate of the Baltimore Orioles) take on the Portland Sea Dogs (Boston Red Sox affiliate). It's also Negro League Tribute night, with appearances by former Negro League players. The first 1,500 fans through the gate get a replica Negro League cap. And if that's not enough, after the game... Fireworks! All this for a measly \$11.00 per person age 6 and over. Children 5 and under get in free, but won't have a seat -- they'll have to do the lap thing. Of course if any parent wants to purchase a seat for their under-five child, they can. It's still \$11.00. Folks, this is a bargain in any currency! Have you priced tickets for an O's or Nat's game? And then your seats are so far away you'll have to duck every time the blimp passes by. At Prince George's Stadium all seats are great, and the players come out early and sign autographs.

Here are the logistics. The stadium gates open up around 6:00 for a 7:00 game start. We'll start to assemble around 5:30 and hog a bunch of spaces in the parking lot. If you'd like to come a bit earlier to get a jump on tailgating, feel free to bring your own picnic supplies. I need to know who is coming and how many tickets you want **NO LATER THAN May 18<sup>th</sup>**. This ensures that we can sit together. Please e-mail me ([bmhislop@hotmail.com](mailto:bmhislop@hotmail.com)): your name, number of tickets you need and number of cars you're bringing. (Anyone? Joe? Anyone?) If you just show up Saturday, you can probably get in, but there's no guarantee you'll be able to sit with the group -- and you might not get the group rate.

Please send a check made out to me -- Bruce Hislop, at 12806 Belhurst Lane, Bowie, MD 20715. I'll be covering the cost of the tickets to reserve them.

Directions to Prince George's Stadium: From points West (all y'all Virginia folk) get on Rt. 50 East towards Annapolis (the Maryland part of 50, that is). Take Exit 13A, Rt. 301 South. At the second stoplight turn left onto Stadium Drive. There is a big Baysox signboard on the corner and a bunch of colored flags. There's also a Home Depot on that corner. Follow Stadium Drive to the stadium. I'll block off spaces on the paved part of the parking lot, by the tree line. Look for orange cones.

From points South, come up Rt. 301 and turn right onto Stadium Drive. It's the first light after the Rt. 197/Rips light. Follow Stadium Drive to the end and look for the cones.



## BTCC Spring Fling

Mary Schoen

Sunday, April 10<sup>th</sup> marked the first official driving event of the year as members participated in the Spring Fling Driving Tour. The weather was simply spectacular -- a lovely sunny day with blue skies and white clouds, warming just a bit as the day proceeded. This event, sponsored by the British Touring Car Club (BTCC), was attended by eleven participants in eight vehicles -- including a nice mix of both CTR and BTCC members. Marques included a TVR, a TR3, an Austin Healy, a TR 250, two Spitfires, a Morgan, and a TR6.

Our day began at the Aldie Mill, a few miles east of Middleburg, Virginia. At the appointed time, we departed for a 60 mile journey through some incredibly lovely countryside, including some charming communities. We toured through Hamilton, Lincoln, Purcellville, Philomont, and Bluemont -- all before lunch! There are many scenic roads that are a short drive from our normal congested traffic routine. This Tour was such an example. We were able to experience Spring time as the trees and plants are starting to bloom in earnest.

We had brunch at the Hunters Head Tavern in Upperville, charming with its colonial ambience. We were given a private dining room that was close to the brunch buffet. I think it is safe to say that we all ate hearty. We were even able to celebrate Stefani Bell's 13<sup>th</sup> birthday during brunch (her Dad [Bill] is relatively new member). After our meal, the group departed -- a few for home and other commitments, but a significant number of us headed to the State Arboretum of Virginia for a short visit. The Arboretum is about twelve miles west of Upperville on Route 50. We took a walk around the grounds, seeing the extensive boxwood collection, as well as the grand stands of beeches, magnolias, and maples. Especially enjoyable was the chance to walk down a tree-lined road that shaded us from the afternoon sun.

The following individuals participated on our Spring adventure: Bill and Stefani Bell, Tom Brocke, Art Fournier, Ed Geiger, Bruce Hogeland, George Phillips, Mary and Ira Schoen (we hosted the event), Bill and Kathy Wemhoff. Finally, a special acknowledgement to Art for driving the longest distance to begin this Tour (as with so many events) -- he drove 90 miles from his home in Chesapeake Beach, Maryland to join us!

Here's to a fun 2005 driving season!





## Time and Triumphs March On

### Tom Burke

The TR8 was Triumph's Sportscar Of The Future. Unfortunately, they brought it out when they no longer had one (a Future, that is). An American V8 and a design that reflected its origins on a cocktail napkin from a three martini lunch, it was Triumph's answer to the Sunbeam Tiger (a question that was asked 16 years earlier by a company that disappeared in 1976).

About 2700 TR8s made it out the door before Triumph succumbed to British Car Manufacturer's Disease. Most of them went to the United States where they were snapped up by sports car enthusiasts who barely had time to wear out the tires before Jaguar Rover Triumph lost their third initial.

TPVDV8AT214472 left Courtesy Motors in Lenexa, Kansas and went God knows where, driven by an assortment of determined owners who left behind a variety of glove box relics and repair receipts. It found its way to Arlington, where it fell beneath the gaze of CTR Member Emeritus Karl Johnson. Karl knew the Future when he saw it. Despite the thick repair folder, he snapped it up and he drove this wonderful wedge for ten years to VTR Conventions and events of all sorts.

Time and TR8s march on, though. Karl let his son take the TR8 off to college at Ohio University. Even Karl's meticulous maintenance would be challenged trying to keep up with the depredations of that seven hour trip across the Pennsylvania Turnpike and the wilds of Southern Ohio. It is a trip that kills off semi-trailers before their time. I should know. My father sent me on the same trip to that same school in a Fiat 124 many years before that, and I can assure you, Karl's TR8 held up a lot better than the Fiat.

Karl kept it on the road for years thereafter, but the inevitable accumulation of Triumph troubles eventually put it into that state of suspended animation that wraps around so many noble British road knights. It lingered for nine years in the twilight of Karl's garage while he was kept busy by other Triumphs and other issues.

Here's where I come in. A newly-minted and dangerously obsessed Triumph fan, I visited Karl in search of Spitfire parts. (He has, by the way, a lot of Spit parts that he would be happy to see in your garage instead of his.) I had

spent four years roaming eBay and the nearest five states looking for parts for the 1980 Spitfire my son and I were trying to put on the road. Turns out that Karl had every part I ever needed and he lives less than five minutes away from my home. I was stunned, but not as stunned as I was when he showed me the dusty jackstand Briton he had kept safely out of the weather, waiting for a new destiny.

Despite Karl's intention that, someday, he would get it back on the road, I pestered and prevailed upon him until, finally, he sold it to me. He was, however, kind enough to offer to help me get it running so I could drive it that two mile distance back to my house. This led to a three month adventure for both of us. I spent most of that time staring at the underside of the TR8, wondering if I actually knew how to fix these things. Karl spent his time wrenching and suggesting and wondering if he'd ever get ME out of his garage, not to mention the car.

I have to say here that this was really one of the best experiences of my "car life." Like many others, I have spent years, mostly by myself, learning the hard way, screwing up, banging my head and invoking God in language that would frighten a Viking. Karl's meticulous and methodical approach made him both an enjoyable companion and an indispensable fellow worker. I learned a lot and I think we both enjoyed the process, which taught us more than we wanted to know about how really hard to start a car can be.

On April 10, 2005, twenty-five years after it left Lenexa, the TR8 marched those two miles, under its own power. I know it pained Karl to see it go (perhaps less than it pained Penny, his wife). Despite all the struggle and work and money that we put into these cars, they are part of us, part of our lives, like our kids, and we miss our kids when they move on.

It pleases me to say, however, that this long story has another chapter, because Karl has another road knight, even more noble than this Anglo-American hotrod. A pristine (though stone cold, non-running) 1973 Stag rolled into the garage space vacated by the TR8. It pleases me even more to say that I will get the pleasure and the privilege of helping Karl put this elegant GT back on the road. I'll enjoy the experience of figuring out this earlier, but even more sophisticated example of Triumph's art, but, even more, I'll enjoy the company and the pleasure of seeing both Karl and I, once again, marching on in Triumphs.



## Winter Dinner



On March 20th, members of the Capital Triumph Register and the British Touring Car Club met at the 94th Aero Squadron Restaurant in College for our annual winter dinner.

Mary Schoen had flowers for the ladies and presented gifts to BTCC members who had been especially active in the 2004 driving season.

Thanks to all who came out for an enjoyable evening. While a round of applause goes to Bruce Hislop for coordinating the event, special thanks go to Miriam Hislop for putting up with CTR's schedule changes and allowing Bruce plan an event on their wedding anniversary!





## Capital Driving Club Autocross Series

**Ed Chan**

On Saturday March 19<sup>th</sup> and again on April 9<sup>th</sup> the Capital Driving Club, sponsored by the Capital Triumph Register, held an autocross at Harry Grove Stadium in Frederick, Maryland. The weather was cool but dry. We tried again to autocross in Manassas, Virginia on April 23<sup>rd</sup>, but the threat of heavy rain and thunderstorms caused us to postpone the event to April 30<sup>th</sup>.

Joe Macinnes designed a great course for the March 19<sup>th</sup> course with two skid pads and some offset gates, and for the April 9<sup>th</sup> event, the course had a few switch-back turns with a sharp turn at the end to slow everyone down. Everyone seemed to enjoy the course. The sharp turn at the end proved too difficult, and one person ran over the timer (thank God it was not damaged).

For the first time this year, we tried a split heat format, where each heat would grid on the parking lot. Half the people in the heat would run, while the other half would work the course. After the first half was done working, they would switch positions. The organizers thought it was going to take too much time, but the process actually worked very smoothly. About seven people told me that they loved the format. So, we'll probably keep the split heat format.

Our autocrosses seem to be getting more popular. We received 46 new members in the first two events, with both events selling out. In an effort to not leave people in the cold, we will start registration and tech inspection 30 minutes earlier at 8:00 am instead of 8:30 for now on. We still want to let everyone have six runs on the autocross course.

With over 100 members signing up for autocross, we've decided to put a freeze on new members. We hope that as the events progress in the year, we can accommodate more participants and will open membership up again.

If any of the participants have any feedback on this last event, please send them to me at [capitaldriving@yahoo.com](mailto:capitaldriving@yahoo.com).

Mike and Jake Moran posted photos and videos at their web page at: <http://www.moranbros.com/auto-x/2005/03-19-05/> Pretty neat but a dial up connection may take forever for the videos. You'll need a high-speed connection.

We're happy to welcome the following new members to the Capital Driving Club and the Capital Triumph Register:

- ➔ Karim Bacchus, Largo, MD
- ➔ Brendan Bahr, Alexandria, VA
- ➔ Steve and Tammy Beckley, Walkerville, MD
- ➔ Sean Birger, Marriottsville, MD
- ➔ Josh Birger, Sykesville, MD
- ➔ Dillon Bussert, Vienna, VA
- ➔ Matt Canada, Sykesville, MD
- ➔ John Chang
- ➔ Vinson Cornejo, Reston, VA
- ➔ Matt Demicco, Herndon, VA
- ➔ Michael DiBlasi, Hanover, MD
- ➔ John Dulema Jr., Bethesda, MD
- ➔ Liam Dwyer, Manassas, VA
- ➔ Jesse Foster, Ijamsville, MD
- ➔ David Flores, Parkville, MD
- ➔ Mick Frankel, Springfield, VA
- ➔ Kevin Glaus, Oakton, VA
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- ➔ Brian Hamlin, Germantown, MD
- ➔ Josh Hickey, Burke, VA
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- ➔ Hunter Lonsberry, Fairfax, VA
- ➔ Tom Manning, Herndon, VA
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- ➔ Denny Mitts, Thurmont, MD
- ➔ Robert Mullen, Martinsburg, WV
- ➔ Brendan O'Brien, Vienna, VA
- ➔ Pat and Jerry Olson, Springfield, VA
- ➔ Katie Orgler, Falls Church, VA
- ➔ Paul Purdham, Walkersville, MD
- ➔ Michael Robbins, Westminster, MD
- ➔ Shawn Roberts, Falls Church, VA
- ➔ George Samuels, Westminster, MD
- ➔ Timothy Schoppe, Frederick, MD
- ➔ Josh Taylor, Manassas, VA
- ➔ Michael Towery, Herndon, VA
- ➔ Carol and Allen Tucker, Hanover, PA
- ➔ DJ Wheeler, Manassas, VA
- ➔ Steve Whitesides, Murrysville, PA



## Capital Driving Club Tech Tip Ask for Pointers Ed Chan

At the start of every autocross, I ask, "Raise your hand if this is your first autocross." Typically, about 20 people raise their hand. I then say that these new drivers should ask one of the organizers or one of the experienced drivers to ride with them as they maneuver the autocross course. I also suggest that they should ride with an experienced driver to get an idea of how to drive.

Unfortunately, only some of the "newbies" actually ask for someone to ride with them or to ride with an experienced driver. Giving an getting rides, not only gives you a better chance of driving better, you also get to meet more people, share experiences and have more fun.

Although not a new driver, Peter Mitchell asked if I could ride with him and give him suggestions with driving his Spitfire. Peter was doing ok, but he wanted to get faster. Although my extra weight probably slowed Peter down, I was able to give him a couple of suggestions (stay on the throttle a little longer, and hold a tighter line around the skid pad). The driver often is not able to see the same things an observer may see, either riding in the passenger seat or watching outside the car. What an observer may see and convey to the driver can help shave seconds off your time. These little suggestions can help the most seasoned driver.

So whether you autocross every weekend or doing it for the first time, ask someone to ride with you, and ask spectators to watch you. Then ask for some specific pointers. You want more than, "nice run" or "you did ok." Try to get specific suggestions like, "you're hitting the brakes too early," or "if you go into the turn deeper and faster, you'll be set up better for the next cone."

The main point is to have fun and learn to be a more effective driver. Ask questions, meet new people, and have fun!



## Long Term Storage Poses Triumph Restoration Woes Stephen Oertwig

Triumphs – unlike fine wine – do not improve with age when stored for many years. Many owners have discovered that years of neglect are harder on the high quality British steel and rubber than an occasional drive around the block.

I put a 1970 Triumph 2000 Mk II in storage in 1989 with all intentions of restoring it after a two-year posting overseas. I had purchased all the rubber seals and body repair panels in England, and planned to put the car back cosmetically the way it looked when it was new. A previous owner had let a tree jump in front of Triumph's "four-door sports car" version, so the nose and left wing looked like a mangled soup can.

Mechanically, the 2000 ran great when put away to rest like Sleeping Beauty. With only 55,000 miles, the six-pot engine was as smooth and quiet as any Triumph. The Borg and Warner autobox and power-assisted steering guaranteed an effortless drive around town or on the freeway.

Power was abundant for a car of this size. In fact, Triumph offered an automatic transmission cooler for towing, which I fitted to tow a Sports 6 from Boston to Missouri.

The 2000 and Sports 6 were driven into a covered pole barn and placed on blocks. Fuel stabilizer was put in the tanks, oil shot in the spark plug holes, and carbs and exhaust pipes taped shut.

What should have been a Sleeping Beauty story turned out to be more like Gilligan's Island. Two years turned into 15. Efforts to revive Sleeping Beauty failed as the fuel pump perished, and the electronics failed to breathe a spark of life. My Triumph dreams were turning into a basket case.

This spring I had been on the hunt for a Triumph for my son. Just when I had a Spitfire in sight for him, a local body shop called and asked if I still wanted to fix the 2000. This was an easy question: The 2000 was hauled away on a trailer the next day.

It took the shop a while to get 15 years of dirt, bird droppings and mud dauber nests out of the car. I thought work was going well until the call came asking for more parts. I knew the front clip was shot, but I didn't realize just how far the tin worms had eaten the front half. The bonnet was the only piece that didn't have to be touched drastically.

*(Continued on Page 8)*



**Long Term Storage** (Continued from Page 7)

The car appeared to be sound from the A pillar back. Tin worms eat the most in the dark. Sheet metal requirements soon grew to left doors, both rocker panels and the lower part of the A posts. The doors were salvageable, but doorposts are not available and will have to be fabricated.



Door ("A") Post

Fifteen years of sitting also took its toll on the radiator. Rather than shipping one from England, the radiator will be sent out for rebuilding in the States.

It's unknown what will be discovered next as rebuild continues. It is like wading a stream and realizing the water is too deep. One might as swim the rest of the way instead of turning back.



Lack of commonality with other Triumphs makes restoration of a 2000 challenging. A few Triumph 2000 Mk Is were imported to the United States, but the body was restyled for the Mk II. Doors are the same, and most underskin parts are similar, but finding 2000 parts in the United States is nearly impossible. Triumph did not ex-



port Mk IIs to the United States. This particular car made it to America via Bermuda.

While the six-cylinder engine is 1,998 cc, it is slightly different from the GT6 engine. Some Stag parts will fit. It is a mix-and-match game to cross reference parts with other TRs. Chris Witor is the undisputed expert supplier of 2000 parts. Rimmer Bros. also has been a reliable supplier. Some of the rubber seals will have to come from Scott's Old Auto Rubber in Australia.

It is unknown how long it will take to get the 2000 back on the road. A lot depends what else is hidden away underneath the slate grey paint. When the 2000 is finished, it will be time to think about the Sports 6. The tin worms have been working on it a long time, and it can only be as challenging to bring another Sleeping Beauty Triumph back to life.



*Fifteen years of dust, bird droppings and mud dauber nests cover the Sports 6. The 2000 looked the same when hauled away. The 1963 Sports 6 has the 1.6-liter engine with dual Solex carburetors. Working on cars such as this is best done in winter and spring so the hornets aren't a problem.*



## Triumphs at Barrett-Jackson

### RJ Fortwengler

The 3<sup>rd</sup> Annual Barrett-Jackson Palm Beach Collector Car Auction was held on April 1-3, 2005 at the South Florida Expo Center. Over 400 cars were sold for “no reserve,” raising a record \$22 million.

I was in Florida for the Nasdaq-100 Open Tennis Tournament in Key Biscayne and, since the tournament had kindly provided me with a brand new S500 Mercedes courtesy car, I decided to take a drive up to Palm Beach on Saturday morning and check it out. I arrived just in time to see the two Triumphs in the auction cross the block, one after the other.

First up was Lot #312, a red 1962 Triumph TR-4 that sold for \$14,040, including an 8% buyer’s premium. It was described in the catalog as:

*“Older restoration on a solid, original TR-4. Options include wire wheels and overdrive transmission. Runs and drives great! A few mechanical upgrades for performance and reliability. Includes owners and workshop manuals.”*

This appeared to be a straight car with an older repaint. Interior was fair, with new upholstery on the seats, older top. Had a nice luggage rack, good glass. Funky back-up light affixed to trunk near license plate. Certainly not the nicest TR-4 I’ve ever seen, but if it runs well the buyer shouldn’t get hurt too badly.



Next was Lot #313, a white 1980 Triumph Spitfire that sold for \$17,820(!), including an 8% buyer’s premium. It

was described as:

*“33 miles from new, nothing else needs be said. AM/FM radio, striping kit, luggage rack, wheel trim rings, overdrive, all original, original owner, all documentation, window sticker.”*



Now I’m no Spitfire expert, but this car just did not impress me. Of course, in true Barrett-Jackson fashion, the auctioneer went on and on about this “once in a lifetime opportunity to buy the best, lowest mileage Spitfire in the world!” My question was, with only 33 miles showing, why had the car been repainted? Not only that, but it was a lousy paint job with overspray all over. Even the chrome bonnet releases on the sides of the front fenders were crudely painted over. The interior was dirty and the tires were worn. I understand that this sale caused quite a buzz on the Spitfire chat rooms, but in my opinion the car was not described accurately (“all original”?). Chalk this one up to auction fever.....I wouldn’t have paid half that for it!

All in all, the auction was an interesting experience. It is notable that Triumphs were among the cars being auctioned by Barrett-Jackson, given their reputation for only accepting cars of the highest standards. And it was nice to see the Triumphs bring decent money, despite my opinion that we had nicer cars at BOG.

Given these auction results, and what I am seeing on eBay and other venues on the web, there is no doubt that Triumph values are appreciating. So the next time your significant other complains of all the money you are spending on your car(s), you can say it’s an investment!

*A complete list of auction results from the Barrett-Jackson Palm Beach Auction can be found at [www.barrett-jackson.com](http://www.barrett-jackson.com)*



## EVENTS

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

**May 7** - BOG TGIO, Charlie Brown, Mason Neck, VA

**May TBD** - Autocross, Prince William Co. Lot, VA \*CTR\*

**May 15** - Richmond Triumph Register British Car Meet, Ken Nachman, (804) 272-7523

**May 15** - Art Expo and Car Show, Savage Mill, MD, Camellia Blackwood, ctaffel@comcast.net or (301) 604-4484

**May 17** - Membership meeting (all members welcome), Bentley's Restaurant, Route 50, Falls Church, VA, Paul Edelstein, (703) 914-0507

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

**May 28** - Lucas evening driving tour, MD, Paul Edelstein \*CTR\*

**May 28** - Autocross, Osbourn Park HS, Manassas, VA \*CTR\*

**May 28** - “The Brits are Back” show at Hope Lodge, PA, by Delaware Valley Triumphs, www.delvaltrs.org or (610) 222-0180

**May 28-Jun 5** - Drive Your British Car Week, <http://www.britishcarweek.org>

**Jun 4** - Brits on the Bay, Tidewater Triumph Register, Norfolk, VA

**Jun 5** - 4<sup>th</sup> Annual British Car Week Rallye/Picnic, St. Leonard, MD, Michael Oritt, Awgertoo@aol.com

**Jun 11** - “Take Me Out to The Ball Game,” Bowie Baysocks Tailgate Party, Bowie, MD, Bruce Hislop \*CTR\*

**Jun TBD** - Autocross, Prince William Co. Lot, VA \*CTR\*

**Jun 23-25** - TRA National Meet, Branson, MO, Jim Wortsman, jwstr2@yahoo.com

**Jun 25** - Autocross, Harry Grove

Stadium, Frederick, MD \*CTR\*

**Jun 26** - The Original British Car Day, Lilypons Water Gardens, Buckeystown, MD, John Tokar, at (301) 831-5300 or tokarj@erols.com \*CTR\*

**Jul TBD** - CTR Membership Meeting

**Jul 9** - Autocross, Osbourn Park HS, Manassas, VA \*CTR\*

**Jul 10** - BRRTA “British Invade Gettysburg,” PA, Ralph Eriksen, (717) 979-9242 or

Ralph\_Eriksen@yahoo.com

**Jul 16** - Autocross, Harry Grove Stadium, Frederick, MD \*CTR\*

**Jul 16-17** - BTCC Overnighter, Ira Schoen \*CTR\*

**Jul TBD** - Jukebox Diner Cruise In, Annandale, VA, Paul Edelstein \*CTR\*

**Jul 24** - Scottish Games car Show, Alexandria, VA

**Jul 26-30** - VTR National Convention, Rockford, IL \*CTR\*

**Jul 30** - Brits by the Bay, TRAC, Downs Park, Pasadena, MD

**Aug 6** - Autocross, Osbourn Park HS, Manassas, VA \*CTR\*

**Aug 11-14** - TRF Summer Party, Armagh, PA

**Aug 20** - Autocross, Harry Grove Stadium, Frederick, MD \*CTR\*

**Aug 28** - Cruisin' for Crustaceans tour, Southern Maryland, Art Fournier \*CTR\*

**Sep 3** - Autocross, Harry Grove Stadium, Frederick, MD \*CTR\*

**Sep TBD** - “Winery Tour” \*CTR\*

**Sep TBD** - Autocross, Prince William Co. Lot, VA \*CTR\*

**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.**

**1972 TR6 Parts Car for sale.** Good motor, 4-speed, no glass. Wheels, tires, front end good. Top, rear end bad. \$500. (Keep this car from going to the crusher!) Call Mark (703) 339-8712

**Spitfire Parts for sale.** Differential, block, crank, flywheel, pistons, clutch, etc. Call Jim (301) 423-5806

**1979 Spitfire Convertible for sale.** Green. Engine in excellent condition - runs very well. Needs new top and minor body work. Includes 6-disc CD, car covers and alarm sys. \$3,500. Call Kim/Ken at (703) 327-5105



**Spitfire Bonnet.** 1969 or 1970 in medium to poor condition - trying to keep it from the scrap metal world. Rob Nicholson of Motorhead at kellis999@aol.com, (703) 573-3192, or at home at (703) 979-2468

**Two TR3 Parts Cars for sale.** 1959 and 1961. Upper Marlboro, MD. Contact Dave (301) 579-6265

## CLASSIFIED

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





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For renewals with unchanged status, return your mailing label.

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## The Standard

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

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# THE STANDARD

**Now how did he do that?**



## CTR Regalia



Contact Charlie Brown, (703) 339-5871 or [cb1500@erols.com](mailto:cb1500@erols.com), for CTR Regalia: hats \$15, patches \$5, name tags \$4.50, flag pins \$10, shirts \$25 for Hanes and \$35 for Jonathan Cory. Enquire as to shirt size and color availability. Regalia will be delivered at CTR events.

CTR lapel pins with either pin or military clutch backs are available at CTR events or mailed out with membership card on application or renewal.



# THE STANDARD

The Official Publication of the  
*Capital Triumph Register*  
Volume XVII, Number 6, June 2005

## **BTCC/CTR Overnighter** **July 23<sup>rd</sup> and 24<sup>th</sup>** **Mary Schoen**

Mark your calendars for what will surely be a great overnight Tour the weekend of July 23<sup>rd</sup> and 24<sup>th</sup>! Bruce Hogleland, with the assistance of Ed Geiger, has mapped out some great roads through the Virginia countryside leading to Orange County. Bruce got the idea of this tour from reading about a driving event that Jaguar hosted a few years ago, using some of the best of Virginia's Shenandoah "Byways" to demonstrate the talents of their newest cars. He has modified the route to suit our needs, however.

The first leg of the tour is a backroads route to Marshall then out beautiful Route 647 to Flint Hill. Some of us have enjoyed this route on previous occasions but it is really a fantastic drive with great scenery of the nearby mountains, and worth another go. There are lots of tight curves and we feel sure you will agree that it's the kind of road British sports cars and their owners love! Then we will stop for lunch at the Griffin Tavern in Flint Hill. They have very good food and the ambience is great. At Flint Hill we pick up route 231, a Virginia "Byway" and take that down to Gordonsville, paralleling Shenandoah Park.

In Gordonsville (located in Orange County, Virginia), we will have various options to consider such as the Exchange Hotel Civil War Museum and also the Barbourville Vineyards (a ruined mansion sits on the vineyard property – it burned in the 1800s, but was based on a design by Thomas Jefferson himself. Be sure to see it.). On Saturday night, we are planning to have dinner at the Inwood Restaurant in Gordonsville (their menu is American with seafood and

*(Continued on Page 6)*

## **British Car Day** **Buckeystown, Maryland** **June 26<sup>th</sup>**

The 28<sup>th</sup> annual British Car Day will be held on Sunday, June 26<sup>th</sup>, at Lilypons Water Gardens in Buckeystown. And as usual, CTR will be there in force — look for our club tent in the Triumph section of the display field, which opens at 8:00 AM.

While CTR isn't planning a formal picnic this year, we do encourage everyone to bring some munchies and the like to share. Also, be sure to bring chairs and enjoy the shade of our tent after you've viewed the show field and Lilypons famous water gardens.

More information and directions are on the BCD website: [www.chesapeakechaptermgtclub.com](http://www.chesapeakechaptermgtclub.com) or from John Tokar at [tokarj@erols.com](mailto:tokarj@erols.com) or (301) 831-5300.



*See pages 4 and 5 for BOG 2005 photos and award winners!*

**PAGE 2 - CTR Happenings; Lucas Tour; PAGE 3 - Autocross Tech Tip; Autocross Series; PAGES 4-5 - BOG Results and Photos; PAGE 6 - Garage Spot - CD Carbs and Diaphragms; PAGE 7 - Area Events; Collingwood Clean Up; PAGE 8 - Take Me Out to the Ball Game; Carlisle; PAGE 9 - RTR Classic car Meet; PAGE 10 - Events; Classified; PAGE 11 - Club Info**



## CTR Happenings

### *Richmond Triumph Register Show*

Congratulations to Stephen Oertwig on taking first place in the Spitfire and GT6 class at the Richmond Triumph Register's show on May 15<sup>th</sup>. See page 9 for Steve's story.

### *North Beach House and Garden Tour*

Maureen Royle and Jay Donn had a good excuse for missing Michael Oritt's British Car Week picnic and rally in Southern Maryland on June 5<sup>th</sup>. Maureen's house in "downtown" Owings, Maryland, was featured in the North Beach house and garden tour that day. Some of us honked our LBC's horns as we drove by on the rally.

### *From the Outgoing Treasurer*

Joe Cannon reported that CTR had a balance of \$11,099.71 on May 17<sup>th</sup>. This is the result of revenue of \$14,969.43 and expenditures of \$10,004.98 from the January 10<sup>th</sup> balance. The major revenues and expended are attributable to CTR's Britain on the Green show.

Once again, all of us in CTR thank Joe for his many years service as club treasurer! And good luck to Rich Smalling as treasurer and John Buescher as secretary!



### **Looking back at *The Standard*: Volume II, Number 4, June 1990**

The June 1990 newsletter featured a story on a day trip organized by Keith McMillen to Gettysburg, Pennsylvania, to tour the battlefield. Club members also joined the Capital Jaguar Owners Club in a road tour that included a stop at the Oasis Winery in Virginia's horse country. Members participating included Karl and Penny Johnson, Karen and George Earwaker, Mike Jester, Charlie Brown, and Elene Gillespie. In the works was a club display at "The Original British Car Day" then held at Allen Pond Park in Bowie. BCD and winery tours — some things about the club never change!

## Lucas Tour IV Once More into the Night!

**Tom Burke**

We pulled into the White's Ferry parking lot, switched off the our engines, and, in the sudden quiet, Bruce Hoagland spoke up from his TR3, "Well, that was a brisk gallop!"

That summed up nicely the first half of the Lucas Tour, the annual CTR event that challenges the participants to go, not gently, into the good night and see if all their Lucas lamps, motors, and components elect to come along for the ride.

We met at the Carderock Picnic Ground, just across the American Legion Bridge at 5PM Saturday. Our hardy band of electrical optimists – consisting of Paul and Sharon Edelstein (TR8), Karl and Penny Johnson (Jaguar), Bill and Cathy Wemhoff (Honda), Bruce Hoagland and Ed Geiger (TR3), Rich and Lisa Smalling (TR6), and myself, Tom Burke, and my wife Mary (TR8) – then embarked on a spirited route designed by Paul and Sharon to show us every pretty country road near the Potomac, in Montgomery and Loudoun Counties, sometimes more than once (but they were so pretty no one minded). We scooted up River Road, past Sugarloaf Mountain, roamed along the river through countryside surprisingly lacking in modern monster mansions and ended up, after precisely 43.2 miles, at White's Ferry, where we relaxed with a picnic lunch and watched the "Jubal Early" ferry Marylanders into Virginia and vice versa. The weather, which had threatened earlier in the day, was immaculate, just a little cool and sunny. The food was tasty. Everyone brought fruit salad and there was enough left over for another tour.

As that sun dropped over the horizon, we switched on lights and sallied forth into the equally pleasant countryside of Loudoun County (still at a gallop). I held my breath as I turned the key on our TR8 due to my own particular Lucas conundrum. When our TR8 is hot, the starter loses some of its power, and fails in its stated mission of actually firing up the car. However, the Prince of Darkness must have been depriving someone else's voltage that night as all the cars (even Bill's Honda) were on their best behavior. Headlights popped up, turn signals lit, starters started, and Rich Smalling showed off a beautifully polished wiper motor that must have pleased Sir Joseph Lucas himself, as he looked on from that dimly-lit region where he now resides.

We rolled through the cool night, tops down (where possible) and we visited towns like Taylorsville and Waterford that still seemed to be locked in time, somewhere between the Civil War and when our cars were originally built. Up, over, and around the hills of Virginny we rolled until we arrived in historic Leesburg, ending up at the decidedly non-historic, but busy, Baskin-Robbins, where

*(Continued on Page 6)*



## Capital Driving Club Tech Tip Ask for Pointers Ed Chan

Autocrossing is not only just a fun event, but also an event where you can learn about the limits of your vehicle; how to recognize when you are about to lose control; how to get the vehicle back into control; and how to drive efficiently. When participating at an autocross, a driver often loses control of his or her vehicle. The course designers, along with the input from other people, make their best effort to design courses so that if a vehicle loses control, the likelihood of an incident is extremely low. The course designer refers to the SCCA guidelines on recommended distances and safety factors. These guidelines work well and provide for a safe and enjoyable environment.

When a driver loses control of the vehicle, they must come back into control by reducing the throttle input and slowing down. Some over-zealous drivers have lost control, and instead of reducing the throttle, they increased the throttle and tried to power out a bad situation. The result was that the organizers called in a red flag and stopped the driver immediately.

Trying to apply more power to get out of a bad situation, only dramatically increases the danger. The safety factors built into the course evaporate quickly and the possibility of damage or injury becomes greater (not to mention the possible loss of the parking lot or ending all autocrosses in general). Also, once the driver loses control, his/her run is ruined anyway. Don't turn a little spin out turn into a very bad thing. Staying in control of the vehicle at all times is paramount both at the autocross and on the public roads.

## Capital Driving Club Autocross Series Ed Chan

On Saturday May 28<sup>th</sup> the Capital Driving Club, sponsored by the Capital Triumph Register, held an autocross at Osbourn Park High School in Manassas, VA. The weather threatened to rain, but the showers stayed to the west of us.

We only got a few sprinkles. We had already cancelled two other autocrosses and three in a row would be terrible.

Since our last autocross was April 9<sup>th</sup>, we had lots of participants itching to autocross. Typically we experience 15 to 20 participants who reserve spots, but do not show. This autocross we only experienced 12 "no-shows." To make matters worse, I miscounted the number of participants, resulting in a field of 83

participants. We were able to handle the crowd, but the event ran longer than anticipated.

The course was a good mixture of sweeping turns, offset gates and a three-cone slalom. The average time was 42.50 seconds with the Fastest Time of the Day going to Brian Karwan in his 1994 Honda Civic at 37.60 seconds. Brian was able to just beat Pete G, which is a great accomplishment since Pete received FTD on the first two events.

In terms of British cars, Richard Lipsky drove his 1959 white AC Aceca (the coupe version of the AC Ace). You might have seen this at the "Britain On the Green" show. Charlie Brown competed in his Spitfire, and three people (Joe Seward, Liam Dywer, and myself) drove my Triumph TR6.

One great thing about these autocrosses is that we encourage new people to try it out and offer lots of instruction. Lionel Mitchell drove his 1973 red TR6 on his first autocross. Joe Seward rode with Lionel and gave him pointers. Lionel plans to attend more events! One of our newest members is Michael Kido. This was Michael's second ever autocross. After a few pointers, Michael was able to drop over 4 seconds off his runs. Great job Michael!

With over 100 members signing up for autocross, we've decided to put a freeze on memberships. We hope that as the events progress in the year, we can accommodate more participants and will open membership up again.

If any of the participants have any feedback on this last event, please send them to me at [capitaldriving@yahoo.com](mailto:capitaldriving@yahoo.com).

Photos from the participants can be found at Ryan Chung's web site at:

[http://www.ryanshomepage.com/gallery/2005\\_05\\_28\\_autox](http://www.ryanshomepage.com/gallery/2005_05_28_autox)

and at Joe Hanning's web site at:

<http://www.maximum-cars.com/Gallery/thumbnails.php?album=50>

We're happy to welcome the following new members to the Capital Driving Club and the Capital Triumph Register:

- ➔ Mark Devine, Manassas, VA
- ➔ Steven Graf, Silver Spring, MD
- ➔ Michael Kido, Rockville, MD
- ➔ Keefe Lee, Silver Spring, MD
- ➔ Robert Mattson, Alexandria, VA
- ➔ Marno Muth, Woodbridge, VA
- ➔ Vinh Nguyen, Herndon, VA

**Triumph Spitfire and GT6**

- 1<sup>st</sup> – Matt Schipani, 1972 GT6 \*  
 2<sup>nd</sup> – Tom Costigan, 1975 Spitfire \*  
 3<sup>rd</sup> – Gary Kinney, 1975 Spitfire

**Triumph TR4, TR4A**

- 1<sup>st</sup> – Jim Coleman, 1971 TR4

**Triumph TR5, TR250**

- 1<sup>st</sup> – Bruce Little, 1968 TR250

**Triumph TR6 1969-1973**

- 1<sup>st</sup> – Gary O'Donnell, 1971 TR6 \*  
 2<sup>nd</sup> – Paul Edelstein, 1971 TR6 \*  
 3<sup>rd</sup> – Joseph Cannon, 1971 TR6 \*  
 Hon. Mention – Bob Otten, 1973 TR6 \*

**Triumph TR6 1974-1976**

- 1<sup>st</sup> – Paul Belvin, 1976 TR6 \*  
 2<sup>nd</sup> – Richard Smalling, 1975 TR6 \*  
 3<sup>rd</sup> – Bill Wemhoff, 1976 TR6 \*

**Triumph Other**

- 1<sup>st</sup> – Joseph Cannon, 1963 TR3B \*  
 2<sup>nd</sup> – Glenn Minucci, 1971 Stag \*

**MG Early**

- 1<sup>st</sup> – Joseph Cannon, 1953 MG TD \*  
 2<sup>nd</sup> – Bryan Sieling, 1952 MG TD Mk II

**MGA**

- 1<sup>st</sup> – Amy Rothberg, 1960 MGA

**MGB to 1974**

- 1<sup>st</sup> – Steve Boyce, 1974 MGB  
 2<sup>nd</sup> – Rich Townsend, 1969 MGB \*  
 3<sup>rd</sup> – Ian Chyun, 1969 MGB

**BOG 2005 Results****MGB 1974 ½ to 1981**

- 1<sup>st</sup> – Frank Worrell, 1978 MGB  
 2<sup>nd</sup> – Don Dicken, 1876 MGB  
 3<sup>rd</sup> – Robert Burnett, 1978 MGB

**MGB GT**

- 1<sup>st</sup> – David Krebs, 1967 MGB GT  
 2<sup>nd</sup> – James Stuart, 1973 MGB GT

**Austin Healey Sprite and MG Midget**

- 1<sup>st</sup> – Joseph Lapici, 1959 Sprite  
 2<sup>nd</sup> – John Otten, 1967 Sprite

**Austin Healey 100**

- 1<sup>st</sup> – Tim Flaherty, 1956 100  
 2<sup>nd</sup> – John Elliott, 1954 100

**Austin Healey 3000**

- 1<sup>st</sup> – Matt Siegel, 1967 3000 Mk III  
 2<sup>nd</sup> – Mary Oritt, 1960 3000 Mk I  
 3<sup>rd</sup> – Edison Bunch, 1966 3000 Mk III

**Mini**

- 1<sup>st</sup> – Frank Parsons, 1973 Austin Mini  
 2<sup>nd</sup> – Wendy Atkinson, 1975 Austin Clubman

**Jaguar Sedan**

- 1<sup>st</sup> – Ken Nachman, 1963 Mk II 3.8  
 2<sup>nd</sup> – Bruce Muff, 1986 Daimler Double Six

**Jaguar Sports**

- 1<sup>st</sup> – Lloyd Gillespie, 1958 XK 150  
 2<sup>nd</sup> – Martin Stickley, 1950 XK 120  
 3<sup>rd</sup> – Richard Moorhouse, 1952 XK 120 FHC

**Land Rover**

- 1<sup>st</sup> – John Hickey, 1969 Series IIA

**Bentley**

- 1<sup>st</sup> – Michael Winston, 1959 S-1 Coupe  
 2<sup>nd</sup> – Regal Limousine Service, 1852 R Type Sports Saloon

**Rolls-Royce**

- 1<sup>st</sup> – Regal Limousine Service, 1933 20/25 Limousine  
 2<sup>nd</sup> – Brenda Monroe, 1977 Corniche II

**Special Interest**

- 1<sup>st</sup> – Walter Stewart, 1964 Morgan Plus 4  
 2<sup>nd</sup> – Chris Cole, 1970 Morris Minor Traveler  
 3<sup>rd</sup> – Jeff Surdyk, 1985 Aston Martin Volante  
 Hon. Mention – Mark Matarella, 2005 Mini Cooper S Cabrio

**Spectators' Choice**

- Joseph Cannon, 1963 Triumph TR3B \*

**Best of Show**

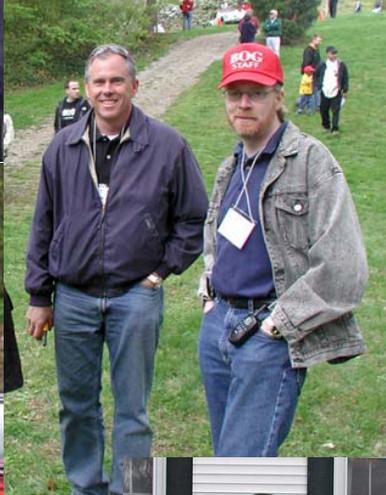
- Paul Edelstein, 1971 Triumph TR6 \*

\* CTR Member





# Some Familiar Faces at BOG 2005





## C. D. Carburetors & Diaphragms

Joe Cannon

Recently I noticed my TR6 (Nigel) being a bit sluggish, didn't seem to have the pep it used to have. At first I thought it was age, like the rest of us slowing down with age. I removed the air cleaner and noticed the piston in the forward carburetor did not move as much as the rear carburetor piston when I rev'd the engine. I then placed a couple of fingers lightly across the carburetor throat first the rear then the forward carburetor. Choking the rear carburetor that way caused the engine to falter, almost stall. Doing the same thing to the forward carburetor caused the engine to rev up a few hundred rpm. I removed the top dome of the Stromberg carburetor and inspected the elastomer diaphragm which is supposed to seal the top of the piston. Constant Displacement\* carburetors have a sealed chamber above the piston which sees the engine vacuum and raises or lowers the piston to regulate the correct fuel flow according to demand.

The diaphragm had very small, almost invisible, cracks about an inch apart extending radially across the region where the diaphragm is supposed to flex. It would have seemed more likely the cracks would be along a circumference line in the flexing region. I replaced both diaphragms (\$4.50 ea.) and Nigel runs like it always did, lots of pep. I rebuilt both carburetors about 7 years ago and have put about 25,000 miles on it since then. I don't know whether it is age or miles that causes the failure. But since it is so easy to check and so inexpensive to fix I recommend annually checking your carburetors.

\* Constant Displacement is sometimes called Constant Depression depending on the writer.

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### Lucas Tour (Continued from Page 2)

we sampled their ice cream and enjoyed conversation as the cream of Leesburg's Saturday night society came and went and did the same as us.

As usual, Paul's directions and route planning were exact and carefully prepared. No one got lost and we all headed home after 100 miles of scenery that we often forget is just around the corner. Thanks again to Paul, Sharon, and all the folks who made this such an enjoyable journey.

### BTCC Overnighter (Continued from Page 1)

steaks). And while this is still tentative, we are hoping to arrange a tour of a lovely B&B in Orange County on Saturday afternoon. We will keep you posted on these arrangements.

Orange County is steeped in history as it is the home to two Presidents -- James Madison & Zachary Taylor. It also hosted numerous Civil War engagements including the Battle of the Wilderness. On Sunday, those of us interested can visit Montpelier (home to James and Dolly Madison) -- a National Trust property.

If you are interested in this tour, we would advise you to make arrangements for overnight accommodations as soon as you can. We found a holiday inn express in Orange, Virginia (just minutes from Gordonsville). The facility is only 4-1/2 years old, the rooms are immaculate, and many have views of the Blue Ridge Mountains. With a AAA discount, a room is about \$107. Even better, this inn does not require a two night stay like the B&Bs in the Orange County area. If you are going on this tour, be sure to ask for a room with a mountain view. Their phone number is (540) 672-6691. Also, be sure to email Bruce at [artbunker@mac.com](mailto:artbunker@mac.com) to let him know you are planning to join the tour. (For additional information, contact Mary Schoen at [Mary.Schoen@fms.treas.gov](mailto:Mary.Schoen@fms.treas.gov) or (703) 698-1691 after 7:30 PM.)



### Our readers write (and e-mail):

Looking for an answer.

A friend insists that spark voltage is AC. I insist it must be DC. I do not know where to look for the answer.

Can any smart type club member who knows which one is correct explain it or direct me to the proper reference?

Joe Cannon  
[jpc8904@yahoo.com](mailto:jpc8904@yahoo.com)





## The British are Coming, The British are Coming!

July 9th, 9:30 AM - ???

Paul Scuderi

Bring your British car to this year's Damascus Days and let's show those American Muscle Car owners what motorcars are all about! "Show Field" is on the Damascus United Methodist Church grounds just across the street from Damascus Chevrolet, which hosts over 300 American Antique Autos. All over town there'll be music, food, games, a flea market and PLENTY of beautiful automobiles (and yes, a few American models too :-). Bring your British Auto and help represent the Mother Country!

**Directions:** Route 270 north to Exit 16 (Father Hurley Blvd.) towards Damascus.

Right just past Damascus High School onto Bethesda Church Road.

Left onto Woodfield Road past Damascus Chevrolet on left.

Right into Damascus United Methodist Church parking lot. The church is easy to find - just look for the tall steeple.

For info e-mail Paul Scuderi at [tr6\\_guy@hotmail.com](mailto:tr6_guy@hotmail.com)  
See you there!

## TRAC Poker Run August 20<sup>th</sup>

Triumphs Around the Chesapeake's 3<sup>rd</sup> annual poker run will tour Harford and Cecil counties in Maryland. You will follow a simple rallye style instruction sheet through several towns while you collect your cards to make up your hand. A navigator will be helpful but is not necessary. We will end this year's event with a mini funkhana with awards to follow shortly thereafter. A British vehicle, modern or vintage, is required for participation.

Registration: \$10 postmarked by August 13, 2005 or \$15 the day of the event. The run is sponsored by Yesterday Motorsports, Baltimore Chrome & Polishing and Triumphs Around the Chesapeake (TRAC).

Starting Point: Richland Ballroom/Comfort Inn, Abingdon, MD - Route 24. Take I- 95 exit 77 A south towards Edgewood and at the first light make a left onto Van Bibber Road (overhead sign says Edgewood Road which is

to the right). The parking lot is on the left past the Exxon station and Burger King.

For updated information, please visit the TRAC website at: [www.tracltd.org](http://www.tracltd.org)

## Brits by the Bay July 30<sup>th</sup>

Triumphs Around the Chesapeake, Ltd., (TRAC), is sponsoring its 4<sup>th</sup> annual "Brits By the Bay 2005" British Car Show on Saturday, July 30, from 9:30 AM – till 4 PM - at Down's Park in Pasadena, MD. Owners of any British car are invited to register and join fellow British motoring enthusiasts. The show will be a non-judged event and held rain or shine. Pre-register to be guaranteed a dash plaque and a free Brits By the Bay T-Shirt! There will be door prizes. Pre-registration fee received by June 30<sup>th</sup> is \$12. The cost for late registration received after June 30<sup>th</sup>, and for entrants who register the day of the event, is \$15. Brits By the Bay has been expanded to accommodate an unlimited number of cars for 2005, so come one, come all. There is an air conditioned room for lunch and cooling off. British parts vendors are welcome.

Visit the TRAC website at [www.tracltd.org](http://www.tracltd.org) for Brits By the Bay information and a registration form, or call Jamie Goffaux at (410) 796-8225 or email Ben Heller at [benheller3@comcast.net](mailto:benheller3@comcast.net).

## Collingwood Cleanup



*CTR members take a break during the Collingwood Cleanup project on April 16<sup>th</sup>. When the work was done, everyone was treated to a hearty lunch that featured grilled steaks (Whoa!) prepared by our Collingwood hosts!*



## Take Me Out to the Ball Game!

### June 11<sup>th</sup>

*Take me out to the ball game,  
Take me out with the crowd.  
Buy me some peanuts and Cracker Jack,  
I don't care if I never get back.*

And that's just what CTR did on June 11<sup>th</sup>. We went to Prince George's Stadium to do a little tailgating and watch the Bowie Baysox take on the Portland Seadogs. The game turned into a bit of a marathon, but Bowie (the Orioles' AA affiliate) finally beat Portland by 2-1 in 14 innings.

The long game prompted many of us to leave early, but that doesn't mean we didn't have fun. The weather was hot early on, but was pleasant by game time with no threat of rain. And minor league baseball is fun! There is always something going on – games for the kids, prizes, entertainment of one sort or another – and food and drink are both diverse and plentiful. All in all, this was a classic American way to spend a warm spring evening.

There weren't many Triumphs in the tailgate area. With families attending and with the warm temperatures, most people opted to drive larger cars with air conditioning. Go figure! But we did finally get to see Bruce Hislop's TR7. And speaking of Bruce, he deserves a big thank you for setting up CTR's first night at the ballpark!



*Tailgating at Prince George's Stadium. (Okay, okay. None of these Triumphs have tailgates.)*

## Carlisle Imported, Kit, and Replica Show

### Art Fournier



*Smart: a 3-cylinder, French built Mercedes that drove to Carlisle from Ontario. Claimed cruising speed is 130 kph.*

The Kit, Import and Replica car show held in Carlisle, Pennsylvania, each May must be seen to be believed. There are acres upon acres of cars on display, vendors, parts for sale, etc. Where else would you find club displays dedicated to various French, German, Japanese and Swedish marques as well as British cars? And I'm told this is one of the smaller specialty shows they do in Carlisle. If you enjoy going through box after box of rusty and greasy used parts, you're sure to find something you need (or at least think you might need).

Like last year, I drove up to Carlisle and hung out with members of NASS, the national Spitfire and GT6 club. However, I ran into several familiar faces such as Tom and Mary Burke and Larry Rittinger from CTR (I'm told Joe Cannon was there, but missed him) as well as Gary Kinney, Glenn Larson and others from the Richmond Triumph Register.

I drove up on Friday after a tremendous downpour – almost like a hurricane. It rained so badly that I almost backed out of the trip; however, for once the forecasters didn't lie and the weekend weather was very nice. I take my Spitfire both because I enjoy driving it and to prevent myself from buying any large greasy part.

You might not want to go to Carlisle every year, but it really is a show you should visit at least once.



## Richmond Classic Car Meet

### Stephen Oertwig

It's like comparing Twiggy to Sophia Loren. One is lean, young and fun loving. The other is sophisticated, seductive and voluptuous. Consider the Spitfire and GT6. The Spitfire is sleek. The GT6 looks as if it's wearing a push-up bra.

Participants and visitors at Richmond Triumph Register's British Classic Car Meet June 15 must have seen the vast differences between the GT6 and Spitfires – cars so similar, yet so different – to give top place to a Capital Triumph Register member.

Paul Edelstein driving a Range Rover, Rich Wilkins

in a TR4, Stephen and Ho Yong Oertwig piloting the GT6, and Scott and Bridget Tilton minus a TR, represented the Capital Triumph Register at Richmond's grand show at the Virginia Aviation Museum. More than 100 British cars of all marques and ages were clustered around the retired supersonic reconnaissance aircraft, the SR-71.

The Oertwig's 1973 GT6 Mk III was the only GT class car among a bevy of Spitfires. The bright pimento paint helped it stand out on an overcast day marked with occasional showers. Having the coupe took the worry out of putting the hood up when the rain started.

There were about eight Spit-

fires in the combined GT6/Spitfire class. Given the production numbers for both cars, the ratio was about right. The three models of GT6s produced from 1966 to 1973 totaled 40,926 cars. Five models of Spitfires – 1962 through 1980 – turned out 314,332 cars. Each model of the Spitfire out numbered the total GT6 production except for the Spitfire Mk 2, of which 37,409 cars rolled from the doors at Canley.

The GT6 is essentially a Spitfire with a six-cylinder 1,998 cc engine, fastback coupe body and up-graded interior. The six-cylinder engine was shoehorned

onto a Spitfire chassis by adding the power bulge to the bonnet and moving the transmission back. The six-pot engine turns the anemic Spitfire into a spirited road cruiser.

Stuffing the bigger engine does have a price, especially for GT6 passengers. Even after putting in heat shielding the day before the Richmond show, the Oertwigs' GT6 recorded 95 degrees in the passenger compartment. When people say the GT6 is a hot car, they really mean it. Airflow in the cabin was a common complaint about early GT6s, so eyeball vents were added. Some would say they are for appearances only.

The Mk III models may look the same from the exterior, but a look under the rear tells a surprising story. The first 8,825 Mk IIIs had the Rotoflex-jointed drive shafts, but to cut costs, with no concern for handling, the swing-spring axle used in the Spitfire was installed after September 1972. The axle is one-inch longer than the early series Spitfires, but the same size



*The bulbous hood of a GT6 contrasts with the slick rear wings of Spitfires. The protruding bonnet also is give-away that there's more than just four cylinders for power. As the only GT6 in the Spitfire class, it had a unique appeal.*

as the Spitfire 1500.

Only 4,217 of the late model Mk IIIs were made. Many of them stayed in England, making late-model Mk IIIs scarce in the United States. In 1973, competition from the other six-cylinder GT, the 240Z, was nipping at the GT6s exhaust pipes. Triumph was having a hard time keeping the car alive, and finally let it die in November 1973.

Many critics consider the GT6 a highly collectible Triumph, and the Mk III as the most desirable of the three models. People at the Richmond show must have agreed.



# EVENTS

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

**Jun 4** - Brits on the Bay, Tidewater Triumph Register, Norfolk, VA

**Jun 5** - 4<sup>th</sup> Annual British Car Week Rallye/Picnic, St. Leonard, MD, Michael Oritt, Awgertoo@aol.com

**Jun 11** - “Take Me Out to The Ball Game,” Bowie Baysocks Tailgate Party, Bowie, MD, Bruce Hislop \*CTR\*

**Jun 12** - 12<sup>th</sup> British Motorcar Gathering, Hellertown, PA, rhorn4733@hotmail.com or (610) 253-4575

**Jun TBD** - Autocross, Prince William Co. Lot, VA \*CTR\*

**Jun 23-25** - TRA National Meet, Branson, MO, Jim Wortsman, jwstr2@yahoo.com

**Jun 25** - Autocross, Harry Grove Stadium, Frederick, MD \*CTR\*

**Jun 26** - The Original British Car Day, Lilypons Water Gardens, Buckeystown, MD, John Tokar, at (301) 831-5300 or tokarj@erols.com \*CTR\*

**Jul 12** - Membership meeting (all members welcome), Bentley’s Restaurant, Route 50, Falls Church, VA, Paul Edelstein, (703) 914-0507

**Jul 9** - Autocross, Osbourn Park HS, Manassas, VA \*CTR\*

**Jul 9** - “British are Coming” show in Damascus, MD, Paul Scuderi (see page 7)

**Jul 10** - BRRTA “British Invade Gettysburg,” PA, Ralph Eriksen, (717) 979-9242 or

Ralph\_Eriksen@yahoo.com

**Jul 16** - Autocross, Harry Grove Stadium, Frederick, MD \*CTR\*

**Jul 23-24 (Revised Date)** - BTCC Overnighter, Ira Schoen \*CTR\*

**Jul TBD** - Jukebox Diner Cruise In, Annandale, VA, Paul Edelstein

\*CTR\*

**Jul 24** - Scottish Games car Show, Alexandria, VA

**Jul 24** - British Car Show, Chinchilla, PA, (570) 945-3896

**Jul 26-30** - VTR National Convention, Rockford, IL \*CTR\*

**Jul 30** - Brits by the Bay, TRAC, Downs Park, Pasadena, MD (page 7)

**Aug 6** - Autocross, Osbourn Park HS, Manassas, VA \*CTR\*

**Aug 11-14** - TRF Summer Party, Armagh, PA

**Aug 20** - Autocross, Harry Grove Stadium, Frederick, MD \*CTR\*

**Aug 20** - TRAC Poker Run, Abingdon, Md. (page 7)

**Aug 28** - Cruisin’ for Crustaceans tour, Southern Maryland, Art Fournier \*CTR\*

**Sep 3** - Autocross, Harry Grove Stadium, Frederick, MD \*CTR\*

**Sep 9** - Watkins Glen Grand Prix Festival, Watkins Glen, NY, promotions@watkinglen.com or (607) 535-3003

**Sep 10-11** - British Car Festival, near Altoona, PA, mgnut@atlanticbb.net or (814) 942-7742

**Sep TBD** - “Winery Tour” \*CTR\*

**Sep TBD** - Autocross, Prince William Co. Lot, VA \*CTR\*

**Sep TBD** - Membership Meeting

**Oct 1** - “Brits at the Village,” Norristown, PA, Philadelphia MG Club (610) 466-3073

**Oct 9** - Hunt Country Classic and CTR picnic \*CTR\*

**Nov TBD** - Membership Meeting

**Nov 12** - T4 \*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.

**1972 TR6 for sale.** 4 speed with electric overdrive, factory hardtop, and many extras. \$4000 great restoration project, must see! Check out website for pictures at <http://members.aol.com/bluestone7/index.html> or call Craig at (703) 289-9464

**1972 TR6 Parts Car for sale.** Good motor, 4-speed, no glass. Wheels, tires, front end good. Top, rear end bad. \$500. (Keep this car from going to the crusher!) Call Mark (703) 339-8712

**Spitfire Parts for sale.** Differential, block, crank, flywheel, pistons, clutch, etc. Call Jim (301) 423-5806

**1979 Spitfire Convertible for sale.** Green. Engine in excellent condition - runs very well. Needs new top and minor body work. Includes 6-disc CD, car covers and alarm sys. \$3,500. Call Kim/Ken at (703) 327-5105

**Spitfire Bonnet.** 1969 or 1970 in medium to poor condition - trying to



keep it from the scrap metal world. Rob Nicholson of Motorhead at kellis999@aol.com, (703) 573-3192, or at home at (703) 979-2468

**Two TR3 Parts Cars for sale.** 1959 and 1961. Upper Marlboro, MD. Contact Dave (301) 579-6265



# CLUB OFFICERS

- |                         |   |
|-------------------------|---|
| <b>President</b>        | <b>Paul Edelstein</b> (703) 914-0507<br>Annandale<br>pgedelstein@capitaltriumphregister.com   |
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CTR website  
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## The Standard

Published by the Capital Triumph Register  
Editor, Art Fournier  
4729 Willows Road, Chesapeake Beach, MD 20732-4221  
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**Deadline for the  
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4729 Willows Road  
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# THE STANDARD

**Three wheels. Definitely not a Triumph. Maybe it's a Morgan?**



## CTR Regalia



Contact Charlie Brown, (703) 339-5871 or [cb1500@erols.com](mailto:cb1500@erols.com), for CTR Regalia: hats \$15, patches \$5, name tags \$4.50, flag pins \$10, shirts \$25 for Hanes and \$35 for Jonathan Cory. Enquire as to shirt size and color availability. Regalia will be delivered at CTR events.

CTR lapel pins with either pin or military clutch backs are available at CTR events or mailed out with membership card on application or renewal.



# THE STANDARD

The Official Publication of the  
*Capital Triumph Register*  
Volume XVII, Number 7, July 2005

## Drive Your British Car Picnic and Rally

The tradition of ending "Drive your British car" week with a picnic at Michael and Mary Oritt's farm in St. Leonard, Maryland, continued on June 6<sup>th</sup> in 2005. Several of us (enough to fill a GT6, a Herald, a Spitfire, a TR6, and two TR8s) took part in the picnic, which featured live music in a shady setting by the Oritts' house overlooking St. Leonard's Creek.

Paul and Sharon Edelstein took part in the rally that started in Upper Marlboro then crossed into southern Anne Arundel County and Calvert County. Michael's rallies are of the "observation" or "question and answer" variety. Some of his clues are fairly straightforward, but others are downright hard. However, Paul and Sharon upheld CTR's honor and

*(Continued on Page 4)*

## The Original British Car Day Some Like it Hot!

The Original British Car Day was held on June 28<sup>th</sup> at the Lilypons Water Gardens in Buckeystown, Maryland, its second year at that location.

CTR and other clubs brought canopies that provided welcome relief from sun and high temperatures on the show field. CTR's canopies also served as a gathering spot for the many members and friends who attended to share a cold drink or snack.

CTR members earned awards in both Triumph and non-Triumph classes. René Burcksen took first in the TR4/TR250 class and Robert Fabie received second place in the Late TR6 class. Paul Edelstein took a first in the Range Rover class

*(Continued on Page 5)*



*Bill and Carol Goodwin's Herald sits in front of the other CTR Triumphs that attended Michael and Mary Oritt's Picnic at Little Cove Farm in St. Leonard, Maryland, on June 5<sup>th</sup>.*

**PAGE 1 - British Car Week Picnic; British Car Day; PAGE 2 - CTR Happenings; Autocross Tech Tip; PAGE 3 - Autocross Series; PAGE 6 - Events; Classified; PAGE 7 - Club Info**



## CTR Happenings

### *The Roadster Factory Summer Party*

Several CTR members have mentioned plans to attend the Roadster Factory's Summer Party August 11<sup>th</sup> through 13<sup>th</sup> in Armagh, Pennsylvania. Let Paul Edelstein know if you plan to be there.

### *VTR National Convention*

Don't forget the Vintage Triumph Register's National Convention to be held July 26<sup>th</sup> through 30<sup>th</sup> in Rockford, Illinois.

### *From the Treasurer*

Rich Smalling reports a balance of \$9,280.63 in the CTR account as of July 8, 2005.

### *Cruisin' for Crustaceans*

CTR's annual Cruisin' for Crustaceans tour will be held on August 28<sup>th</sup>. This year's route will be a little different and will end at Capt' Billy's Crab House in Popes Creek, Maryland. Expect details in the August newsletter.



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

#### **Volume II, Number 5, July 1990**

Like this month's issue, the July 1990 issue of *The Standard* led off with an article on British Car Day. Award recipients from the club included Keith Dunklee, David Maggin, Ed Williams, and Elene Gillespie. Charlie Brown wrote an article expressing, uhh, a certain degree of frustration with Virginia's emission inspection program for older cars. Brian Lee reported on a temporary shelter for his Spitfire and the newsletter contained a review of Mike Cook's book *The Triumph Spitfire*. Changes were underway on the Executive Steering Committee. Keith Dunklee and Mike Skoze accepted second terms as vice president and treasurer, Brian Lee became secretary, and Elene Gillespie became activities director, but president Charlie Brown was stepping down. Who would replace him? Watch for the August issue to find out!

## Capital Driving Club Tech Tip Rollover

### **Enhanced Safety of Vehicles ESV) Conference Ed Chan**

Last June, I attended the 2005 Enhanced Safety of Vehicles (ESV) Conference held in Washington, D.C. This conference is held each year and is full of presentations on various areas of vehicle research done with industry, government and consumer safety groups.

One presentation discussed vehicle rollover and had many statistics, which I was not aware. Here's a few surprising statistics that I learned:

1. Vehicle rollover accidents are only 2% of all crashes. However, they account for 33% of all fatalities in the United States. That's over 10,000 lives each year.
2. SUVs accounted for 58% of the rollover fatalities. To be fair I should note that although SUVs have this rollover statistic, some data shows that SUVs do better than other vehicles in other crash scenarios.
3. In 60% of the rollover fatalities, the occupant was ejected from the vehicle.
4. Wearing seatbelts reduces the ejection rate by 80%
5. Electronic Stability Programs (ESP) is not effective on rollovers, when the rollover is caused by a Primary Impact (e.g. you roll because you hit a tree)
6. In Germany (German Study), 3% of rollovers resulted from hitting a curb, 45.4% from hitting an embankment. Most rollovers occurred in rural rather than urban areas with rollover not due to turning.
7. A study by the National Highway Traffic Safety Administration (NHTSA) found that when a 15 passenger van is fully loaded, the van is 300% more likely to rollover than when carry the driver only. This same effect is not found with passenger vehicles (probably since the center of gravity is much lower on a passenger vehicle).

At first glance, it's strange that the driver turning the vehicle does not cause most rollovers. After listening and talking to several people, the anecdotal reply (I'm sure if I research I could find the numbers but I'm lazy) is that many rollovers occur due to drunk driving and falling asleep behind the wheel.

So what's the tech tip this month? If you wear your seatbelts, don't fall asleep (or be distracted), don't drink and drive; you can greatly reduce becoming a statistic due to rollover. The other point is that when you are driving a multi-passenger van, be extra

*(Continued on Page 3)*



## Capital Driving Club Autocross Series

Ed Chan

On Saturday June 11<sup>th</sup> and again on June 25<sup>th</sup> the Capital Driving Club, sponsored by the Capital Triumph Register, held an autocross at Freedom High School in Woodbridge, VA and Harry Grove Stadium in Frederick, MD, respectively. The weather was extremely hot and humid at both events (like British Car Day this year).

This was the first time we tried Freedom High School in Woodbridge, VA. Although the lot measured to an acceptable size, the course was pretty small after factoring in proper run-off distances from the concrete curb. With an average time of only 29.28 seconds, we gave everyone 7 rather than 6 runs. The course was safe and fun, but it made you feel a little claustrophobic. This lot was also much more expensive, resulting in a financial loss for the club that day. We may not be using this lot much in the future.

Brain Karwan in his 1994 Honda got Fastest Time of the Day (FTD) at 25.77 seconds with Pete Gochman in second at 26.35 seconds.

On June 25<sup>th</sup>, we were back to Harry Grove Stadium in Frederick, MD. We had a real good course; wide open in the beginning and tighter in the end with an average time over 40 seconds. Steve Smalling (Rich's son) even attended with his newly acquired Subaru.

This time Pete was able to beat Brain for FTD at Harry Grove.

Slowly but surely a few more British car owners have been trying out autocrossing. Long time CTR member, Linda Redding joined husband Alex in driving their MGB-GT. Last month Lionel Mitchell brought his TR6 to the June 11<sup>th</sup> and 25<sup>th</sup> events. Lionel plans to become a regular autocrosser, joining the other British car drivers, Charlie Brown (Spitfire), Joe Seward (TR6), Peter Mitchell (Spitfire), and me (TR6), Carol Tucker (MGA), Richard Lipsky (AC Aceca), Larry Rittinger (AC Aceca), Alex and Linda Redding (MGB-GT). Richard Lipsky also let Jarred from Motorhead take the AC for one autocross run. Jarred hopes to run his MG at future events.

The results can be seen at: [Capitaldrivingclub.com](http://Capitaldrivingclub.com)

If any of the participants have any feedback on this last event, please send them to me at [capitaldriving@yahoo.com](mailto:capitaldriving@yahoo.com).

Mike and Jake Moran posted photos and videos at their web page at: <http://www.moranbros.com/auto-x/2005/03-19-05/>

Pretty neat but a dial up connection may take forever for the videos. You'll need a high-speed connection.

We're happy to welcome the following new members to the Capital Driving Club and the Capital Triumph Register:

- ➔ Marco Blancutt, Warrenton, VA
- ➔ Clayton Cobb, Sterling, VA
- ➔ Estioko Kelving, Chantilly, VA
- ➔ Paul Graf, Vienna, VA
- ➔ Steven Henri, Woodbridge, VA
- ➔ Levi Magyar, Jefferson, VA
- ➔ Skip and Janet Merryman, Fredericksburg, VA
- ➔ Walid Nazari, Dumfries, VA
- ➔ Ed O'Donnell, Ashburn, VA
- ➔ Jose Pagan, Lorton, VA
- ➔ Danny Phillips, Manassas, VA
- ➔ Jonathan Rankin, Fairfax, VA
- ➔ Elio Rossy, Manassas, VA
- ➔ Ross Synder, Alexandria, VA
- ➔ Harold Solis, Bristow, VA
- ➔ Clayton Webb, Woodbridge, VA



### Tech Tip *(Continued from Page 2)*

careful; a vehicle is more susceptible to rollover as the van gets fully loaded.

Some said that following these three guidelines would reduce (by almost 10,000 just in rollover alone) the 45,000 annual fatalities in the United States more than any new vehicle safety standard ever could. To put this in perspective a newly Federal Motor Vehicle Safety Standard (FMVSS) usually discusses annual lives saved in the hundreds per year not thousands (much less 10,000).



**Picnic** (Continued from Page 1)

finished in the top three (there was some confusion about whether it was 2<sup>nd</sup> or 3<sup>rd</sup>).

Since Michael's rally routes always follow excellent little back roads, Joe Cannon and I followed the route without actually participating in the rally. Joe stayed about 100 feet behind me and managed not to get lost.

Michael and Mary drive his and her Austin-Healeys and, as usual, the Capital Area Austin Healey Club turned out in strength. By my count there were at least 15 big Healeys and a bugeye Sprite at the picnic. Our contingent of Triumphs was the next largest showing from an area club.

The Oritt's early June picnic and rally are events I really enjoy. And not just because they take place so close to home (although it is nice to have the starting and end points only a 20 or so minutes away). And not just because they're free (donations support the Calvert Hospice, however). It's because they're well planned yet relaxed and friendly. Thank you Michael and Mary! Hopefully the tradition will continue in 2006!



*Sharon Edelstein receives a hard earned 3rd (or was it 2nd?) place Rally award from Michael Oritt*



*(Hmmm, are they talking about me?)*



**British Car Day** (Continued from Page 1)

and Joe Cannon took a second in the MG TD class. BTCC member Bruce Hogeland and CTR friend Ralph Ericksen took first and second in the TR2/TR3 class.

The BCD organizers are growing into the Lilypons location. There were a number of improvements over last year, notably in the area of food service. Last year's huge "Other" class was broken up into more reasonable assignments. Participation in BCD seemed to be up this year and will hopefully continue to rise and give the show back some of its preeminence among British car shows. BCD has always been popular with CTR members, a tradition we would like to see continue and grow.



*The front end treatment on this TR polarized those who attended BCD — everyone either loved or hated the "extra small mouth" look.*





## EVENTS

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

**Jul 12** - Membership meeting (all members welcome), Bentley's Restaurant, Route 50, Falls Church, VA, Paul Edelstein, (703) 914-0507  
**Jul 9** - Autocross, Osbourn Park HS, Manassas, VA **\*CTR\***  
**Jul 9** - “British are Coming” show in Damascus, MD, Paul Scuderi  
**Jul 10** - BRRTA “British Invade Gettysburg,” PA, Ralph Eriksen, (717) 979-9242 or Ralph\_Eriksen@yahoo.com  
**Jul 16** - Autocross, Harry Grove Stadium, Frederick, MD **\*CTR\***  
**Jul 23-24 (Revised Date)** - BTCC Overnighter, Ira Schoen **\*CTR\***  
**Jul TBD** - Jukebox Diner Cruise In, Annandale, VA, Paul Edelstein **\*CTR\***  
**Jul 24** - Scottish Games car Show, Alexandria, VA  
**Jul 24** - British Car Show, Chinchilla, PA, (570) 945-3896  
**Jul 26-30** - VTR National Convention, Rockford, IL **\*CTR\***  
**Jul 30** - Brits by the Bay, TRAC, Downs Park, Pasadena, MD, www.tracltd.org of Jaime Goffaux, BritsByTheBay@tracltd.org or (410) 796-8225  
**Aug 6** - Autocross, Osbourn Park HS, Manassas, VA **\*CTR\***  
**Aug 11-14** - TRF Summer Party, Armagh, PA  
**Aug 20** - Autocross, Harry Grove Stadium, Frederick, MD **\*CTR\***  
**Aug 20** - TRAC Poker Run, Abingdon, Md, www.tracltd.org  
**Aug 28** - Cruisin' for Crustaceans tour, Southern Maryland, Art Fournier **\*CTR\***  
**Sep 3** - Autocross, Harry Grove Stadium, Frederick, MD **\*CTR\***  
**Sep 9** - Watkins Glen Grand Prix

Festival, Watkins Glen, NY, promotions@watkinsglen.com or (607) 535-3003

**Sep 10-11** - British Car Festival, near Altoona, PA, mgnut@atlanticbb.net or (814) 942-7742

**Sep TBD** - “Winery Tour” **\*CTR\***

**Sep TBD** - Autocross, Prince William Co. Lot, VA **\*CTR\***

**Sep TBD** - Membership Meeting

**Sep 18** - Meeting of the Marques, Allenberry Resort, Boiling Springs, PA, www.SVVSACC.org or svvsacc@usa.net or (717) 259-0180

**Sep 24** - MGs on the Rocks, Rocks State Park near Belair, MD, Mike Lutz, mgtlutz@comcast.net or (410) 592-8610

**Oct 1** - “Brits at the Village,” Norristown, PA, Philadelphia MG Club (610) 466-3073

**Oct 9** - Hunt Country Classic and CTR picnic **\*CTR\***

**Oct 15-16** - Fall Overnighter **\*CTR\***

**Oct 28-30** - Rally, DE, Bill Goodwin

**Nov TBD** - Membership Meeting

**Nov 12** - T4 **\*CTR\***

**Dec 11** - Holiday Party, MD **\*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.**

**4 Panasport silver wheels for sale.** 15x6. New in box, chrome lug nuts and wheel centers included. \$800. Contact Lionel Mitchell (703) 754-7362 or haymarket4@verizon.net

**1979 Triumph TR7 convertible for sale.** Red. Needs engine work. \$1500.

Riva, MD, Elaine Monahan (410) 956-3531 or Monahan651@aol.com

**1972 TR6 for sale.** 4 speed with electric overdrive, factory hardtop, and many extras. \$4000 great restoration project, must see! Check out website for pictures at <http://members.aol.com/bluestone7/index.html> or call Craig at (703) 289-9464

**1972 TR6 Parts Car for sale.** Good motor, 4-speed, no glass. Wheels, tires, front end good. Top, rear end bad. \$500. (Keep this car from going to the crusher!) Call Mark (703) 339-8712

**Spitfire Parts for sale.** Differential, block, crank, flywheel, pistons, clutch, etc. Call Jim (301) 423-5806

**1979 Spitfire Convertible for sale.** Green. Engine in excellent condition - runs very well. Needs new top and minor body work. Includes 6-disc CD, car covers and alarm sys. \$3,500. Call Kim/Ken at (703) 327-5105



**Spitfire Bonnet.** 1969 or 1970 in medium to poor condition - trying to keep it from the scrap metal world. Rob Nicholson of Motorhead at kellis999@aol.com, (703) 573-3192, or at home at (703) 979-2468

**Two TR3 Parts Cars for sale.** 1959 and 1961. Upper Marlboro, MD. Contact Dave (301) 579-6265



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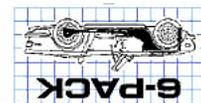
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# THE STANDARD

**Okay, okay, maybe it doesn't do that well in the autocross, but you should see it at the drag strip!**



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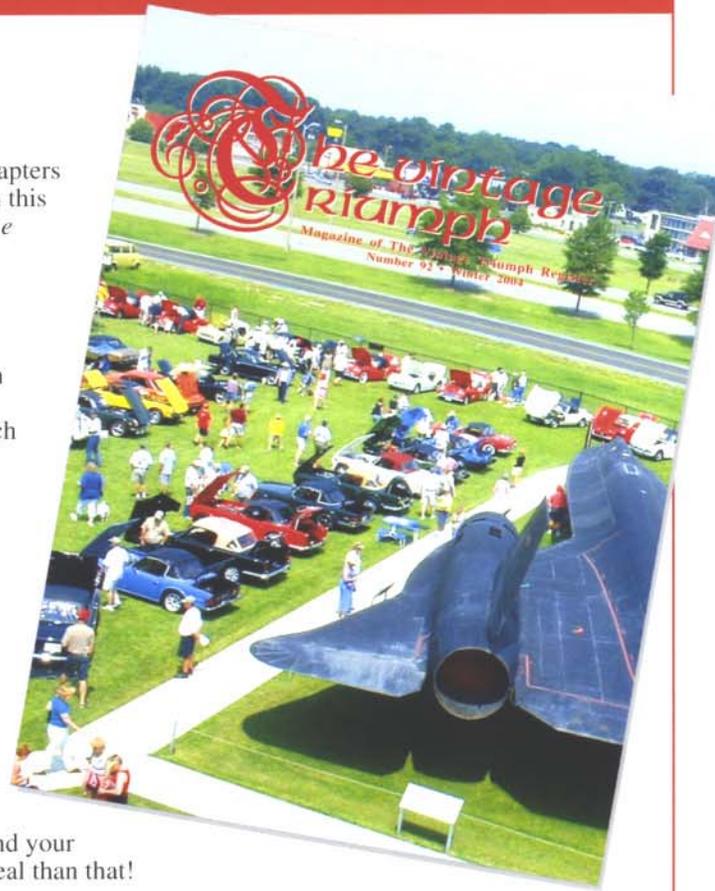
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100 percent VTR membership or at least  
50 new members will receive free chap-  
ter insurance for one year.**

- To qualify, new member names and addresses must be submitted, with dues payment, using this form. A separate form for each new member please!
- MUST be a new VTR member. Renewals are welcome but don't qualify for the program.
- Must be postmarked by August 31, 2005, to qualify.

**[www.VTR.org](http://www.VTR.org)**

## **NEW MEMBER**

Name \_\_\_\_\_

Address \_\_\_\_\_

City/State \_\_\_\_\_

Zip Code \_\_\_\_\_ Home phone \_\_\_\_\_

e-mail \_\_\_\_\_

Triumphs owned:

Year \_\_\_\_\_ Model \_\_\_\_\_

Year \_\_\_\_\_ Model \_\_\_\_\_

Year \_\_\_\_\_ Model \_\_\_\_\_

VTR Chapter/Zone Capital Triumph Register

Name of club contact Keith Dunklee

Address \_\_\_\_\_

City/State/Zip \_\_\_\_\_

Home phone \_\_\_\_\_

e-mail dunklee61@msn.com

Send completed form and \$30 dues payment to:

**Vintage Triumph Register**

PO Box 655

Howell, MI 48844



## **Cruisin' for Crustaceans Tour Sunday, August 28<sup>th</sup> Art Fournier**

Please join us on Sunday, August 28<sup>th</sup>, for CTR's 12<sup>th</sup> annual Cruisin' for Crustaceans tour. This year we'll travel over some country roads to Capt Billy's crab house located in Pope's Creek, Maryland, near the Route 301 Potomac River crossing. Capt Billy's offers indoor or outdoor seating, great views of the Potomac, and has an extensive menu to chose from. Their crabcakes and fried oysters are excellent – Sue and I tested them several times as part of our extensive research program for Cruisin' for Crustaceans (hey, it's hard work, but someone has to do it). Steamed crabs are available for those who enjoy the Maryland summer tradition of picking crabs. A dozen medium males were priced at \$37 a few weeks ago.

This year's rendezvous will be at a different location – the Bank of America just off Maryland Route 5 at Route 223. From the Washington Beltway, take exit 7A (Route 5, Branch Avenue) south. Go 3.5 miles on Route 5 and turn right on Route 223 (Piscataway Road). The Bank of America will be immediately on your right next to a Wendy's restaurant. There's a gas station there also, so you can top off your tank, if needed.

Our route this year will cover just under 45 miles and will take about an hour to run. We'll plan on meeting around 10:30 and getting on the road around 10:45.

Please let Art Fournier – [fournier@chesapeake.net](mailto:fournier@chesapeake.net) or (410) 535-0690 – know if you'll be attending no later than August 23<sup>rd</sup> in order to give the restaurant a headcount.



## **Orange County, Virginia Overnighter Mary Schoen**

### **Day 1**

The British Touring Car Club (BTCC), in conjunction with the Capital Triumph Register (CTR), recently organized an exciting overnighter to the Virginia countryside. On Saturday, July 23<sup>rd</sup>, our group -- thirteen strong -- met at the Aldie Mill near Middleburg, Virginia. In attendance were eight vehicles comprising six different marques – a TR3, two TR6s, an Austin Healey, a Capri, a Jaguar, a Morgan, and a Range Rover. Attendees included Joe and Rita Cannon, David and Beverly Dougherty, Ed and Beth Geiger, Bruce Hogeland, George and Jane Phillips, Ira and Mary Schoen, and Bill and Kathy Wemhoff.

*(Continued on Page 6)*



*LBCs at the Mayhurst Inn during the Orange County Overnighter*

**PAGE 1 - Cruisin' for Crustaceans; Orange County Overnighter; PAGE 2 - CTR Happenings; Brits by the Bay; PAGE 3 - Virginia Gold Mine Tour; Pumpkin Rally; PAGE 4 - Autocross Series and Tech Tip; PAGE 5 - TSSC International Weekend; PAGE 8 - Triumphs on the Radar Screen; PAGE 9 - Austin Healey Capital Classic; PAGE 10 - Events; Classified; PAGE 11 - Club Info**



## CTR Happenings

### *Sully Plantation car Show*

Congratulations to CTR members Paul Edelstein and Joe Cannon whose cars won prizes at the Sully Plantation antique car show on June 19<sup>th</sup>!

### *Please welcome CTR's newest members:*

- ➔ Gary Unthank, Clifton, VA, 1974 Spitfire
- ➔ Jeremy Kinney, Bethesda, MD, 1964 TR4, 1966 Herald, 1971 GT6, and 1980 Spitfire
- ➔ Paul Malandrino, Fairfax, VA, 1962 TR3B
- ➔ Peter Schartz, Delaplane, MD, 1973 TR6
- ➔ Steven Graff, Silver Spring, MD
- ➔ Daniel Lee, Bowie, MD
- ➔ Vinh Nguyen, Herndon, VA
- ➔ Peter Young, Fairfax, VA, TR6
- ➔ Lloyd Tucker, Accokeek, MD, TR6
- ➔ Christopher Maier, Arlington, VA
- ➔ James Moran, Hagerstown, MD
- ➔ Robert Mattson, Alexandria, VA
- ➔ Mark Devine, Manassas, VA
- ➔ Michael Kido, Rockville, MD
- ➔ Keefe Lee, Silver Spring, MD



### **Looking back at *The Standard*: Volume II, Number 6, August 1990**

The club's big news was buried way back on pages 5 and 10 of the August 1990 newsletter: Karl Johnson graciously volunteered to become club president and Charlie Brown became "editor *pro tem*" of *The Standard*, a position he would hold through 1997.

The leadoff articles in the August 1990 issue were about planned club trips to White Post Restorations in Virginia and an overnigher to Maryland's Eastern Shore. Charlie Brown recounted his experiences at the VTR regional convention in Princeton, New Jersey. Keith Dunklee provided a "how to" article on how to replace the veneer on a wooden dash. (*Editor: His article eventually inspired me to redo my dash - thanks Keith!*) Elene Gillespie reported on the Virginia Scottish Games car show and Ed Williams provided coverage of the Pittsburg Vintage Grand Prix.

## Brits by the Bay

Art Fournier

What better way to spend a hot summer afternoon than sitting by the Chesapeake Bay surrounded by British cars? This was my first time to attend TRAC's Brits by the Bay show at Down's Park near Pasadena, Maryland. (In a classic case of "when hobbies collide," I usually have a conflict that weekend.) Down's Park is a great venue for a car show, especially one held the last Saturday in July. It's right by the water with decent shade and a nice breeze to make our summer weather tolerable.

Cars are grouped by year (my class was 1975 through 1979, for example), rather than by marque and model as is typically the case. There is no popular vote at this laid back event, so you don't have to worry about how your daily driver Spitfire will fare against the concours Jaguar E Type you've been parked next to. However, the organizing committee does present a number of awards, such as for the furthest traveled, diamond in the rough, best Triumph (TRAC is after all the Baltimore area Triumph club), best of show, etc.

There were games to test your mechanical skill (change a tire and match nuts to bolts) and your knowledge (name that arcane part) plus door prizes throughout the day. Additionally, the park has a sizable playground to help keep the younger set amused.

Several of us from CTR attended, either with or without cars on the show field. Hopefully we'll have an even better turn out in 2006!



*Art Fournier and Paul Edelstein enjoy a relaxing moment at Brits by the Bay on July 30<sup>th</sup>.*



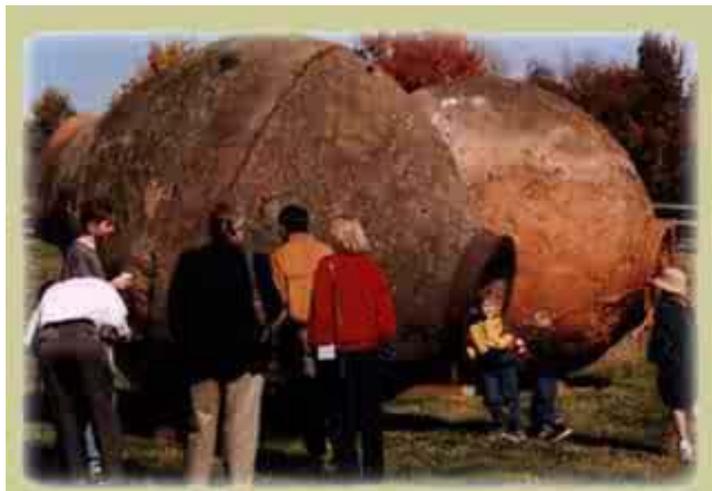
## Virginia Gold Mine, Wine, and Dine Tour

**Saturday, September 24<sup>th</sup>**

**Bill Wemhoff**

Mark your calendars now for the annual CTR Fall Road Tour – Saturday, September 24. This year we'll learn a little about gold mining in Virginia, enjoy wine and cheese at a local winery – always a favorite with the CTR group – followed by lunch. The route, of course, will again take us along interesting back roads where we'll enjoy some of the best scenery Virginia has to offer.

The gold belt in Virginia encompasses an area of some 4000 square miles, starting from Maryland and running southwest to the North Carolina state line. The belt varies in width from 15 to 25 miles and measures 200 miles in length. By the 1830's, gold produced in North Carolina, Virginia, South Carolina, and Georgia amounted to \$1,000,000 per year. Virginia and her sister states were the major gold producing region in the nation.



***Hornet Balls** - These seven-ton crushing balls were used to crush large rocks to eventually retrieve gold. Although still a mystery, these balls were thought to run off a steam engine and roll around in a trough while water and agitation was used to break up the rocks.*

In southeastern Fauquier County, where we'll visit one of the most famous mines – the Franklin Gold Mine, there were approximately 18 gold mines once in operation. While American Indians and early European settlers discovered small quantities of the precious metal, the area did not attract

serious prospectors and miners until the early 1800's. About that time, prospectors began panning for gold in the Rappahannock and Rapidan Rivers. Eventually, activities progressed to digging trenches (placer pits), and finally in the early 1900's, excavating deep shafts – up to 300 feet deep to reach the gold. From 1825 to the Civil War, the Franklin Mine produced \$1,200,000 worth of gold. On the site, there also was a mill that produced 5000 feet of lumber per day, bunk houses where the miners slept, work offices, a mess hall for dining, and small railroad tracks. Interestingly, property that contained gold also was used as farmland. Many times miners would work on the farm during the day and then work in the mines at night.

Following the gold mine museum tour, we'll stop at the Unicorn Winery for cheese and wine tasting, then on to Warrenton where we'll lunch at one of the local restaurants.

Our road tour will begin in GAINESVILLE where we plan to meet at the SHELL GAS STATION JUST SOUTH OF WHERE HWY 29 CROSSES UNDER I-66. The station is at the Northwest corner of the "T" intersection of Highway 55 from the west and Highway 29. Meeting time is 9:00 am. For planning purposes, an RSVP would be appreciated – but come anyway. Contact Kathy & Bill Wemhoff at (703) 471-8276 or [wemhoff@erols.com](mailto:wemhoff@erols.com). On the morning of the tour, we can be reached by cell phone, (703) 477-7874.

Hope you can join in the fun!

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## Pumpkin Run Rally

**October 28-30**

**Millsboro, Delaware**

**Bill Goodwin**

### *Don't Forget the Rally*

You have read about it and heard me talk of it. The time-distance rally is coming quick. For entry forms and information visit the web site. [www.northeastrallyclub.com](http://www.northeastrallyclub.com) Remember, everything is included with the entry fee except the motel. Lots of fun. You can even dress for Halloween. Look for more information in the September issue. Or contact me direct: [redrag@radix.net](mailto:redrag@radix.net) Hoping to see you there. I will be running our Herald.



## Capital Driving Club Autocross Series

Ed Chan

On Saturday July 9<sup>th</sup> and again on July 16<sup>th</sup> the Capital Driving Club, sponsored by the Capital Triumph Register, held an autocross at Osbourn Park High School in Manassas, VA and Harry Grove Stadium in Frederick, MD, respectively. The weather was extremely hot at Osbourn Park and threatening to rain the entire day at Harry Grove.

Joe Seward was the course designer for July 9<sup>th</sup> event, since Charlie Brown and Larry Rittinger could not attend. Joe set up a nice long course which was great and completely different from the other courses designed by Charlie, Larry and Joe Macinnes (at Harry Grove). The average time was 50 seconds, with Filip Wojcikowski getting Fastest Time of the Day (FTD) at 44.51 seconds.

On July 16<sup>th</sup> we were back at Harry Grove Stadium. Although we had over 70 people reserve spots, the weather and other events resulted in only 43 participants. Also due to the threat of rain, Larry Rittinger set up a good rain course with fewer cones and less tight turns. Although the average time was shorter at 32 seconds, we were able to give 7 runs rather than the usual 6 runs. At this event, Clayton Cobb received his first FTD at 30.55 seconds.

Currently, Jake Moran is in first place in the points standing with 516 points, followed by Pete Gochman with 501 points and Mike Moran with 493 points. Keep in mind; at the end of the season, we drop the lowest 4 events. So the results can change dramatically at the end.

Based on the feedback received regarding the Freedom High School lot, we decided to cancel the August 20<sup>th</sup> event that was scheduled at Freedom. But don't change that dial! We now have SUNDAY (not Saturday) September 18<sup>th</sup> and SUNDAY (not Saturday) October 23<sup>rd</sup> added to the schedule at Osbourn Park High School. **Mark you calendars.**

The results can be seen at: [Capitaldrivingclub.com](http://Capitaldrivingclub.com)

If any of the participants have any feedback on any event, please send them to me at [capitaldriving@yahoo.com](mailto:capitaldriving@yahoo.com).

Mike and Jake Moran posted photos and videos at their web page at: <http://www.moranbros.com>

Pretty neat but a dial up connection may take forever for the

videos. You'll need a high-speed connection.

As a side note, Steven Henri told us of a free autocross/gymkhana at FedEx Field on November 12-13, 2005. To promote their new line up of cars, Mazda will be providing the cars for you to drive. You can register at: <https://www.zoomzoomlive.com/>

We're happy to welcome the following new member to the Capital Driving Club and the Capital Triumph Register:

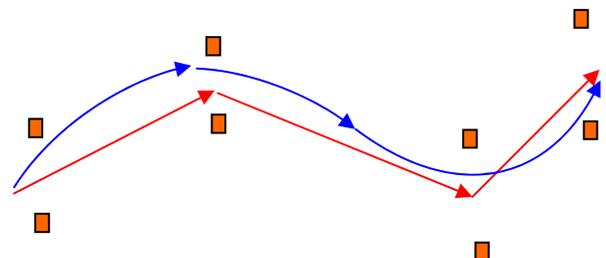
➔ Mike and Allison Cullen, Woodbine, MD

## Capital Driving Club Tech Tip Driving the Sweepers Ed Chan

At the July 16<sup>th</sup> autocross, we had a lot of people in real fast, high horsepower cars. However, many lower powered cars were several seconds faster. How is this possible?

The course was set-up with a lot of sweeping turns. Drivers that could visualize the next *three or more gates* could navigate the vehicle along a nice smooth sweeping turn at the optimum velocity. Other drivers tried to drive one cone or gate at a time, which made the driving line less smooth with more braking and less than optimum speed. Following the smooth blue curve below allows little or no braking with a higher average speed than driving along the red path of high acceleration with heavy braking (more time consuming).

You'll get better times by driving smoothly with a better line, higher average speeds and little or no braking. As always, pay attention as you walk the course and watch others by corner working to give you a great opportunity to find the best line.





## TSSC's International Weekend at Stafford, England

Bill Goodwin

July 8 to 10 were this year's dates for the Triumph Sport Six Club's international weekend show, which my wife Carol and I attended. We arrived in England the day before and with a rental car drove to Stafford. Driving over there is a hoot! For those who don't know, the TSSC is an English Triumph club. All Triumph owners are welcome worldwide. The yearly international weekend is when they invite all to come and bring their cars. There were about 20 Triumphs from all over Europe and only 3 of us from America I know of. None of us brought a car.

The Brits made us feel welcome and showed us a great time. The show is billed as one of the largest in England. I estimated about 300 cars showed up with about 40 vendors. Throughout the three-day event somewhere around 1,000 came and most camped out at the show grounds. Camping is included with the price of a three-day ticket. This is a family and pet friendly event. The show grounds cover about 100 acres and include two campsites with all the facilities. One for the quiet group and one for party animals with the cars parked between the two sites on the show field. The party camp is very lively and lots of fun. Carol and I stayed in a hotel and drove back and forth each day. There are two pubs on site along with various food stands.

Friday and Saturday nights had plenty of entertainment. Of course, we went for the cars. Saturday and Sunday were well planned with cars not only on the field, but in the main hall where concours, restored and original class judging were located. They held many workshops on tune-ups, how to put a top on and other helpful classes. There was a large shop area with space to work on your car or to learn. There were pros who would appraise your car and even an insurance company for those who wanted to shop around.

Outside were parades with an announcer who described each car. (I liked the all "girls in Triumphs" parade.) There were free five-mile rides in a large array of different model Triumphs, even some hi-performance ones. There was a large area for kids with games, rides and a bouncy castle. If someone in the family wanted more there were free bus trips to local shopping and tourist areas on Saturday. The TSSC went above and beyond to be sure there was something for everyone and that all had a good time.



Most of the show field was made up of Heralds. I think I have now seen every possible color one could paint be painted. Of course, there were a number of Spitfires, TRs and just about every other car Triumph built. Sorry to say I did not see many pre-60s cars. The highlight of our trip: as some of you know, I have been looking for a Herald Estate Wagon for some time. After a long search and many E-Mails and message boards in England we got to meet all those who we've been chatting with – a truly great bunch. My quest is now over as we bought a very nice '65 23,000 mile original in showroom condition. I would recommend you go next year if you can as, like all shows, it's great fun.. It would be nice if a group of us could take our cars. But, oh, what the cost would be! More about the show and the TSSC can be found on their web site: [www.tssc.uk.com](http://www.tssc.uk.com)



Bill and Carol Goodwin's "new" Triumph Herald Estate.



**Orange County Overnighter** *(Continued from Page 1)*

While it was a warm July day, as was to be expected, we were fortunate to have many shady roads to protect us from the heat. The roads leading to our first stop were spectacular. The tour took us through Marshall then onto beautiful Route 647 to Flint Hill. Some of us have enjoyed this Route on previous occasions but it is really a fantastic drive with great scenery of the nearby mountains, and always worth another go. There are lots of tight curves -- the kind of road British sports cars and their owners love! Then we stopped for a delicious lunch at the Griffin Tavern in Flint Hill. We sat in the Tavern area itself, thus soaking up a distinctly British flavor.

At leaving Flint Hill we picked up Route 231, a Virginia "Byway" and took that down to Gordonsville, paralleling the Shenandoah Park. Our second stop of the day was at the Exchange Hotel in Gordonsville. The Exchange Hotel was built just prior to the Civil War, but was used during the War as a receiving hospital caring for 70,000 soldiers -- both Confederate and Union. The Hotel has now been restored and houses an interesting museum highlighting its use during the 1860s era. Our docent was most knowledgeable about the Hotel and, in fact, a Civil War re-enactor.

After leaving the Exchange Hotel, we headed for a shady respite at the lovely Mayhurst Inn located in Orange, Virginia on Route 15. This Inn, listed on the National Registry of Historic Places for its historic and architectural merit, is a rare Italianate Victorian gem. It is remarkable for its fanciful architecture and the oval spiral staircase as-



ending four floors. The house was completed in 1859; during the Civil War, Generals Hill, Lee, and Jackson were guests of the then owners. The current owner made the back porch available for a wine and cheese party for our group. We were delighted to spend several hours there, soaking up the ambience. The owner also gave us a tour of this 22-room mansion -- it is a real beauty. For more information, check out [www.mayhurstinn.com](http://www.mayhurstinn.com).

After numerous photo opportunities at the Mayhurst Inn, we left for our overnight accommodations in Orange, Virginia at the Holiday Inn Express, conveniently located on Route 15. This motor lodge was great with clean, brand new rooms, secure parking, and a nice breakfast in the morning. The facility was located on a hill overlooking a scenic farm valley. If you used your imagination, you could envision Confederate and Union troops on opposing sides of the valley, getting ready for battle.





Saturday evening, we had dinner at the Inwood Restaurant in Gordonsville. The facility was rustic but the food was good and generous in portions, with an emphasis on steak and seafood. After our meal, we headed back to the Holiday Inn for a little R&R to get ready for the next day.

**Day 2**

On Sunday, several attendees opted to head back toward home because of other commitments, but there were some who visited other interesting sites in either Orange or Gordonsville, Virginia. After a leisurely breakfast, those still wanting to “play tourist” gathered by the pool for the morning drivers’ meeting. The participants broke into two groups – those visiting the Barbourville Vineyards; and the others visiting both Montpelier, home of James and Dolly Madison, and then later the Winery. Montpelier is undergoing restoration to its 1820 appearance, and so stucco is being removed from the outside brickwork while various additions made during the years the mansion was owned by the DuPonts are also being removed.

The Barbourville Vineyards were also on good old Route 20. This Route is highly recommended if you like to view old Pre-Civil War mansions and plantations. On the grounds of the Vineyards, you will find interesting ruins of an old home built for an early Governor of Virginia. This home, which unfortunately burned in 1884, was designed by Thomas Jefferson himself. By the way, the Winery has a nice assortment of wines from which to choose. There are also a gourmet restaurant and overnight accommodations on site as well.

As the touring ended, the group left Orange County and eventually headed back into the congested roads of Northern Virginia. It is interesting to note that the old Blue Ridge Turnpike – one of our Routes – has somehow been preserved, for you will not find a housing development nor a strip mall along its borders.

All in all, it was a lovely weekend, and while warm, there were plenty of clouds, no rain, and the humidity was at least manageable. Many thanks and kudos to Bruce Hogeland and Ed Geiger of the BTCC for selecting some great country roads for our journey, and for picking all of those interesting stops along the way. As the saying goes: “it’s not just the destination, it’s the journey as well.” And our British vehicles always add fun to the adventure!





## Triumphs on the Radar Screen of Life

Rich Townsend

Mid-May, Patti and I “did” Vegas, with a time-out to the Grand Canyon. This vacation choice won out over re-runs at Sandals in Jamaica (last May). I have to rate this vacation a 100 plus – degrees F., that is. The daytime high temperature in Las Vegas for the entire week was not less than 101°F. Schweet!

Always in the back of my mind when traveling, I’ve got my radar on, looking for the British Car sighting or encounter. I wore my MGB T-shirt all over the Strip (forgive me) fishing for a chance conversation, and didn’t get a single nibble from a fan. The only British cars I saw in Vegas were XK8s in Exotic-Rent-a-car fleets up and down the Strip. Of course there were plenty of new Minis actually being driven on the streets.

The only Triumph I saw all week was an orange (Pimento?) TR6, way out in the Arizona desert, wind-screen-less, sun-parched and abandoned at least for now, parked crooked in the side lot of a dusty roadside bar. Just imagine for a minute the glorious past of such a car. It’s hard to imagine how many owners enjoyed and drove the life out of her over the years. For more than 30 years that car has been a TR6, providing 6 cylinder music and butt massage, plus mind-clearing road-trips extraordinaire to any that got behind the wheel.



We rented a brand new 2005 Mustang Convertible for the side-trip to the Grand Canyon, thanks to American Express Reward Points (Mad Money). Patti will tell you that the three days we drove that car were the highlight of the trip for me. Nothing fancy – V6, automatic – but mix the Mustang into the formula with Route 66, the desert, and 100 degree heat, it was iconic. The drive experience was euphoric. Driving the Mustang (top down) from Las Vegas out to Hoover Dam, and on to Williams, AZ allowed me to finally thaw out to the core from the past winter. Every time we stopped, I took a picture of that car, with some notable scenic landscape in the background. What else was there to do?

The downer side of this story came when we were still at the Grand Canyon. I started out early to beat the mid-day heat on the morning after the night we spent at the Thunderbird Lodge (on the rim). I hiked “below the rim”, down Bright Angel Trail for an hour, just to be able to say I did it. For those who may not realize, the only way back from an hour hike into the canyon is an hour and a half hike back UP. Long-story-short, my back went out – way out – soon after my post hike shower. Had I been home, I’d have run to the chiropractor inside of 15 minutes, but I was at a loss out there, so I suffered. Suffered so bad that I..... asked Patti to drive me back to Las Vegas. ARGH! End of long-story-short, my back is still killing me – MRI coming up in 2 days.

So, now we’re back in Las Vegas, and I’m a gimp, medicating with Patti massage (Thank You!) on the outside and Budweiser on the inside. We walked and gawked day in and day out.

Las Vegas is lost on me. I’m not a Gambler. And I don’t understand why other people do it!! The town is built on a multi-billion dollar industry whose sole purpose is to fleece you, send you home, and then build another monument to the phenomenal fleece job they do to tourists every year! I played the penny slots – yes, they exist – and the best part is I WON! Eight Dollars and Seventy – One Cents on a one-penny slot! Just imagine that scaled up by 100 times. But there is plenty to gawk at in Vegas. Fabulous architecture, outrageous special effect shows, fabulous and outrageous humans, opulent casinos, malls, and restaurants. So, we took it all in, as long as it didn’t involve losing money.

We headed out from our hotel early one morning, say eleven o’clock (2 PM in DC), and went straight to the XXXXXX Casino, keeper of the Auto Collections Museum.



This was on my “to do” list all week, but I didn’t know what to expect.

Well, first off they hand you free admission tickets for the museum as you walk by hawkers of this and that (mostly time shares) in the casino hallways. After an elevator ride up a couple stories I was very pleasantly surprised to walk into a very brightly lit warehouse area, all carpeted and painted nice, but none the less, a warehouse, lined with vintage cars. All the cars were separated from the spectators by movie theater popcorn line velvet 1 1/2” diameter ropes supported by brass pillar stand things. British Cars a-plenty – if you like Jags (all the XKs you can name), Rolls, Bentley, and Aston Martin. Oh, yes, pardon moi, ONE 1969 MGC-GT. NOT A TRIUMPH IN THE HOUSE! Not even a sheet metal marque sign on the wall.

Museum? Actually a consignment shop. Each car had a price on it, and they were not cheap. Could it be that this is where one would car shop after hitting the big one night at Caesars? This is a great attraction for FREE, plus there was some very nice Detroit Iron on display, too.

Well, I brought back evidence that your credit better be golden to afford at least one of their “Pre-owned Classics” See the accompanying blurb with the picture of the Aston Martin Zagato - \$3,000,00.00



and cast again as a Toyota? Where will they be driven in the years in-between? Who will enjoy those driving years? Do cars have souls? They definitely have stories to tell. If only they could talk.

**Austin Healey  
Capital Classic Run  
September 16-18<sup>th</sup>  
Herman Farrer**

On behalf of the Capital Area Austin Healey Club, I would like to invite the members of the CTR to join us for a weekend in Gettysburg on September 16-18. The highlight of this year's event will be two presentations by Professor Matthew Pinsker. On Friday night, Dr. Pinsker will discuss President Lincoln after dinner at the Gettysburg Hotel. The next morning, he will lead a tour of the battlefield giving us his personal insights into one of the defining battles of the war. Saturday afternoon will be a time to visit additional historic sites, peruse the shops or simply relax by one of the motel’s two pools with friends. Saturday evening it will be dinner with friends at one of Gettysburg’s fine restaurants. After breakfast on Sunday morning, the Classic ends with an observation rally in the Pennsylvania countryside followed by lunch for those who are hungry.

Please contact me at [herman@capitalhealeys.org](mailto:herman@capitalhealeys.org) or (301) 588-1216 for an application for the event. People are responsible for their own hotel reservations. Our host motel is the Gettysburg Motor Lodge. Call (717) 334-1103 and ask for the Capital Area Austin Healey Club rate for September 16. Please call me if you have any questions.



So there you have it. I told you what went happened in Vegas. No need for anything to “stay in Vegas”.

Now, back to the dilapidated TR6 in the desert, the Brand-spanking-new Mustang rental, the Zagato, and your own baby (Triumph or otherwise). Where will they be in 30 years? Collecting dust in a barn? Crushed, melted down,



## EVENTS

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

**Aug 6** - Autocross, Osbourn Park HS, Manassas, VA, Ed Chan \*CTR\*

**Aug 11-13** - TRF Summer Party, Armagh, PA

**Aug 20** - TRAC Poker Run, Abingdon, Md, www.tracltd.org

**Aug 28** - Cruisin’ for Crustaceans tour, Southern Maryland, Art Fournier \*CTR\*

**Sep 3** - Autocross, Harry Grove Stadium, Frederick, MD Ed Chan \*CTR\*

**Sep 9** - Watkins Glen Grand Prix Festival, Watkins Glen, NY, promotions@watkinsglen.com or (607) 535-3003

**Sep 10-11** - British Car Festival, near Altoona, PA, mgnut@atlanticbb.net or (814) 942-7742

**Sep 13** - Membership meeting (all members welcome), Bentley’s Restaurant, Route 50, Falls Church, VA, Paul Edelstein, (703) 914-0507

**Sep 15-18** - 6-Pack TRials, Little Switzerland, NC, http://6-pack.org/

**Sep 17-18** - British Car Days, Brown’s Island, Richmond, VA www.britishcarclub.com or (804) 756-7569

**Sep 18** - Autocross, Osbourn Park HS, Manassas, VA Ed Chan \*CTR\*

**Sep 18** - Meeting of the Marques, Allenberry Resort, Boiling Springs, PA, www.SVVSCC.org or svvscc@usa.net or (717) 259-0180

**Sep 24** - Gold Mine Wine and Dine Tour, Bill Wemhoff Wemhoff@erols.com or (703) 471-8276 \*CTR\*

**Sep 24** - MGs on the Rocks, Rocks State Park near Belair, MD, Mike Lutz, mgtlutz@comcast.net or (410) 592-8610

**Sep 24** - Wings and Wheels, Topping, VA, (804) 758-2753 or inf@wingsandwheels.us

**Oct 1** - “Brits at the Village,” Norristown, PA, Philadelphia MG Club (610) 466-3073

**Oct 9** - Hunt Country Classic and CTR picnic \*CTR\*

**Oct 15-16** - Fall Overnighter \*CTR\*

**Oct 23** - Autocross, Osbourn Park HS, Manassas, VA Ed Chan \*CTR\*

**Oct TBD** - Autocross, Harry Grove Stadium, Frederick, MD Ed Chan \*CTR\*

**Oct 28-30** - Pumpkin Run Rally, Millsboro, DE, Bill Goodwin redrag@radix.net

**Nov TBD** - Membership Meeting

**Nov TBD** - Autocross, Harry Grove Stadium, Frederick, MD Ed Chan \*CTR\*

**Nov 12** - T4 \*CTR\*

**Dec 11** - Holiday Party, MD \*CTR\*

**Dec TBD** - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan \*CTR\*

## CTR Regalia

Contact Charlie Brown, (703) 339-5871 or cb1500@erols.com, for CTR Regalia: hats \$15, patches \$5, name tags \$4.50, flag pins \$10, shirts \$25 for Hanes and \$35 for Jonathan Cory. Enquire as to shirt size and color availability. Regalia will be delivered at CTR events.

## 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.**

**4 Panasport silver wheels for sale.** 15x6. New in box, chrome lug nuts and wheel centers included. \$800. Contact Lionel Mitchell (703) 754-7362 or haymarket4@verizon.net

**1979 Triumph TR7 convertible for sale.** Red. Needs engine work. \$1500. Riva, MD, Elaine Monahan (410) 956-3531 or Monahan651@aol.com

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**Spitfire Parts for sale.** Differential, block, crank, flywheel, pistons, clutch, etc. Call Jim (301) 423-5806

**1979 Spitfire Convertible for sale.** Green. Engine in excellent condition - runs very well. Needs new top and minor body work. Includes 6-disc CD, car covers and alarm sys. \$3,500. Call Kim/Ken at (703) 327-5105



**Spitfire Bonnet.** 1969 or 1970 in medium to poor condition - trying to keep it from the scrap metal world. Rob Nicholson of Motorhead at kellis999@aol.com, (703) 573-3192, or at home at (703) 979-2468

**Two TR3 Parts Cars for sale.** 1959 and 1961. Upper Marlboro, MD. Contact Dave (301) 579-6265



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CTR website

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

## THE STANDARD

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

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**Deadline for the  
next issue of  
*The Standard*:  
September 9<sup>th</sup>!**

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For renewals with unchanged status, return your mailing label.

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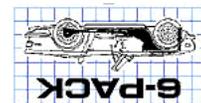
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The Capital Triumph Register  
is a chapter of  
The Vintage Triumph Register,  
6-Pack, and  
The Triumph Register of America



4729 Willows Road  
Chesapeake Beach, MD 20732-4221

# THE STANDARD

## Personal Triumphs Gary Unthank's 1974 Spitfire



## It was the best of cars; it was the worst of prose

A man who compared a woman's chest to a carburetor has won an annual contest celebrating the worst writing in the English language.

Dan McKay, a computer analyst from North Dakota, beat thousands of entrants to the annual Bulwer-Lytton Fiction Contest run by San Jose University with this bit of prose:

“As he stared at her ample bosom, he daydreamed of the dual Stromberg carburetors in his vintage Triumph Spitfire highly functional yet pleasingly formed, perched prominently on top of the intake manifold, aching for experienced hands, the small knurled caps of the oil dampeners begging to be inspected and adjusted as described in chapter seven of the shop manual.”

The 43-year-old writer said he was inspired by a line from the musical Chicago when character Roxie Hart complains of her husband's incompetence in the bedroom: “He made love to me like he was fixing a carburetor or something.”



## **TRF Summer Party** **Art Fournier**

CTR was well represented at the 2005 Roadster Factory Summer Party in Armagh, Pennsylvania. Paul, Sharon and Rebecca Edelstein, Lionel and Laura Mitchell, Rich and Stephen Smalling, Glenn Minucci, and Art Fournier were all there. All drove English cars, although two weren't Triumphs. Paul Edelstein wasn't able to get his new trailer set up in time to haul his TR6, so he brought his Range Rover rather than have to drive two cars. Glenn Minucci had been on a cruise and was coming to the Summer Party directly from New Jersey on Saturday, so he drove up in his Jaguar rather than his Stag.

This year's weather was hot and, for the most part, very dry – quite a change from the downpours of the 2003 Summer Party! The only rain was a very brief shower during

*(Continued on Page 4)*



*Lionel Mitchell bests a TR4 at TRF Summer Party drag races.*

## **What I Learned at TRF Summer Party** **Lionel Mitchell**

I was determined to participate in the moving events at this year's Summer Party. In years past, I've driven the mountain tour, but I really wanted to participate in the speed events. My car is running well and seemed to be in good condition. After all, I had driven in five autocross events with the Capital Driving Club this Spring and Summer. I felt confident that I wouldn't embarrass myself. Was it a premonition that Paul Edelstein and I discussed the notoriously weak TR6 differential or that Rich Smalling was reluctant to enter his TR6 in the autocross event? Whatever?! I was still determined.

Friday was the drag race event, and my daughter, Laura, and I were the first registered in our class. Because of the small number of cars in the event, we could run as many times as time permitted. After my fourth run, I decided that I wasn't going to get any faster. I had bested a TR6 and a TR4A and had been blown away by Richard Good (who would have thunk it?!), and my car had hung together. No clunks or other strange noises. That surely was a good omen!

Saturday was the autocross event, and again Laura and I were in line first (did I mention that I was determined?). After tech inspection and the obligatory drivers meeting, we line up with me first in line. So, Uncle Dave gives me the signal to start. I raise the revs, release the clutch to head for the first gate, and BAM .... (Oh, somewhere I know the birds must be singing – oops, wrong story). I hearkened back to the last autocross event when the same (?) sound came out of Ed Chan's TR6 when it came off the starting line. His problem turned out to be a bad u-joint. One of the experienced auto-

*(Continued on Page 5)*

**PAGE 1 - TRF Summer Party; PAGE 2 - CTR Happenings; What is a British Car; PAGE 3 - Cruisin' for Crustaceans; PAGES 6 AND 7 - Capital Driving Club Autocross Series and Tech Tip; PAGE 8 - Hunt Country Classic; Spinal Tappets; PAGE 9 - Pumpkin Run Rally; PAGE 10 - Events; Classified; PAGE 11 - Club Info**



## CTR Happenings

### *Hunt Country Classic - October 9<sup>th</sup>*

You'll find details on the Hunt Country Classic later in this issue. Once again, Lionel and Nancy Mitchell are offering their home for a post show get together.

### *Please welcome CTR's newest members:*

- ➔ Stephen Prior, Bristow, VA, 1969 TR6



### **From the Editor:**

### **Support your newsletter!**

CTR's newsletter has been successful over the years in no small part due to the number of members who have contributed to it. It's been fun for me to edit because of the variety of articles, photographs, and odds and ends you have contributed. And I'm sure that variety has made it more interesting to read. Please don't let up! Keep those cards and letters (and articles) coming!



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

**Volume II, Number 7  
September and October 1990**

The lead article in the September-October 1990 issue of *The Standard* told the story of one of the club's busiest one-day tours. This one explored Maryland's Eastern Shore with stops at the Wye Oak and Mill, St. Michael's, and Tilghman Island. The trip also included a ride on the Belleview-Oxford Ferry. It's no wonder that 10 of the 24 participants decided to remain in Easton for the night. The club also visited and toured White Post Restorations in Virginia. There was also a report on the Richmond British Car Day. All in all, it was a busy time for the club! Other articles included one on an upcoming tech session by new member Ira Schoen, a tech tip on accessing and servicing a Spitfire transmission from inside the car, and another tech discussion on the TR2-6 overdrive by Keith Dunklee.

## What is a British Car? Art Fournier

**Ten little, nine little, eight little Indians  
Seven little, six little, five little Indians  
Four little, three little, two little Indians  
One little Indian boy**

That nursery may sum up the current state of the British auto manufacturers, at least those whose names are most familiar to Americans.

Several years ago, Ford acquired Jaguar, Aston Martin, and Land Rover. Rolls-Royce and Bentley were split apart with the former being sold to BMW and the latter to Volkswagen. BMW, of course, also produces the Mini. Proton of Malaysia owns Lotus and may have given new life to that company with the Elise. And in July, the MG Rover Group was sold to Nanjing Automobile Group of China. Maybe that leaves Morgan and TVR as the final two Indians?

The Acclaim, the final Triumph model to be produced, and Rover's ill-fated Sterling bore striking similarities to the Honda automobiles from which they were derived.

Which brings up the question of what is a British car? Which marques should qualify for entry into British car shows? We hear the owners of classic Minis take aim at new Minis, which they claim should not qualify due to their BMW ties. If they're right, then no new Jaguar, Aston Martin, Land Rover, Bentley, Rolls-Royce, Rover, MG, or Lotus should qualify. And maybe the rare Sterling that turns up should be denied entry too. Sounds kind of silly, doesn't it?





# Cruisin' for Crustaceans

Art Fournier

CTR continued its Cruisin' for Crustaceans tradition for the 12<sup>th</sup> year when 24 crab-hungry members and friends explored back roads in Prince George's and Charles Counties on the way to Captain Billy's in Pope's Creek, Maryland. The cars included four TR6s, a TR8, two Spitfires, Bill Goodwin's recently acquired Herald Estate, and a Jaguar XKS plus a couple of non-British cars to carry additional family members. There should have been more, but threatening weather kept a few people away. However, the day turned out to be dry and increasingly sunny – perfect top-down weather.

The final part of the route followed the Port Tobacco River and included some roads for which our LBCs were designed. Once at Captain Billy's, the group sorted itself out so that the crab pickers could do their thing with minimal impact to the rest of the group. Since the price has come down a bit and availability is good, many trays of steamed crabs made their way to our tables. Captain Billy's also has an extensive menu of seafood and other selections, so there was ample choice for everyone.

Who knows where will we wind up when CTR cruises for crustaceans in 2006? However, based on this year's experience, you can bet that the roads will be winding, the company will be outstanding, and the crabs will be delicious!





TRF Summer Party (Continued from Page 1)

the car show. However, it wouldn't be the Summer Party if there wasn't a convertible top speed raising event. The overall number of participants was lower this year, giving the event a more intimate and relaxed feel. But there were still many LBCs in Armagh and Indiana. There's nothing like stepping out of your motel room and seeing a dozen or more Triumphs in the parking lot!

As usual, TRF had a full slate of automotive events planned for Thursday through Saturday – tech sessions, poker run, mountain tour, drag racing, autocross, gymkhana, TSD rally, Le Mans start, and car show. There were also several other events including an evening bonfire, DJ and bed sheet movies in the campground; a tea sponsored by the local chapter of the Red Hat Society; and a walking poker run during the car show.

Several CTR members came home with prizes. Stephen Smalling earned a third place in the TR6 class at the autocross – his time with the Capital Driving Club is paying off! Art Fournier and Glenn Minucci took second place honors in the Spitfire and Other British classes at the car show. Rebecca Edelstein tied for first place in the Ladies Red-Pink Poker Run with a handful of spades and took first place in the Indiana Walking Poker Run the night of the show with four queens – next year she can pay Paul and Sharon's way with her prize money!



A few of the cars on the Mountain Tour



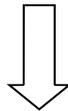
Stephen Smalling at the autocross



One of several blocks of the car show



Le Mans Start — in a Range Rover?!



Dinner in Indiana, PA



### What I Learned (Continued from Page 1)

crossers immediately diagnosed my problem as a u-joint. Another guy volunteered his hydraulic jack and tools, and a third guy crawled under the car with me to start the disassembly. Charles Runyan, passing by, said he would send over the parts for the repair. As the disassembly progressed, we could see that the left outside u-joint had a fair amount of play in it but not the level that would cause the noise we had heard, plus the right outside u-joint looked and felt good. About that time Rich Smalling had finished his autocross runs (yes, Stephen had talked him into running) and came over to join the repair crew. He had recently replaced all six u-joints on his TR6. After we summarized the condition of the u-joints, Rich focused on the differential and was able to reproduce a clunk turning it by hand. Ugh! Dave Hagenbuch walked over and said that it had sounded to him like the crown gear in the differential. I probably wasn't paying much attention in Summer Parties past, but losing a TR6 diff is not an uncommon event at these events. Thinking back to the time when Bob Tullius came over to Charlie Brown's studio, circa 1989, I remember him talking about the TR6 diff weak link and how he had used a Mercedes unit in his TR6 when he raced it. It happened to Richard Good one year at the Summer Party. That prompted him to develop his conversion kit for the Nissan limited slip unit.

Meanwhile, back at the broken diff ranch, the guy who had loaned me the hydraulic jack, Marty Sukey, agreed to take my car over to TRF on his trailer at the end of the day. Couldn't argue with that (I'm in your debt Marty!). Although it was hot, it was fun to watch the Sukeys (Marty, his wife, and his son) compete in their modified TR6.



*Lionel Mitchell in the autocross*

Marty and Richard Good swapped FTDs until that MG Midget Rotary Rocket blew them away. But what to do about "the situation?" Paul, Sharon, and Rebecca came by and volunteered to take us to our motel. After considering the overall situation, I decided to leave the car at TRF and have them make the repairs and get my son Daniel to drive up to rescue us. By Sunday afternoon, we were back at home. I drained and cleaned my extra differential Sunday night and shipped it to TRF Monday morning. It arrived on Wednesday.

A week later, the car is finished. My wife, Nancy, and I drive back to TRF, stopping for a late breakfast going up and an early dinner coming back, in Berkley Springs, WV. At TRF, I had a good long conversation with Dave Hagenbuch about TR6 differentials, engine performance upgrades, and miscellaneous TR6 stuff. If this diff failure was going to happen, this was one of the better places for it to happen: competent British mechanic and service advisor (thanks Brent and Dave!), low labor, and the right parts at a good price. The drive back to Virginia was uneventful, thankfully. I listened closely for sounds from the rear. It seems to be OK. All in all, it could have been far worse and much more expensive. And I did have a good time in spite of the problem. Laura said she enjoyed this party the most of all the previous ones we've attended (notwithstanding the little problem).

So what did I learn from my experience? Well, I already knew the TR6 differential was marginal. What I really learned (again) was what a great community Triumph people are! My thanks go to all those who helped out and to my family for supporting me in my Triumph activities. As for my continuation in autocrossing my TR6, did I mention that I'm determined?

Postscript: September 4 autocross at Harry Grove Stadium in Frederick – 7 autocross runs, differential still intact and no discernable clunks.



## Capital Driving Club Autocross Series Ed Chan

On Saturday August 6<sup>th</sup> the Capital Driving Club, sponsored by the Capital Triumph Register, held an autocross at Osbourn Park High School in Manassas, VA. The weather was again hot at Osbourn Park. However, the course was fun and everything was running smoothly (until the end).

Clayton Cobb got his second FTD (Fastest Time of the Day) of the season at 38.52 seconds. Congratulations, Clayton! Also, Lionel Mitchell easily got the fastest indexed time of the day by over 1 second (indexed time) in my TR6. The average time was 42.78 seconds.

A few people were interested in driving my TR6, including Liam Dwyer and Lionel Mitchell. They seemed to enjoy the car. However in the very last run of the day, Liam launched the TR6 from the start gate and a loud noise came from the drive train, BANG! Liam did the right thing and came to a stop right away.

Several people helped us push the car out of the way into the staging lot.

Joe Seward and I followed Richard Lipsky back home in Arlington in my pick-up truck. Then Richard lent us his van and trailer. Joe and I then returned back to Manassas and got the TR6 on the trailer. We trailed it back to our shop (a warehouse that a bunch of us rent) in Springfield, unloaded the TR6, and then back to Arlington to return the van and trailer. I got back home in Alexandria around 9:30 pm, which made for a real long day.

On the bright side, I found it very satisfying to know that everyone in the Club was so helpful in helping to push the car, to loan a trailer, and to unload the car. The whole thing only cost me gas money to get my car back home – a lot cheaper than calling for a tow!

The problem turned out to be a broken outer u-joint on the left half axle. These are those beefed-up Corvair hubs with American u-joints. The u-joint broke into three pieces sending needle bearings and two bearing caps over the entire drive shaft/trailing arm area. At first, I thought I only needed to change the u-joint. However when I looked closer, the Corvair rear hub yoke was also broken. The best we could figure was that the u-joint got bound-up, which

caused it to hammer the yoke. The u-joint hammering the yoke caused the retaining tab to break. Once the retaining tab broke, the u-joint bearing caps flew off, leaving the exposed u-joint spider. The bare u-joint, now liberating needle bearings all over the place, slams into the yoke and snaps into three pieces.

The results of the autocross can be seen at: [Capitaldriving-club.com](http://Capitaldriving-club.com)

If any of the participants have any feedback on any event, please send them to me at [capitaldriving@yahoo.com](mailto:capitaldriving@yahoo.com).

Mike and Jake Moran posted photos and videos at their web page at: <http://www.moranbros.com>

Pretty neat but a dial up connection may take forever for the videos. You'll need a high-speed connection.

We're happy to welcome the following new member to the Capital Driving Club and the Capital Triumph Register:

- ➔ George and Jacob Bockleman, Great Falls, VA
- ➔ Steven and Zachary Catlin, Dumfries, VA
- ➔ Pedro Cuevas, Stafford, VA
- ➔ Nick Drymalski, Kensington, MD
- ➔ Andrew Goldberg, Oakhill, VA
- ➔ Rich and Jill Johnston, Great Falls, VA
- ➔ Dan Kraus, Frederick, MD
- ➔ Jason Offord and Amanda Wheeler, Reston, VA
- ➔ Jason Reynolds, Fairfax, VA
- ➔ Al Schmidt, Woodbridge, VA
- ➔ Bob Wimmer, Gaithersburg, MD





## Capital Driving Club Tech Tip Hammer Mechanics and Safety Wire Ed Chan

When working on my broken U-joint with month, I couldn't get the shattered u-joint out of the yoke. After removing the retaining clips, I tried to tap the u-joint from the yoke. That didn't work. I tried to press the u-joint out with a vise. That also didn't work. I was beginning to think I should hit it with a bigger hammer. Then I remember someone that tried to remove a u-joint with a big hammer and ended up deforming the yoke.

I was going to Larry at C & M Machine Shop in Alexandria because the exposed end of the stub axle thread was marred. When I removed the castle nut, the nut was also destroyed as it passed the marred thread. Since I didn't have a 3/4" -20 die nor could a find one locally, I figured that C & M would be easier, quicker, and cheaper.

At this point, I realized that C & M would also be the best place to remove the broken u-joint, install the new yoke and new castle nut (after chasing out the stub axle thread), and install the new u-joint. I ended up getting the whole unit back assembled in one day!

The only thing Larry couldn't do was safety wire the retaining strap bolts on the yoke because he didn't have any safety wire.

I guess the most important thing I remembered was not to try a bigger hammer. If things don't go like they are supposed to go, seek a specialist (either for advice or for hire). In the end, it will be quicker, cheaper, and easier.

### Safety Wire

I've never safety wired bolts before. Most British cars use tab washers to stop critical bolts from loosening. Dave Mumford gave me a quick lesson on safety wiring two bolts together. The three things I learned are the following:

1. Use Safety Wire Pliers. These lock onto the wire and

spin. I guess you can do it manually, but it will take longer and look like crap.

2. Use Safety Wire. Safety Wire is specially made, harder than bailing wire, and non-corrosive (stainless steel)
3. Safety Wire the two bolts such that the wire stops the bolt from backing out. If you are not careful, you may wire the bolt in the wrong direction and the wire will allow the bolt to loosen



Counter-clock-wise rotation is stopped by safety wire tension

Top View

The two circles represent the bolt heads. The hashed lines is suppose to be the twisted wire. Note how the wire path is diagonal such that if the bolt were to loosen (counter-clock-wise), the safety wire is put in tension, thus stopping the bolt rotation.





## Hunt Country Classic Sunday, October 9<sup>th</sup>

The Hunt Country Classic, sponsored by our friends in the MG Car Club Washington DC Centre, is held each year at Bill and Barbara Scott's Willoughby Farm, located between Marshall and Middleburg in the rolling Virginia horse country. As in past years, there will be wagon rides pulled by an antique tractor and a cider press to help keep the younger generation busy. A variety of vendors and a silent auction will round out the day's activities.



The MG Car Club has upgraded their food service plans for 2005. Two lunch menus are available from Gentry's Catering: a full buffet lunch for \$12.50 or a deli sandwich buffet for \$6.50. Both will be prepared on site.

Registration for the participants' choice show is \$20 until September 30<sup>th</sup> and \$25 thereafter. If you have not received an application, details may be found on the MG Car Club's website, [http://www.mgcarclubdc.com/hcc/hcc\\_main.html](http://www.mgcarclubdc.com/hcc/hcc_main.html), or e-mailing [huntcountryclassic@mgcarclubdc.com](mailto:huntcountryclassic@mgcarclubdc.com).

CTR always has a good turnout at the Hunt Country Classic – we hope you will be able to join us this year. As an added inducement, Lionel and Nancy Mitchell have again offered to host a post-show event for CTR members at their home in Haymarket, Virginia. If you plan to attend, please RSVP by Friday, October 7<sup>th</sup> to Lionel at (703) 754-7362 or [haymarket4@verizon.net](mailto:haymarket4@verizon.net).

## The Spinal Tappets

As you should be aware of, the Illinois Sports Owners Association (ISOA) hosted the 2005 Vintage Triumph Register national convention. What you may not know is that their very own in-house band, the Spinal Tappets, made their debut at the convention. For your listening pleasure, check out this link <http://www.vtr2005.org/tappets.html> for lyrics and mp3 files of some of their classic tunes, such as:



### Rust In The Tin

I close my eyes  
Only for a moment and the floors are gone  
All my seams  
Gaps before my eyes with much porosity  
Rust in the tin  
Everywhere there's rust in the tin

## Additional TRF Summer Party Photos



Above: Art Fournier, Rich Smalling, and Rebecca, Sharon and Paul Edelstein during the Mountain Tour.

Left: Art Fournier and Stephen Smalling receive awards at the Coventry Inn.





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 MILLSBORO, DE 19966  
[www.northeastrallyclub.com](http://www.northeastrallyclub.com)

**SCHEDULE**

(SUBJECT TO CHANGE)

**Friday, October 28, 2005**

- 9:30-2:00 Registration at Millsboro Fire Company
- 9:30-2:30 Tech Inspection at Millsboro Dairy Queen
- 2:00pm Rally School (required for Rookies)
- 3:00 CHICKEN HOUSE RUN
- 5:30-8:30 Cars on display at Dairy Queen
- 5:30-6:30 Registration at Millsboro Fire Hall
- 5:30-6:30 Tech inspection at Millsboro Dairy Queen
- 6:30 Hosted Dinner at Millsboro Fire Hall
- 7:30 Rally School with Jim Feeny
- 8:30 Open House at Bob Bryan's ALL INVITED

**Saturday, October 29, 2005**

- 6:30-7:00 Registration & Tech Inspection at Millsboro Fire Hall
- 6:30-8:00 Sussex County Breakfast Millsboro Fire Hall
- 8 am Rally begins
- 5 pm Finish line at Millsboro Fire Hall
- 5:00-8:30 Cars on display at Dairy Queen
- 5:00-6:30 Welcome back refreshments at Fire Hall
- 5:30 pm Hosted dinner at Fire Hall
- 8:00 pm Desert, Live Auction, Silent Auction, Raffle
- 9:20 pm Sunday Instructions distributed

**Sunday, October 30, 2005**

- 6:00-7 am Coffee & juice at Atlantic Inn for all
- 7 am Rally Begins
- 9:45 am Cars return to Millsboro Fire Hall
- 10 am Hosted brunch at Millsboro Fire Hall
- 11:15 Awards



For **PUMPKIN RUN**  
 information or entry forms  
 Or more information about the  
**NORTHEAST RALLY CLUB**  
 visit our website at  
[www.northeastrallyclub.com](http://www.northeastrallyclub.com)  
 Or email us at  
[info@northeastrallyclub.com](mailto:info@northeastrallyclub.com)



## EVENTS

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

**Sep 3** - Autocross, Harry Grove Stadium, Frederick, MD Ed Chan \*CTR\*

**Sep 9** - Watkins Glen Grand Prix Festival, Watkins Glen, NY, promotions@watkinsglen.com or (607) 535-3003

**Sep 10-11** - British Car Festival, near Altoona, PA, mgnut@atlanticbb.net or (814) 942-7742

**Sep 13** - Membership meeting (all members welcome), Bentley's Restaurant, Route 50, Falls Church, VA, Paul Edelstein, (703) 914-0507

**Sep 15-18** - 6-Pack TRials, Little Switzerland, NC, <http://6-pack.org/>

**Sep 17-18** - British Car Days, Brown's Island, Richmond, VA [www.britishcarclub.com](http://www.britishcarclub.com) or (804) 756-7569

**Sep 17-18** - Hurricane Katrina Relief Sporting Event and car Show, Camp Friendship, Palmyra, VA, Anthony Huss, Wayne\_AnthonyHuss@yahoo.com

**Sep 18** - Autocross, Osbourn Park HS, Manassas, VA Ed Chan \*CTR\*

**Sep 18** - Meeting of the Marques, Allenberry Resort, Boiling Springs, PA, [www.SVVSCC.org](http://www.SVVSCC.org) or [svvscc@usa.net](mailto:svvscc@usa.net) or (717) 259-0180

**Sep 24** - Gold Mine Wine and Dine Tour, Bill Wemhoff [Wemhoff@erols.com](mailto:Wemhoff@erols.com) or (703) 471-8276 \*CTR\*

**Sep 24** - MGs on the Rocks, Rocks State Park near Belair, MD, Mike Lutz, [mgtlutz@comcast.net](mailto:mgtlutz@comcast.net) or (410) 592-8610

**Sep 24** - Wings and Wheels, Topping, VA, (804) 758-2753 or [inf@wingsandwheels.us](mailto:inf@wingsandwheels.us)

**Oct 1** - “Brits at the Village,” Norristown, PA, Philadelphia MG Club (610) 466-3073

**Oct 8** - Autocross, Harry Grove

Stadium, Frederick, MD Ed Chan \*CTR\*

**Oct 9** - Hunt Country Classic and CTR picnic \*CTR\*

**Oct 15-16** - Fall Overnighter \*CTR\*

**Oct 23** - Autocross, Osbourn Park HS, Manassas, VA Ed Chan \*CTR\*

**Oct 28-30** - Pumpkin Run Rally, Millsboro, DE, Bill Goodwin [redrag@radix.net](mailto:redrag@radix.net)

**Nov 12** - Autocross, Harry Grove Stadium, Frederick, MD Ed Chan \*CTR\*

**Nov 12** - T4 \*CTR\*

**Nov TBD** - Membership Meeting

**Dec 11** - Holiday Party, MD \*CTR\*

**Dec TBD** - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan \*CTR\*

## CTR Regalia

Contact Charlie Brown, (703) 339-5871 or [cb1500@erols.com](mailto:cb1500@erols.com), for CTR Regalia: hats \$15, patches \$5, name tags \$4.50, flag pins \$10, shirts \$25 for Hanes and \$35 for Jonathan Cory. Enquire as to shirt size and color availability. Regalia will be delivered at CTR events.

## 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.**

**4 Panasport silver wheels for sale.** 15x6. New in box, chrome lug nuts and wheel centers included. \$800. Contact Lionel Mitchell (703) 754-7362 or [haymarket4@verizon.net](mailto:haymarket4@verizon.net)

**1979 Triumph TR7 convertible for sale.** Red. Needs engine work. \$1500. Riva, MD, Elaine Monahan (410) 956-3531 or [Monahan651@aol.com](mailto:Monahan651@aol.com)

**1972 TR6 for sale.** 4 speed with electric overdrive, factory hardtop, and many extras. \$4000 great restoration project, must see! Check out website for pictures at <http://members.aol.com/bluestone7/index.html> or call Craig at (703) 289-9464

**1972 TR6 Parts Car for sale.** Good motor, 4-speed, no glass. Wheels, tires, front end good. Top, rear end bad. \$500. (Keep this car from going to the crusher!) Call Mark (703) 339-8712

**Spitfire Parts for sale.** Differential, block, crank, flywheel, pistons, clutch, etc. Call Jim (301) 423-5806

**1979 Spitfire Convertible for sale.** Green. Engine in excellent condition - runs very well. Needs new top and minor body work. Includes 6-disc CD, car covers and alarm sys. \$3,500. Call Kim/Ken at (703) 327-5105



**Spitfire Bonnet.** 1969 or 1970 in medium to poor condition - trying to keep it from the scrap metal world. Rob Nicholson of Motorhead at [kellis999@aol.com](mailto:kellis999@aol.com), (703) 573-3192, or at home at (703) 979-2468

**Two TR3 Parts Cars for sale.** 1959 and 1961. Upper Marlboro, MD. Contact Dave (301) 579-6265



# CLUB OFFICERS

- |                         |   |
|-------------------------|---|
| <b>President</b>        | <b>Paul Edelstein</b> (703) 914-0507<br>Annandale<br>pgedelstein@capitaltriumphregister.com   |
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CTR website

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

## THE STANDARD

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

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Pages 1, 4 and 5 - Lionel Mitchell  
Pages 3 and 8 - Art Fournier  
Page 4 - Rebecca Edelstein  
Pages 6 and 7 - Capital Driving Club  
Pages 8 and 12 - Sharon Edelstein

**Deadline for the  
next issue of  
*The Standard*:  
October 7<sup>th</sup>!**

## Membership Renewal / Application

For renewals with unchanged status, return your mailing label.

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



4729 Willows Road  
Chesapeake Beach, MD 20732-4221

# THE STANDARD

## The "Mini Bar" at TRF's Summer Party



## Sigh! And you thought gas prices were bad before!





# THE STANDARD

The Official Publication of the  
*Capital Triumph Register*  
Volume XVII, Number 10, October 2005

## **T4 2006** **Saturday, November 12<sup>th</sup>** **Art Fournier**

The four Ts are Triumph, Taste, Tech and Tour. We'll be doing all four on Saturday, November 12<sup>th</sup>. To add a bit of diversity to the event, which is usually held in Washington's Northern Virginia or Montgomery County suburbs, we will be holding it in Southern Maryland this year with stops planned in Charles and Calvert Counties. At each stop, we'll have a bite to eat and one or two brief tech sessions before moving on to the next location.

Details are still being firmed up, but we'll meet around 9:30 a.m. at Bill and Carol Goodwin's home in Bryantown, MD. To reach Bill's, go south out of Waldorf on Route 5 to Bryantown. Turn left at the light on Bryantown Road. Go 1-1/4 miles and turn right on Mount Eagle Lane. Bill's is the second driveway on the left, 13972 Mount Eagle Lane. For additional directions, e-mail Bill at [redrag@radix.net](mailto:redrag@radix.net) or call (301) 870-8594.

If you're interested in participating, please contact Art Fournier at [fournier@chesapeake.net](mailto:fournier@chesapeake.net) or (410) 535-0690 no later than November 6<sup>th</sup> in order to allow time to plan for food.

Please join us for one of CTR's longstanding fall events. Appetite and curiosity are definitely required; Triumphs are optional. We hope to see you at **T4 2006!**

## **Hunt Country Classic** **Art Fournier**

Middleburg, Virginia, experienced over eight inches of rain on the Friday and Saturday before the Hunt Country Classic; however, the show organizers and participants lucked out with a dry, partly sunny Sunday for the show itself. Throughout the day spectators kept a wary eye on the clouds, but no rain fell. It was clear enough for the B-24 Liberator and B-17 Flying Fortress World War II era bombers offering rides at an air show at the Manassas airport to be clearly visible as they circled the area.

This year's was the 10<sup>th</sup> annual Hunt Country Classic, an event that, more than the autumnal equinox, marks the beginning of fall and the end of the British car show season here in the Washington area. And it felt like fall with a little chill in the air and a scattering of



*Two of a Kind: Steve Oertwig's and Matt Schipani's GT6s on display at the Hunt Country Classic.*

*(Continued on Page 3)*

**PAGE 1 - T4 2006; Hunt Country Classic; PAGE 2 - CTR Happenings; Mail; PAGE 4 - Personal Triumphs - Stephen Prior; PAGE 6 - Capital Driving Club Autocross Series and Tech Tip; Richmond British Car Days; PAGE 7 - TR8 Blast Off; PAGE 8 - Gettysburg; PAGE 10 - Events; Classified; PAGE 11 - Club Info**



## CTR Happenings

### *Tom Burke named new BOG Coordinator*

Tom Burke has stepped up to fill the position vacated when Charlie Brown stepped down as coordinator for CTR's Britain on the Green show. Charlie isn't going far, however, and will remain on board as the alternate BOG coordinator. Please give a big "thank you" to Tom for taking on this key role and to Charlie for the hard work he has put in over the years to ensure the success of CTR's largest and most demanding event!

### *Correction - Stephen Prior's TR7*

In the September issue of *The Standard*, we welcomed new member Stephen Prior, but incorrectly identified his car as a 1969 TR6 when in reality it's a 1979 TR7. For more on Stephen and his TR7, see page 4.

### *Please welcome CTR's newest members:*

- ➔ George Brockelmann, Great Falls, VA
- ➔ Stephen Catlin, Dumfries, VA
- ➔ Michael Crossin, Woodbridge, VA
- ➔ Pedro Cuevas, Stafford, VA
- ➔ Nick Drymalski, Kensington, MD
- ➔ Dave Edsinger, Frederick, MD
- ➔ Andrew Goldberg, Oakhill, VA
- ➔ Travis Grabb, Clifton, VA
- ➔ Rich Johnston, Great Falls, VA
- ➔ Dan Kraus, Frederick, MD
- ➔ Patrick McVey, Frederick, MD
- ➔ Jason Offord, Reston, VA
- ➔ Jason Reynolds, Fairfax, VA
- ➔ Al Schmidt, Woodbridge, VA
- ➔ Jeff Silver, Germantown, MD
- ➔ Robert Wimmer, Gaithersburg, MD



*MGB GT participating in the Capital Driving Club's autocross series. See page 6 for more.*



## Our readers write (and e-mail):

*Many of you will remember long-time CTR member Dennis Eckhout whose job transferred him from Northern Virginia to Oklahoma City a few years ago. Proving he's as active with the Oklahoma City club as he was with VTR, Dennis writes:*

September 29, 2005

The Central Oklahoma Vintage Triumph Register had a pretty busy month in September. The weekend of the 24<sup>th</sup>, we traveled 220 miles to Fayetteville, AR for "Brits in the Ozarks," a multi-marque show now in its fourth year. It reminded me a lot of BOG when we held it at Woodlawn. About 120 cars showed up from Arkansas, Missouri, Oklahoma and Texas. Not a bad display of British Iron and surprisingly, TR6s did not outnumber everything else.

Two weeks ago, we held our annual "Red River Challenge" event with the Dallas club. As another manifestation of the rivalry between the two states (a bit more intense than Virginia/Maryland), we meet on alternate sides of the border each year to see which club can muster the greatest number of members at the event dinner. This year, we met in a small lakeside town in north Texas about 200 miles from here; regrettably our club is now in possession of the "Red River" red loser boxer shorts.

The weekend after Labor Day, a road trip to Shattuck, OK took us to a show sponsored by the town as part of its fall festival. One of our members and his wife are the organizers, and they manage to have enough Triumph classes that just about everyone gets called up for an award. Not only does the 180 mile trip to near the Oklahoma panhandle go through some beautiful country, the townspeople are thrilled to see the rare British cars. The prospect of bringing a trophy home helps make it worthwhile, too.

I've put nearly 1600 miles on my red TR6 this month driving to, during and from events and general running around. It has performed flawlessly with nothing more than adding gas and topping off the fluids. The white TR6 I rescued last spring is on the road, but having some fuel delivery issues that prevent me from taking it on any long trips. But that will be sorted out soon, and I'll be rolling up the miles on it too.

That's about it from me. I ended up with more news than I intended. Please extend my greetings to everyone in the club.

Regards,

Dennis



Hunt Country Classic (Continued from Page 1)

leaves on the fantastic back roads of the Northern Virginia horse country.

Bill and Barbara Scott's Willoughby Farm is a great venue for a car show. And after 10 years it is a very comfortable one. The show's sponsors, the MG Car Club Washington, DC, Centre continue to fine-tune their event. This year they upgraded their food service with a caterer who provided a choice of hot food or deli sandwiches.

The number of Triumphs on the field was a little lighter than usual, which was unfortunate and resulted in only three Triumph classes for the show this year. However, CTR members who participated were well rewarded. In the TR6 class, Paul Edelstein received the 1st place and Bob Fabie the 2nd place trophies. In the Spitfire/GT6 class, Matt Schipani placed 1st with his GT6 while Tom Costigan and Art Fournier finished 2nd and 3rd with their Spitfires. In the "Triumph Other" class, Glenn Minucci took 2nd place honors with his Stag and Paul Malandrino was awarded the 3rd place trophy for his TR3B. Not a bad showing!



(Continued on Page 5)



## Personal Triumphs: How I became a British Sports Car Enthusiast

**Stephen Prior**

My first experience with England's finest motor-cars was when my father purchased (or took over the ownership) of a 1960 TR3 from a friend who, like my father, was in the Navy and getting transferred overseas. A TR3 in the far south of Texas, such a strange site. But Dad enjoyed driving it to work everyday. It was amusing watching him go off to work in the middle of winter sans erector-set top, festooned in gloves and hat. His only concession to the cold was the purchase of a tonneau cover. This was the late seventies and I had just got my license. My primary mode of transportation then was a 1963 Chevy Bel Air, reliable but boring. My Dad would let me drive the TR3 on weekends and I became hooked, albeit unrealistically when I watched him toil to keep it running.

My next experience came when I got tired of motorcycles and bought a '74 MG Midget in Hawaii in 1980 while I was serving in the Navy, a common theme I think. I remember my first lesson in Lucas electronics, pulling out of a drive-in movie theater in Pearl City, HI; girlfriend riding in the passenger seat and the top up for romantic reasons...and the ignition sets afire. The look on the Naval Base security as my friend tows me on base in his VW Beetle was priceless! I remember how easy it was to run wire I borrowed from my submarine from the ignition switch to the alternator to fix the problem. I later went and purchased an electronic replacement for the ignition system, including an optical distributor. It seemed so exotic back then.

I was then transferred to San Diego for Naval school. I had to pick up the car in Long Beach, where the Navy had shipped it. Despite eight months of storage it started right up and I proceeded to head down I-5 to San Diego. The next thing I know the throttle linkage locks up and I'm constantly accelerating, not that 85 mph in an MG Midget is terrifying, just disconcerting.

In 1983, I decided marriage was my next direction, and my future spouse did not have a driving license. I did not look forward to towing my beloved MG Midget behind a 1982 VW GTI so was forced to sell it.

Fast forward to 2002, my son is 17 and skilled with a

manual transmission...and more importantly just as interested in sports cars as I. So I come across John Pollack's Sports Car Rentals on the internet and off we dash to rent his Spitfire in Batesville, VA. What a pleasure, painfully slow uphill but the look on my son's face as we zipped around the curves of the Shenandoah mountains was worth everything! This experience reaffirmed my belief that ownership of a British car was my destiny. Over the subsequent years we would rent a '69 MGB, a TR6, and finally the '79 TR7 converti-



*Christopher Prior  
and the MGB*

ble. While the MGB was more powerful the Spitfire, it was heavy in turns and tended to roll. The TR6...what a sound, and the power was beautiful. But it was downright scary in the mountains. And then we rented the TR7 and it was love at first drive. Not a classic beautiful British design. But it was fast and handled as well or better than most sports cars I've driven. And did I mention the owner, John, was selling it because it was not a popular rental vehicle. We're driving for about two hours and I hear a loud pop and then exhaust



*Stephen Prior  
and the TR6*

*(Continued on Page 5)*



**Personal Triumphs** (Continued from Page 4)

backfire from under the hood. It seems a plug in the exhaust manifold, which replaced the bolts holding in the long gone air distribution manifold, had backed out. So we returned it to the owner, disappointed, but addicted. And the negotiations began.

Now my son and I own that 1979 TR7 convertible and enjoy driving it on weekends or any time we can steal away during the week.



The Priors' 1979 TR7

**Hunt Country Classic** (Continued from Page 3)

For the third year, Lionel and Nancy Mitchell opened their home in Haymarket for a post-event picnic. The picnic has become a tradition and event in its own right with some CTR members coming out especially for the picnic – a big thank you and a round of round of applause to Nancy and Lionel for their hospitality!





## Capital Driving Club Autocross Series Ed Chan

On Sunday September 4<sup>th</sup> the Capital Driving Club, sponsored by the Capital Triumph Register, held an autocross at Harry Grove Stadium in Frederick, MD and then again on September 18<sup>th</sup> at Osbourn Park High School in Manassas, VA. With this month receiving little rain, we had nice dry days.

At the September 4<sup>th</sup> autocross, Mike Moran drove to the Fastest Time of the Day with a time of 32.08 seconds with an average time of 33.95 seconds. The fastest indexed time was by Linda Redding in her 1973 MGB-GT with an indexed time of 32.48 beating the next best-indexed time by almost half a second. Since the average time being shorter than normal, each participant was able to drive 7 runs rather than the normal 6 runs.

At the September 18<sup>th</sup> autocross, we had 89 participants, the largest field ever. Liam Dwyer turned in the Fastest Time of the Day at 42.02 seconds with an average time of 47.36 seconds. Levi Magyar received the best-indexed time of 42.16 seconds, over 1.2 seconds faster than the competition. With the large crowd and a longer course, we didn't run the last car until 6:20 pm, making it a very long day.

With over 150 members signing up for autocross, we've decided to put a freeze on new members. We hope that as the events progress in the year, we can accommodate more participants and will open membership up again.

If any of the participants have any feedback on this last event, please send them to me at [capitaldriving@yahoo.com](mailto:capitaldriving@yahoo.com).

Photos from Aaron Copley can be found at:

[www.e3opian.net/images/2005/cdc10](http://www.e3opian.net/images/2005/cdc10)

[www.e3opian.net/images/2005/cdc10-lengyel/index.htm](http://www.e3opian.net/images/2005/cdc10-lengyel/index.htm)

[www.ryanshomepage.com/gallery/2005\\_09\\_18\\_cdc\\_autox](http://www.ryanshomepage.com/gallery/2005_09_18_cdc_autox)

We're happy to welcome the following new members to the Capital Driving Club and the Capital Triumph Register:

- ➔ Blake Schwartz, Bethesda, MD
- ➔ Woody and Patty Woodworth, Gainesville, VA

## Capital Driving Club Tech Tip I just Saved a Lot of Money on my Car Insurance Ed Chan

"I just saved a lot of money on my car insurance," well, not really since my newest car is a 1976 F-100 pick-up truck. The tech tip today is just a simple suggestion for those with new cars. Vehicles that are in sold in the Canadian market are required to have Daytime Running Lights (DRL). So what does that mean to you? Simple. Canada only represents about 10% of the US market, and most manufacturers do not make vehicles differently just for the Canadian market. So if you have a newer car, you may have DRL and not even know it because it was disabled for the US market.

To really find out, check with your dealer. If you have DRL and turn it on, you can tell your insurance company and possibly get a reduction in your insurance rate.

## Richmond British Car Days September 17<sup>th</sup>



*Congratulations to Matt Schipani on his first place finish at the Richmond British Car Days in Brown's Island. But why did he get his award from Santa Claus? And what's the story with the Dune Buggy, manikins and port-a-potties?*





## TR8 Blast Off

Tom Burke

The weather was perfect. Maybe 75 degrees, sunny and dry. I rolled up the country lane near Charlottesville, VA wondering if I would be able to find John Sanders and his TR8. It was easier than I thought. There was a low white cloud, as puffy as the ones in the sky, but this one was on the ground, and inside it was John's TR8, being blasted back to its bare metal, with plain old Arm & Hammer baking soda.



John had carefully prepared the 1980 TR8 fixed head coupe car for this episode (episoda?) of its restoration. He bought the car four years ago from a racer named Buddy Norton who had it stored in Connecticut.

After bringing it home, he stripped it inside and out and removed the doors, glass, and bonnet. For the sodablasting, he brought the car to a friend's field near a pole barn (filled with sports cars and racers) where he could keep it out of the weather. He is also the owner of a 1978 pre-production fixed head coupe and a very nice yellow drop head coupe with a seriously modified 3.5 V8. John Sanders is active in the show circuit and he's the current Vice President of the Shenandoah Valley British Car Club.

This car is his next project and the pre-production coupe is for "his retirement," though at the rate he going on it, he may need to start shopping for another one soon. I had never heard of sodablasting, and John



was kind enough to invite me down to Palmyra, VA to see the boys from Sodablasting of Virginia blast his TR8 back to its original state, as naged as the day "before" it was born. Chip Carpenter of SoV, clad in a white set of coveralls, hood, and breathing filter, was steadily taking the paint away. He had begun at 9:30 and a little over three hours later he was almost finished. I checked my watch. Both sides of the bonnet, a little less than 15 minutes. The entire engine bay, about 20 minutes. John, several of his buddies from the

Shenandoah Valley British Car Club, and yours truly, stood at a distance, truly impressed.

Sodablasting has been around since the 1980s. It is useful for graffiti, mold, and grease removal, situations where something non-abrasive is required to preserve the surface underneath and it is a great way to remove paint from old cars, without warping or damaging the metal underneath. Soda scours away paint without damaging aluminum trim, without tearing up rubber, and without requiring much more than duct tape to defend plastic lenses and parts.

I've seen some sand-blasting and done a little, and many of you who have done it know that there's a trick to doing broad, flat surfaces, and that often it's not easy to see what you're doing. Soda takes the paint right off, knocks the top off rusted areas and is much more forgiving and mistake-proof than sand. Further, cleaning baking soda out of cracks and crannies is no big deal as it is water-soluble and a quick wash dissolves it right away. It doesn't completely remove body filler or undercoating, so Chip will follow up on some areas with aluminum oxide. Heat and humidity will affect the way the soda flows, so on some days, he will use more or less soda.

Sodablasting of Virginia has a plan to reach out and touch your car, no matter where it is. They have a mobile sodablasting system, consisting of a duelly pickup towing a trailer-mounted compressor the size of a minivan that they will bring to your house or other location. Those of you who have pondered how to strip your car, then get it to a sandblast shop, and then wait with sweaty palms for them to return it – God knows when and in God knows what condition – will appreciate the convenience this concept offers. The gas-powered compressor handles the job without even breathing hard and Chip and his crew work steadily.

This is not, however, the kind of job you want to do in your driveway, 20 feet from your neighbor's Toyota. Soda, which is less dangerous than the silica dust that comes from sand, was spread over a 75 foot by 75 foot area. Also, the noise from the compressor would assure that, whatever your neighbor was yelling, you probably wouldn't hear him (or the cop, either).

John was having this done on a farm, well out in the coun-



(Continued on Page 9)



## Gettysburg

### September 16-19, 2005

Beverly and David Dougherty

Everyone knows that Beverly's heart belongs to the White Knight but David's heart still beats fast at the sight of a beautiful Austin Healey. When the announcement from the Capital Area Austin Healey Club appeared in our newsletter inviting CTR members to take part in their annual Capital Classic Run in Gettysburg, PA, it seemed like the perfect occasion to see a number of beautiful Healeys and to revisit historical Gettysburg. Since the White Knight was still in need of service, we drove the Jaguar XJS.

Beverly initially inquired about the weekend by e-mail and Herman Farrer, who was organizing the weekend, was most gracious and provided all the necessary details. We were then put on the e-mail list to receive up to date messages. It was at this point that we realized this was not a group with 'general' historical interest but one with many Civil War experts. A flurry of messages went back and forth as people informally formed caravans in order to retrace the routes of various generals on their way to Gettysburg. Some followed the routes taken by the troops commanded by Robert E. Lee. Others traveled along the main route of the Confederate advance/retreat while still another group approached from the south/southeast along the route followed by J.E.B. Stuart's Confederate Cavalry. Not only did they provide exact information about the routes there was also a bit of 'political' banter relating to those of the south or north. Fortunately for us, 'Yanks' were welcome. However, because David worked Friday morning, we just took the regular route 270 N to 15 N and that brought us straight into Gettysburg and the Gettysburg Motor Lodge. The motel was convenient, pleasant, and well priced. Herman and a number of the members were in the lobby when we arrived. We introduced ourselves, received our materials, and then went to our room to settle in and get ready for dinner and the speaker at the historic Gettysburg Hotel (1-½ miles away).

When we arrived at the Gettysburg Hotel, we learned that the group was made up of 16 British automobiles: 14 Austin Healeys, an MG-TD, and a Jaguar XJS. The Healeys included a Bug-eye Sprite, a later model Sprite, and one 1955 100/4. The other Healeys were post-1956. All were beautiful and most were able to enjoy the beautiful weather with the tops down.

The Gettysburg Hotel, located at 1 Lincoln Square, was originally built in 1797 and while updated, retained the am-

biance of its original period. It is an attractive setting with a number of rooms. Initially, everyone gathered in the McClellan's bar. Here, over drinks, we met a number of Austin Healey members and shared conversations ranging from various cars owned, restored, those in progress, and all sorts to other interests such as ice hockey, football, military academies, families, etc. The members were a social group and those that knew CTR members spoke very kindly of them.



When it came time for dinner, we headed for our private dining room and it just happened that we sat at the table with the featured speaker, Matthew Pinsker. He is a professor from Dickinson College and a Lincoln scholar with an academic pedigree that included Harvard and Oxford. After a fine dinner, Matthew gave a talk that examined some of the critical personal moments in Lincoln's life that were particularly influential. His talk was informative and enjoyable and elicited many questions from the group. He also agreed to give us all a tour of the battlefield the next morning.

At 8:45 AM Saturday, everyone was in the parking lot ready to follow Matthew to the battlefield. We took off in caravan style and made three stops where Matthew discussed the particular importance of each location. The tour was supposed to be 2 hours but it ran about 2-½ because a number of people had comments, asked questions, and also many provided additional insights. When the tour was over, everyone relaxed and either continued further sight-seeing in the area or town, some went to a restoration garage, and others shopped. Dinner was on our own that evening. David and I made our own reservations because we didn't know what the other members were planning. A number graciously invited us to join them but it seemed to work out best that we kept our planned reservations. Unfortunately, our first choice, the Blue Parrot was quite crowded and service was non-existent. Without hesitation, we decided to go just a few steps back to the Gettysburg Hotel. There we went to their formal dining room where we were accommodated without a reservation. We had flowers, candlelight, music, gracious service, and a wonderful meal. It had been a fine day.

On Sunday, a fun rally was planned. We all met at 9:30 AM, had our meeting, and then everyone was ready to start.

*(Continued on Page 9)*



**Gettysburg** (Continued from Page 8)

Beverly drove and the navigator, who wishes to remain anonymous, took directions in hand. This was not a good start because navigating is Beverly's domain. The planned route took us over beautiful country roads with little traffic and many interesting sights. We were enjoying ourselves immensely when about half way through we realized that we were heading away from Gettysburg, maybe to Ohio. Fortunately, we were somewhat familiar with the roads from previous driving and so knew how to get back. That gave us the distinction of simply being 'lost' but not 'hopelessly lost' where we needed to open the envelope. All but one made it back to the historical Dobbin House Tavern (1776) where, in colonial surroundings, everyone had lunch and compared notes and experiences. It had been a fine weekend with beautiful weather, beautiful roads, great cars, and very nice people. Mercifully, Herman only identified the top three drivers!

**TR8 Blast Off** (Continued from Page 7)

try, on torn up ground around a construction site, so noise and dust were not an issue for him. Care also has to be taken to protect grassy areas as the baking soda will "burn" grass if it gets wet.

The good news is, three hours later, you got yourself a nicely refinished car, dusted like the Pillsbury Doughboy, needing only rust repair and a quick rubdown with 180 sandpaper to be ready for primer. For this, SoV charged John \$750. The price will vary, depending on how far Chip has to travel to do the job, but considering the convenience and the struggle involved in doing this yourself, that price seems pretty reasonable. Needless to say, Chip's skill and the power of his set-up are worth a lot also.

There are, of course, other types of sandblast media, walnut shells, plastic beads, aluminum oxide, anthracite coal dust, to name a few, but soda is less expensive (\$40 per 50 lb. bag) than most, as effective as the "low-cut" media types, and easy to use.

Could you do it yourself? Sure, given enough compressor power and enough baking soda and enough patience, anything is possible. But, as we watched Chip and his son blast off the TR8, we all agreed (while holding our frosty beverages) that this time, we were learning a better lesson by watching the pros than we would have learned by doing it ourselves.



8<sup>th</sup> Annual  
**Britain on the Green**

For more information and applications:  
[bog2006@capitaltriumphregister.com](mailto:bog2006@capitaltriumphregister.com)  
 Tom Burke, 703.3541361  
 Charlie Brown, 703.878.1337

We hope you will join us by the Potomac at beautiful Collingwood Mansion in Alexandria.



## EVENTS

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

**Oct 1** - “Brits at the Village,” Norristown, PA, Philadelphia MG Club (610) 466-3073

**Oct 8** - Autocross, Harry Grove Stadium, Frederick, MD Ed Chan \*CTR\*

**Oct 9** - Hunt Country Classic and CTR picnic \*CTR\*

**Oct 23** - Autocross, Osbourn Park HS, Manassas, VA Ed Chan \*CTR\*

**Oct 28-30** - Pumpkin Run Rally, Millsboro, DE, Bill Goodwin redrag@radix.net

**Nov 12** - Autocross, Harry Grove Stadium, Frederick, MD Ed Chan \*CTR\*

**Nov 12** - T4, Southern Maryland \*CTR\*

**Nov 15** - Membership meeting (all members welcome), Bentley’s Restaurant, Route 50, Falls Church, VA, Paul Edelstein, (703) 914-0507

**Dec 11** - Holiday Party, MD \*CTR\*

**Dec TBD** - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan \*CTR\*

### 2006

**Jan TBD** - Awards Dinner, Maryland location \*CTR\*

**Feb TBD** - Winter Dinner, Virginia location \*CTR\*

**Apr 30** - Britain on the Green, Tom Burke (703) 354-1361 \*CTR\*

**Jun 4** - The Original British Car Day, Lilypons, Buckeystown, MD, John Tokar, [Tokarj@erols.com](mailto:Tokarj@erols.com) \*CTR\*

**Jul 9** - British Invade Gettysburg show, Ralph Eriksen

Deadline for the next issue of *The Standard*:  
**November 18<sup>th</sup>!**

## CTR Regalia

Contact Charlie Brown, (703) 339-5871 or [cb1500@erols.com](mailto:cb1500@erols.com), for CTR Regalia: hats \$15, patches \$5, name tags \$4.50, flag pins \$10, shirts \$25 for Hanes and \$35 for Jonathan Cory. Enquire as to shirt size and color availability. Regalia will be delivered at CTR events.

## 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.**

**1972 Triumph Spitfire for sale.** Does not run, but engine has been rebuilt and is in great shape. I got partway through restoring it but am going overseas and lack the expertise and time to get it running again. Would be serious restoration project or a good parts car. No top; body and wheels in good shape. New cams, distributor, ignition coil, fuel pump, hoses, battery, and many more extra parts on hand. Car currently parked in Rosslyn, VA. \$1000 obo, and you tow away. Call Alex at 423-304-1106 or [hah9@georgetown.edu](mailto:hah9@georgetown.edu) to see it.

**1979 Triumph TR7 convertible for sale.** Red. Needs engine work. \$1500. Riva, MD, Elaine Monahan (410) 956-3531 or [Monahan651@aol.com](mailto:Monahan651@aol.com)

**1972 TR6 for sale.** 4 speed with electric overdrive, factory hardtop, and many extras. \$4000 great restoration project, must see! Check out website

for pictures at <http://members.aol.com/bluestone7/index.html> or call Craig at (703) 289-9464

**1972 TR6 Parts Car for sale.** Good motor, 4-speed, no glass. Wheels, tires, front end good. Top, rear end bad. \$500. (Keep this car from going to the crusher!) Call Mark (703) 339-8712

**Spitfire Parts for sale.** Differential, block, crank, flywheel, pistons, clutch, etc. Call Jim (301) 423-5806

**1979 Spitfire Convertible for sale.**

Green. Engine in excellent condition - runs very well. Needs new top and minor body work. Includes 6-disc CD, car covers and alarm sys. \$3,500. Call Kim/Ken at (703) 327-5105



**Spitfire Bonnet.** 1969 or 1970 in medium to poor condition - trying to keep it from the scrap metal world. Rob Nicholson of Motorhead at [kellis999@aol.com](mailto:kellis999@aol.com), (703) 573-3192, or at home at (703) 979-2468

**Two TR3 Parts Cars for sale.** 1959 and 1961. Upper Marlboro, MD. Contact Dave (301) 579-6265

### Photo Credits

Pages 1, 3 and 6 - Steve Oertwig  
Pages 2 - Capital Driving Clu  
Page 4 and 5 - Stephen Prior  
Pages 5 - Lionel and Laura Mitchell  
Page 7 - Tom Burke



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## THE STANDARD

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

### Membership Renewal / Application

For renewals with unchanged status, return your mailing label.

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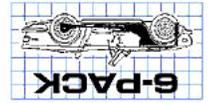
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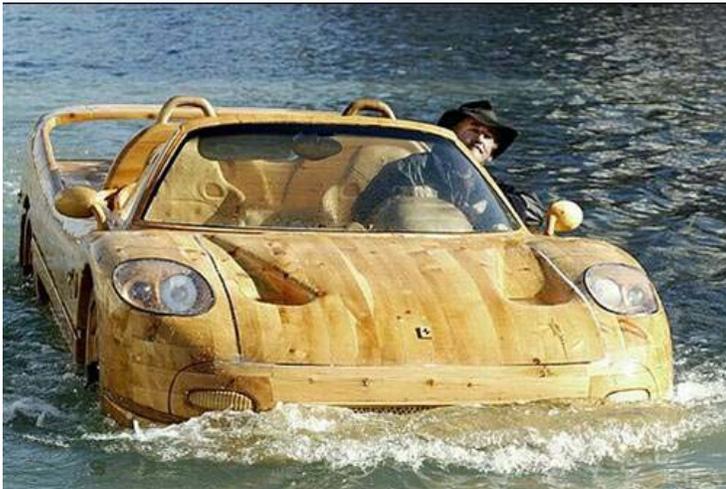


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The Vintage Triumph Register,  
The Triumph Register of America  
6-Pack, and

4729 Willows Road  
Chesapeake Beach, MD 20732-4221

# THE STANDARD

**A wooden, floating Ferrari —  
what won't they think of next!**



**Of course! A wooden, floating  
MG.**





# THE STANDARD

The Official Publication of the  
*Capital Triumph Register*  
Volume XVII, Number 11, November 2005

## CTR Holiday Party Sunday, December 11<sup>th</sup>, 2005

## T4 2005 Art Fournier

CTR's annual Holiday Party will be held on Sunday, December 11<sup>th</sup> at Rita and Joe Cannon's home in Fairfax. We will gather around 4:00 pm and enjoy a potluck buffet. Please contact Rita at [rita64@yahoo.com](mailto:rita64@yahoo.com) or (703) 280-4104 by Thursday, December 8<sup>th</sup> to RSVP and coordinate food (salad, dessert, or what have you).

As has been our tradition in recent years, we will hold a gift exchange. Each person who attends is asked to bring a small gift (not to exceed \$10.00). We've had a lot of fun with this in the past. Gifts may be automotive or seasonal in theme or you can use your imagination. Used spark plugs, however, are a definite no no.

Many of you have been to the Cannon's home – located just outside the Beltway at 8904 Mears Street, Fairfax, VA 22031 – in the past; however, if you need directions, contact Joe at [jpc8904@yahoo.com](mailto:jpc8904@yahoo.com) or (703) 280-4104.

Hope to see you there!



*How many Triumph owners does it take to tighten a wheel bearing? At least five to supervise and offer advice and one to do the actual work.*

*See pages 4 and 5 for more photos from T4 2005.*

*(Continued on Page 4)*

**PAGE 1 - CTR Holiday Party; T4 2005; PAGE 2 - CTR Happenings; BOG Kick Off; PAGE 3 - Gold Mine Tour; Looking Back; PAGE 6 - Capital Driving Club Autocross Series and New Vintage and Team Series; PAGE 8 - Garage Spot: Pressure Oil Gun; Find the Dots PAGE 9 - Overflow Tank Rebuild; PAGE 10 - Events; Classified; PAGE 11 - Club Info**



## CTR Happenings

### *Bill Goodwin named new Maryland Events Coordinator*

René Burcksen has stepped down after several years as CTR's Maryland Events Coordinator. Bill Goodwin has stepped up to fill the position — a big “thank you” to both René and Bill!

### *Awards Banquet (and other 2006 events)*

Bill's first task is to find a location for the annual awards dinner, tentatively scheduled for January 29<sup>th</sup>. More on that in the December issue of *The Standard*.

As the 2005 season comes to an end, we are looking forward to a busy calendar for 2006. Tentative dates have been set for the Awards Banquet and Winter Dinner (see the calendar on page 10). We will be firming up the early 2006 calendar at the January 17<sup>th</sup> membership meeting. As always, we want to hear your ideas and suggestions for events for your club.

### *Correction - Sodablast of Virginia*

In the October issue of *The Standard*, we carried an article on sodablasting. We incorrectly listed the name of the company that provided the service. It is Sodablast of Virginia. For information, they may be reached at <http://www.sodablastofvirginia.com/> or (804) 556-5250.

### *Please welcome CTR's new members:*

- ➔ George Carrell, Upper Marlboro, MD, TR7
- ➔ Alexander Henager, Washington, DC, Spitfire
- ➔ William Olson, Lovettsville, VA, TR3A
- ➔ William Steinman, Chevy Chase, MD, TR250
- ➔ Stan Kinmouth, Silver Spring, MD, TR6

Join us April 30<sup>th</sup> at Collingwood Library for the Ninth Annual

## *Britain on the Green*

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

***Capital Triumph Register's***

largest event!



## BOG 2006 Kickoff Meeting

Hi Folks,

We have scheduled our first Britain On The Green (BOG) Planning Meeting for 6:30PM on Tuesday, December 6, 2005 at Bubba's Bar-B-Q in Merrifield, Va. The agenda for the meeting will be sent out at a later date, but, in general, we will review the 2005 BOG and start discussing any staffing issues for the 2006 BOG (and eat some barbeque!).

Bubba's is located at 7810 Lee Hwy # F, Falls Church, VA 22042 and their phone is (703) 560-8570.

I hope everyone can attend so we can get rolling on the event. A headstart now will hopefully keep things going smoothly as the event gets closer.

Best regards,

Tom Burke  
BOG Co-Coordinator



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

**Volume II, Number 9  
November 1990**

The November 1990 edition of *The Standard* led off with a report on a tech session conducted by Dave Schillerstrom of Motorhead. Dave discussed Triumph pollution controls. Included with the report were several pages of notes on emission controls, emission problems, and tips for passing emissions tests. This was the second tech session hosted by Motorhead in the short history of the club.

Upcoming events included the Holiday Party to be held at Karl and Penny Johnson's home and a MIG welding seminar by Wayne Matthews. George Barczewski reported on the VTR National Convention held in Bolder, Colorado. Susan Maxon and Robert Weeks discussed their TR6 in the Personal Triumphs section. And Charlie Brown described what was at the time a new process for repairing small chips in automobile windshields.



## Virginia Gold Mine and Dine (but no Wine) Tour

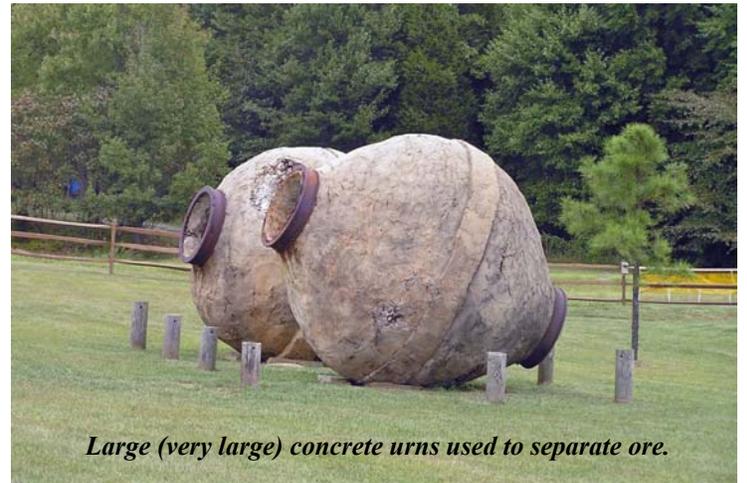
Bill Wemhoff

The 2005 Fall "Virginia Gold Mine and Dine" Tour came off very well with about a dozen BTCC and CTR friends. The weather initially was a bit threatening, but we avoided all rain and the day turned out to be very nice for a drive. The roads were very scenic, the gold mining lecture by park ranger, Bob, was fascinating and the food at the 'Tadpole Café' was quite good. Actually, the group found Ranger Bob to be a little more captivating than anticipated and our scheduled departure for the winery was somewhat delayed. In response, we regrouped and for safety considerations decided to forego the winery - by this time stomachs were pegged on empty - and head straight to lunch. A slight deviation from our planned route put us back on schedule and



Ranger Bob

we refueled with food rather than wine. All in all, it was a pleasant drive with the camaraderie of good friends and we learned a little more about this great state of Virginia - not a bad way to spend a day.



Large (very large) concrete urns used to separate ore.



### From the Editor:

## Good Old American Fun!

For the past three years I've been asked by Kevin McCarthy, a member of both CTR and the Patuxent River Foreign Car Club, to participate in the Leonardtown, Maryland, Veterans Day Parade.

Some of you may be unfamiliar with Leonardtown - it's a rather small town. However, their Veterans Day Parade is huge. I'm told there are over 4,000 participants - veteran's groups, scouts, bikers (mostly Harleys), car clubs (British, '50s American, Corvette, etc.), Native

Americans, high school bands, junior ROTC, church groups, social and fraternal clubs, bagpipers, you name it.

In the staging area, I was lined up next to a team of Budweiser Clydesdales. One horse was as close as my driver's side mirror. Have you ever looked up at a ton or so of horse? And prayed it didn't decide to sidestep.

My passenger was the 2005 "Little Miss Maryland," a very pretty and polite 5-year old who picked my car for her ride. My Spit is red, which probably explains her choice.

This year, November 11<sup>th</sup> was crisp and clear - parades in November are always more fun when it's crisp and clear.

No real point here. Just some good old American fun and a really great way to spend a November holiday!



T4 2005 (Continued from Page 1)



Then it was time to tour. Rather than take the most direct route from Bill's to our second stop, we took advantage of the weather to drive on some secondary and back roads to reach Art and Sue Fournier's home near Chesapeake Beach, Maryland, where we had a lunch of beef barbeque and cold cuts with freshly baked cookies and brownies for dessert. Then it was on to the garage. Art covered two areas: gas struts as a replacement for the hood support in Spitfires and GT6s and how to build a pressure oiler for under ten dollars. Paul Edelstein then discussed winterizing cars that are not driven regularly and the installation of upgraded electronic ignition systems.





We probably should call this event the T5, with the fifth T standing for talk. One of the great things about events like the T4 is the opportunity to talk with other Triumph owners to discuss the cars and receive help and suggestions on problems.





## Capital Driving Club Autocross Series Ed Chan

On Saturday October 15<sup>th</sup> and on Sunday October 23<sup>rd</sup> the Capital Driving Club, sponsored by the Capital Triumph Register, held an autocross at Harry Grove Stadium in Frederick, MD and at Osbourn Park High School in Manassas, VA. We didn't intend to hold two autocrosses two weeks in a row, but the Harry Grove Stadium officials asked us to move our date from the 9<sup>th</sup> to the 15<sup>th</sup>. Good thing, since it rained a lot on the 9<sup>th</sup>.

For the October 15<sup>th</sup> autocross at Harry Grove Stadium, Stephen Catlin in his 1999 Camaro received the FTD (Fastest Time of the Day) at 34.08 seconds. Congratulations, Stephen. Linda Redding got her second fastest indexed time of the day by over ½ second (indexed time) in her 1973 MGB-GT. Congratulations Linda. The average time was 38.31 seconds.

For the October 23<sup>rd</sup> autocross at Osbourn Park High School, Jose Pagan received the FTD (Fastest Time of the Day) at 37.13 seconds in his Mitsubishi EVO, just ahead of Mick Frankel in his Porsche Boxster at 37.26 seconds. Congratulations, Jose. Michael Kido got the fastest indexed time of the day by over ½ second (indexed time) in his Subaru WRX. Michael attended an SCCA autocross school and has been getting better and better at each event. All the seat time has paid off. Congratulations Michael. The average time was 41.99 seconds.

The results of the autocross can be seen at:

[Capitaldrivingclub.com](http://Capitaldrivingclub.com)

If any of the participants have any feedback on any event, please send them to me at:

[capitaldriving@yahoo.com](mailto:capitaldriving@yahoo.com)

We're happy to welcome the following new member to the Capital Driving Club and the Capital Triumph Register:

- ➔ Bill Johnson, Rockville, MD
- ➔ Greg Keller, Brambleton, VA
- ➔ David Muhlbaum, Arlington, VA
- ➔ Skip Vibert, Falls Church, VA

## Capital Driving Club New Vintage and Team Series Ed Chan

We will start two new concepts for next year's 2006 autocross season, the Vintage Series and the Team Series. The Vintage series will be open to all vehicles of Model Year 1981 (last year of the Triumphs) or older. The Team Series will be for groups up to 6 people per team.

The purpose of the Vintage Series is to get more participation from vintage and British sports car owners, such as the Triumph owners out there. We actually have a couple TRs and Spitfires, a couple of MGs, one or two Healeys, several AC Cobra kit cars (and one real AC Aceca), and a Pantera. However, we think we can do better.

Jeff Stoddard gave me a '64 Sprite. If you don't know Jeff Stoddard, he has about 30 British cars in the yard in Front Royal. Originally we planned to fix up the Sprite and let people try out autocrossing in the Sprite. However, we learned there's no such thing as a "free" car.

What started out to be free has turned into massive amounts of work and money. We thought the car was "rust-free." Well, as Richard Lispky said, "For a rust-free car, it sure has a lot of it!" We spent hours welding floors, rockers, and a-pillars on the tub.

We found a race 1275 motor and a Datsun five-speed transmission for a good price. Purchased headers, side draft Weber, hardened axles with double bearing rear hubs, a 4.55 rear end (got ripped off from a guy on eBay on a Quaife limited slip rear), etc, etc. The free car is turning into an \$8K venture in parts alone. I should note that Motorhead in Fairfax, VA has been extremely helpful and even donated some parts to the cause.

Over the winter we hope to rebuild the front and rear suspension, install the wiring and new hydraulics, install new engine and transmission, and have the electrical system complete. With luck, the car will be ready for the 2006 season. However, to recoup our costs, we'll have to charge a small fee to use the car.

I've heard a lot of British car owners say that they would autocross but "not in their restored car." Here's an opportunity to still autocross in a British car and not have your baby hit a rubber cone.

*(Continued on Page 7)*



### New Series (Continued from Page 6)

On the subject of the Team Series, we wanted our events to be more social with an atmosphere of everyone helping each other and getting to know more people.

We figure that by having teams, each team member will help each other and cheer each other on. The more experienced drivers will help the less experienced drivers, and it would be to their benefit to have new drivers on the team since new drivers tend to get better indexed times. We're working out the specific rules on the team series, but below is a draft of the Vintage Series and the Team Series.

To keep the teams fair, the club will form each team by selecting an even mix of experienced drivers with new drivers, with roughly the same average index for each team.

If you're interested in learning more about the Vintage Series, the Sprite or the Team Series, e-mail me at: [capi-taldriving@yahoo.com](mailto:capi-taldriving@yahoo.com)

### Vintage Series

In the 2006 season, we will start a new Vintage Series for cars manufactured from 1981 and earlier. Participants driving these cars will be posted in both the normal results and in the vintage series. Indexing and points (drop 4 lowest events) will be the same as in the standard series.

The season prizes will be the following:

- ➔ First Place: Season pass + Trophy\*
- ➔ Second Place: 8 free passes + Trophy\*
- ➔ Third Place: 4 free passes + Trophy\*
- ➔ Fourth Place: 2 free passes + Trophy\*
- ➔ Fifth Place: 1 free pass + Trophy\*

These prizes are in addition to the standard series. So if you come in second place in the normal series and first place in the vintage series, you will get a season pass *and* 8 free passes with a trophy (one trophy per participant).

### Team Series

Another new series for the 2006 season is the use of auto-cross teams. The concept of the team series is to promote our club members to get to know other members, help each other to be better drivers, and to make the day more fun with people to cheer on.

The team concept is basically the same as the normal series with the following exceptions:

1. Up to 6 people in each team
2. Each team member will get raw points and indexed points (as normal)
3. Team points will consist of taking the top 3 raw points and top 3 indexed points of the team at each event.

By counting only the top 3 results in raw and indexed points, we are allowing up to 3 team members to not be present without being penalized. Also new drivers not yet having an index won't be penalized if three others do have indexes.

The make-up of each team is also important, since new drivers tend to do extremely well as their driving ability improves. Conversely, experienced drivers tend to have better raw times but have difficulty in placing high in the indexed times. Team with a good mix of experience drivers and new drivers may prove to do well in the points running.

To join a team, just e-mail us. We should note that by joining a team, we exchange the team member's e-mail and phone information within each team.

Each member can be in only one team at a time. If for some reason the member wants to join a different team, a request must be submitted via e-mail to the club.

The season prizes will be the following:

- ➔ First Place: 4 free passes + Trophy\* for each team member
- ➔ Second Place: 2 free passes + Trophy\* for each team member
- ➔ Third Place: 1 free pass + Trophy\* for each team member

These prizes are in addition to the standard series and vintage series. So if you come in second place in the normal series, first place in the vintage series and second place in the team series, you will get a season pass and 10 (8 for vintage and 2 for team) free passes with a trophy (one trophy per participant).

\* Trophies will also be given out to FTD (raw time) (maximum one trophy per person with inscription of all awards). Prizes and trophies will be given only to Club members.



## The Garage Spot: Inexpensive Pressure Oil Gun Art Fournier



## The Garage Spot: Find the Dots to Date a Car Steve Oertwig

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

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

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



1/8" FIP to 1/8" Compression Fitting with the compression nut and sleeve discarded



Most Triumphs came with commission plates that gave the month and year of manufacture. The British Motor Heritage Industry Trust (<http://www.heritage-motor-centre.co.uk/>) can provide even more information on a beloved Triumph.

BMHIT can provide a heritage certificate that documents known details on Triumphs 1948-1984 for 35 pounds – that's money, not weight. The certificate can verify body and engine numbers, and may even show the dealer of your Triumph. While expensive, the certificate is essential when restoring a Triumph because it identifies original paint, trim and accessories.

There also is an additional way to check the appropriate date a car was assembled, or at least the age of the glass. Triplex provided most glass for British cars, and coded its glass by date.

To check the age of the glass, find the "Triplex Toughened" inscription on the window. Most glass also will show the "broken heart" symbol, which also was used to describe Triplex-brand glass.

The exact year is not given, but if the dots are decoded, the month and decade can be determined. There may be some variances, just as there are various little differences between cars. A lot depended on what parts were in the bin on the day the car was going down the line.

To find the decade the glass was made, look at "Toughened." There will be a dot under each letter. A dot under T means it was year 1. Carry this on out for the rest of the letters. D would be year 9. If there is no dot under "Toughened," that means the car was made in 1960, 1970 or 1980.

Next, look at the dots above "Triplex" to get the month of manufacture. This gets more complicated. Glass made in January would have a dot over the T. Continue with a dot over the R for February, I for March and P for April. May has two dots over the T. June has two dots over the T and a single dot over the R. July has two dots over the T and one dot over the E.



### Find the Dots (Continued from Page 8)

August has two dots over the T and one dot over the X. September has one dot over the T and two dots over the X. October has one dot over the R and two dots over the X. November has one dot over the E and two dots over the X. December has two dots over the X.



As an example, the Triplex glass shown here has two dots over the T and one dot over the X. Manufacture would be August. There is a dot under the O in "Toughened," showing it was made in year 2. The commission plate on this Triumph is stamped September 1972.

Dating glass may not be especially revealing, but it can help determine if any of the windows have been replaced. Usually the first glass to be replaced is the windshield. Decoding the dots can help provide some history of your Triumph.

## The Garage Spot: Quick Rebuild of a Plastic Overflow Tank

**Bruce Hislop**

The cooling system overflow tank on early TR7s ('75 – '79) is hard plastic with a brass neck pressed around the top. While the effect is a lightweight tank, I'm sure the reason for this design was related more to materials and processing cost than engineering and weight distribution. Of course, there have to be negative effects of such a design. Two of these required my attention.

We all know that different materials undergo thermal expansion at different rates. Some of us might have gotten a "crash" course in this on the highway when the head gasket between an iron block and aluminum head decided to give way. Plastic and brass have different expansion rates, too. Brass expands more and faster. This is negative effect number one. All that expansion and contraction over the past 27 years created a teensy breach in the seal around the neck of the overflow tank. Of course, there's no such thing as "teensy" when pressure is being leaked from the cooling system – a hole is a hole.

While the plastic tank is doing all this expanding and contracting (at a rate different from the brass neck) it is sitting in the engine compartment suffering all the heat that can build up there. This causes little spider-web like cracks in the surface of the plastic decreasing the strength of the tank. This is negative effect number two. My mission was to address these two negative effects: the leak and the weakened plastic.

Looking for the easy way out, I check on the price of a replacement tank. Hey, it's plastic; it can't be that much, right? WRONG! Let's sing a song to the tune of \$108. The next option was to get a metal overflow tank and bracket from a '79 – '81 TR7 (or TR8). Different water flow issues made this a bad option. The plastic tank is truly an overflow tank while the metal tank from the later 7s and 8s is a circulating tank – water goes into it from the thermostat housing and from it to the radiator.

I was able to address both problems with epoxy and fiberglass. Epoxy mixed with cotton flocking to a thicker-than-pancake-batter consistency was pushed under and around the neck. Plain epoxy was brushed over the outside of the tank, especially over the cracks in the surface. Then the fiberglass material was laid over the wet epoxy and another coat of plain epoxy was spread over the glass. Now I have an overflow tank that doesn't leak (and probably never will) and has more structural integrity than when new.



## EVENTS

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

**Nov 12** - Autocross, Harry Grove Stadium, Frederick, MD Ed Chan \*CTR\*

**Nov 12** - T4, Southern Maryland \*CTR\*

**Nov 15** - Membership meeting (all members welcome), Bentley's Restaurant, Route 50, Falls Church, VA, Paul Edelstein, (703) 914-0507

**Dec 3** - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan \*CTR\*

**Dec 6** - BOG Kickoff Meeting, Falls Church, Tom Burke

**Dec 11** - Holiday Party, MD \*CTR\*

### 2006

**Jan 17** - Membership meeting (all members welcome), Bentley's Restaurant, Route 50, Falls Church, VA, Paul Edelstein, (703) 914-0507

**Jan 28 (Tentative)** - Awards Dinner, Maryland location \*CTR\*

**Feb 25 (Tentative)** - Winter Dinner, Virginia location \*CTR\*

**Apr 30** - Britain on the Green, Tom Burke (703) 354-1361 \*CTR\*

**May 7** - British Classic Car Meet, Richmond, VA, Gary Kinney, gckinney@aol.com or (804) 527-2190

**Jun 4** - The Original British Car Day, Lilypons, Buckeystown, MD, John Tokar, [Tokarj@erols.com](mailto:Tokarj@erols.com) \*CTR\*

**Jul 9** - British Invade Gettysburg show, Ralph Eriksen

## CTR Regalia

Contact Charlie Brown, (703) 339-5871 or [cb1500@erols.com](mailto:cb1500@erols.com), for CTR Regalia: hats \$15, patches \$5, name tags \$4.50, flag pins \$10, shirts \$25 for Hanes and \$35 for Jonathan Cory. Enquire as to shirt size and color availability. Regalia will be delivered at CTR events.

## 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.**

**1972 Triumph Spitfire for sale.** Does not run, but engine has been rebuilt and is in great shape. I got partway through restoring it but am going overseas and lack the expertise and time to get it running again. Would be serious restoration project or a good parts car. No top; body and wheels in good shape. New cams, distributor, ignition coil, fuel pump, hoses, battery, and many more extra parts on hand. Car currently parked in Rosslyn, VA. \$1000 obo, and you tow away. Call Alex at 423-304-1106 or [hah9@georgetown.edu](mailto:hah9@georgetown.edu) to see it.

**1979 Triumph TR7 convertible for sale.** Red. Needs engine work. \$1500. Riva, MD, Elaine Monahan (410) 956-3531 or [Monahan651@aol.com](mailto:Monahan651@aol.com)

**1972 TR6 for sale.** 4 speed with electric overdrive, factory hardtop, and many extras. \$4000 great restoration project, must see! Check out website

for pictures at <http://members.aol.com/bluestone7/index.html> or call Craig at (703) 289-9464

**1972 TR6 Parts Car for sale.** Good motor, 4-speed, no glass. Wheels, tires, front end good. Top, rear end bad. \$500. (Keep this car from going to the crusher!) Call Mark (703) 339-8712

**Spitfire Parts for sale.** Differential, block, crank, flywheel, pistons, clutch, etc. Call Jim (301) 423-5806

**1979 Spitfire Convertible for sale.** Green. Engine in excellent condition - runs very well. Needs new top and minor body work. Includes 6-disc CD, car covers and alarm sys. \$3,500. Call Kim/Ken at (703) 327-5105



**Spitfire Bonnet.** 1969 or 1970 in medium to poor condition - trying to keep it from the scrap metal world. Rob Nicholson of Motorhead at [kellis999@aol.com](mailto:kellis999@aol.com), (703) 573-3192, or at home at (703) 979-2468

**Two TR3 Parts Cars for sale.** 1959 and 1961. Upper Marlboro, MD. Contact Dave (301) 579-6265

Deadline for the next issue  
of *The Standard*:  
**December 18<sup>th</sup>!**

### Photo Credits

Pages 1, 4 and 5 - Steve Oertwig  
Page 3 - Paul Edelstein



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

## THE STANDARD

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

### Membership Renewal / Application

For renewals with unchanged status, return your mailing label.

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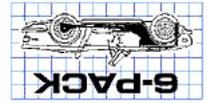
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# THE STANDARD

## Thank You for Heeding the Sign!



### 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.





## **CTR Awards Banquet and Biennial Election**

**Sunday, January 29<sup>th</sup>, 2:00 p.m.**

**IT'S THAT TIME AGAIN:** Mark your calendars; the Awards Banquet and Election meeting is coming, Quick! This year's will be at O'Donnell's Sea Food Restaurant in Gaithersburg, Maryland. Let's start the new year off right and treat ourselves to some good food, drink, fellowship and support for the best Triumph Club around. Come join us as we honor those who made 2005 successful and elect a president and vice president to make the club even greater in 2006. As you know, any club is only as good as its members make it.

This year I need your help to make the arrangements work as smoothly as our transmissions shift. O'Donnell's has asked for a count of how many will come and that you pre-select your food entrée in advance (see the menu selections on page 2). Please RSVP to me by January 26<sup>th</sup>. There will not be separate checks and we will pay as a group. I will collect from each of you after you arrive and have made arrangements for those who prefer to use a credit card. I apologize if this causes any inconvenience, but I'm new at this. Now is a good time for you to come forward and get involved in your club. Looking forward to seeing all of you! Questions and RSVP to me at: [redrag@radix.net](mailto:redrag@radix.net) or (301) 870-8594.

Directions to O'Donnell's can be found at their Web site: [odonnellsrestaurants.com](http://odonnellsrestaurants.com) – they are located at 311 Kentlands Boulevard, Gaithersburg, Maryland 20878, (301) 519-1650.

Bill Goodwin,  
Maryland Events Coordinator

## **CTR Holiday Party**

**Art Fournier**

Good friends, good food, good cheer! Nearly 40 CTR members, family and friends gathered at Rita and Joe Cannon's home on December 11<sup>th</sup> for our annual holiday party. While most gathered in the family room for food and drink, there were a few technical conversations in the garage – something that can't be avoided when you get a collection of car enthusiasts together. And, as usual, there were more tasty snacks and food than could have been consumed by a crowd several times as large. CTR certainly kicked off the holiday over indulgence season in fine fashion!



As has become a CTR tradition, one of the highlights of the holiday party is our gift exchange. Despite the \$10 upper limit there were some very nice gifts, including a die cast MG TC model taken by our host, Joe Cannon. Some of the ghosts of holidays past were missing – neither the TR6

*(Continued on Page 3)*

**PAGE 1 - CTR Awards Banquet; Holiday Party; PAGE 2 - CTR Happenings; Awards Banquet Menu; PAGES 4-5 - Capital Driving Club Autocross Series; Year End Results; 2006 Calendar; PAGE 5 - Garage Spot: TR7 Headlamp Actuator Rebuild; PAGE 6 - Events; Classified; PAGE 7 - Club Info**



## CTR Happenings

### CTR Elections

CTR biennial elections will be held during the Awards Banquet on January 29<sup>th</sup>. As a reminder, only the president and vice president are elected positions; all others are appointed. Paul Edelstein and RJ Fortwengler have agreed to run for reelection; however, additional nominations will be welcome at the Awards Banquet.

### Matt Schipani named Club Liaison

Keith Dunklee has stepped down after many years as CTR's club liaison officer. Matt Schipani has agreed to fill this position. A sincere round of thanks from CTR to both Keith and Matt!

### 2006 Calendar

As the 2005 season comes to an end, we are looking forward to a busy calendar for 2006. Dates have been set for the Awards Banquet and Winter Dinner. We will be firming up the early 2006 calendar at the January 17<sup>th</sup> membership meeting. As always, we want to hear your ideas and suggestions for events for your club.

### Please welcome CTR's new member:

➔ Steve Higginbotham, Chantilly, VA, TR250

Join us April 30<sup>th</sup> at Collingwood Library for the Ninth Annual

## Britain on the Green

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

### Capital Triumph Register's

largest event!

## CTR Regalia

Contact Charlie Brown at cb1500@erols.com or (703) 878-1337 for CTR Regalia: hats \$15, patches \$5, name tags \$4.50, flag pins \$10, shirts \$25 for Hanes and \$35 for Jonathan Cory. Enquire as to shirt size and color availability. Regalia will be delivered at CTR events.



## CTR Awards Banquet Menu Selections

When you RSVP to Bill Goodwin, please let him know your preferences from the following list.

### Entrées

Please select from a maximum of three of the following entrées:

#### Herb Roasted Chicken Breast

*Topped with woodland mushrooms, white wine and a hint of lemon.*

#### Pecan Crusted Orange Roughy

*Broiled and served with lemon butter sauce.*

#### Fresh Vegetable Penne

*Assorted fresh vegetables tossed with penne pasta in a home-made marinara sauce.*

#### Broiled Atlantic Salmon

*Topped with fresh dill-caper beurre blanc.*

**\$18 per person**

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#### Backfin Lump Crab Stuffed Shrimp

*Four gulf shrimp stuffed with crab and broiled to perfection.*

#### Backfin Lump Crabcakes

*The finest crabmeat blended to create our signature item.*

#### Chesapeake Rockfish

*Fresh Maryland rockfish stuffed with fresh crab, shrimp & scallops, topped with an herb beurre blanc.*

**\$23 per person**

---

#### 1 Pound Steamed Maine Lobster

*Served with lemon & drawn butter.*

#### Petite Filet Mignon

*Grilled to medium & served with homemade Béarnaise.*

**\$25 per person**

---

**Dessert** (Entire party must select the same dessert):

Key Lime Pie, Lemon Meringue Pie or Fresh Fruit Sorbet.

**All Entrée selections include a house salad, Rum Buns and assorted rolls, dessert, coffee, tea and soda.**

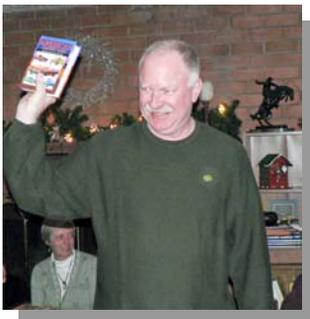
*Prices include tax and gratuity. Prices and items subject to change.*



**Holiday party (Continued from Page 1)**

piston candle holder nor the dreaded Union Jack drawers made a reappearance this year. However, the butt paste Bill Wemhoff was “stuck with” just might be seen again next year.

Many thanks to all who attended and especially to Rita and Joe for their hospitality!





## Capital Driving Club Autocross Series Ed Chan

On Saturday November 12<sup>th</sup> and on Saturday December 3<sup>rd</sup> the Capital Driving Club, sponsored by the Capital Triumph Register, held an autocross at Harry Grove Stadium in Frederick, MD. We didn't get rain or snow, but the temperature was COLD on the 12<sup>th</sup> and even COLDER on December 3<sup>rd</sup>.

For the November 12<sup>th</sup> autocross, Mick Frankel in his 2001 Porsche Boxster received the FTD (Fastest Time of the Day) at 30.44 seconds. Congratulations, Mick on his first FTD this year, matching the one he got last year. Cale Kastanek got his second fastest indexed time of the day by over 0.23 seconds (indexed time) in his 2001 S2000. Congratulations Cale. The average time was 33.98 seconds.

At the December 3<sup>rd</sup> autocross, David Esinger received the FTD (Fastest Time of the Day) at 35.86 seconds in his 1966 Chevy Corvair! Dave surprised most the people by driving the pants off all the newer cars in his old Chevy. Congratulations, David. Woody Woodworth, in a slightly newer 1988 Dodge Daytona got the fastest indexed time of the day by 0.2 seconds (indexed time). The average time was 39.39 seconds.

The results of the autocross can be seen at: [CapitalDrivingClub.com](http://CapitalDrivingClub.com)

If any of the participants have any feedback on any event, please send them to me at [capitaldriving@yahoo.com](mailto:capitaldriving@yahoo.com).

## Capital Driving Club Year End Results Ed Chan

This year we had an extremely successful autocross series. We only got rained out twice, and only two cars broke. Liam Dwyer blew a head gasket on his Evo. My TR6 broke a u-joint and half-shaft then later developed a bad transmission.

By any account, our autocross events were trouble-free with a super wide variety of cars. Cars ranged

from a 1960 AC Aceca driven by Richard Lispky and Larry Rittinger, a 1973 Dodge "Plum Crazy" Challenger driven by Woody Woodworth, Michael Robbin's 1989 Ford Country Squire Station Wagon with race tires, Carol Tucker's 1960 MGA, David Tucker's Pantera, Michael Oritt's 1956 Austin Healey 100, several different MGBs, Ford Focus', several BMWs, Honda Civics and S2000s, Mitsubishi Evos, Subaru, Toyota Celicas, Acuras, Infinitis, and of course, the Spitfires, and TR6s. Our events are even getting regular postings in other clubs' forums.

Below is a summary of the year-end results and points for the autocross series. For a more detailed listing check out the web at [capitaldrivingclub.com](http://capitaldrivingclub.com) under "Results" and click "Points."

### Overall:

First Place with 732 Points:	Francois Bru
Second Place with 718 Points:	Jake Moran
Third Place with 714 Points:	Jose Pagan
Fourth Place with 713 Points:	Denny Mitts
Fifth Place with 694 Points:	Mike Moran

### Other Awards:

FTD 3/19/05, 4/9/05, 6/25/05	Pete Gochman
FTD 5/28/05, 6/11/05	Brian Karwan
FTD 7/16/05, 8/6/05	Clayton Cobb
FTD 9/4/05	Mike Moran
FTD 9/18/05	Liam Dwyer
FTD 10/15/05	Steven Catlin
FTD 10/23/05	Jose Pagan
FTD 11/12/05	Mick Frankel
FTD 12/3/05	David Edsinger

### Most Improved Overall:

Most Improved 3/19/05, 11/12/05	Steven Henri
Most Improved 4/9/05	Cale Kastanek
Most Improved 5/28/05	Katie Orgler
Most Improved 6/11/05	Angie Mitts
Most Improved 6/25/05	Elio Rossy
Most Improved 7/9/05	Peter Mitchell
Most Improved 7/16/05	Cuong Nguyen
Most Improved 8/6/05	Fernando Puig
Most Improved 9/4/05, 10/15/05	Lionel Mitchell
Most Improved 9/18/05	Linda Redding
Most Improved 10/23/05	Levi Magyar
Most Improved 12/3/05	Michael Kido
	Woody Woodworth

We plan to hold an awards meeting to hand out awards sometime after the holidays in January. Trophies are limited to



### Year End Results (Continued from Page 4)

one trophy per person (inscription will show all achievements).

We should also recognize the efforts of all the organizers for the 2005 season:

Maximo Aviles	Barrie Gochman
Kyle Bowker	Peter Gochman
Charlie Brown	Ted Joseph
Francios Bru	Richard Lipsky
Ed Chan	Joe Macinnes
Denise Dersin	Larry Rittinger
Liam Dwyer	Joe Seward

We also recognize Aaron Bee for his efforts as the web master and Arthur Schening for designing the web page.

From looking at the various car club forums, we have a great reputation. So next time you see any of the organizers, give them a pat on the back. They show up an hour early and leave an hour late. The course designers spend many hours designing the course so that they are safe and flow well (and it shows – I've seen some clubs that just make the course up the morning of the autocross and it's disjointed and sometimes unsafe). Our web master, Aaron, posts the results updates any changes quickly to Arthur's web page design. Without our organizers, we wouldn't be able to hold the autocross series to the same level that we enjoy.

We look forward to see everyone next season!

## Capital Driving Club 2006 Calendar Ed Chan

Get your official Capital Driving Club Calendar by downloading it from the CDC web site at [capitaldriving-club.com](http://capitaldriving-club.com). It's located in the Classifieds Section. I printed mine on both sides with double-sided photo paper to reduce the pages.

We plan to have the awards party after the holidays and just after Superbowl. At the awards party, we will also:

- Take applications for new members
- Sign people up for the autocross teams
- Take suggestions to improve our events

We will send out more details as we get closer to the awards party. Hope to see you all soon. Happy Holidays and Happy New Year!



## The Garage Spot: Quick Rebuild of a TR7 Headlamp Actuator Motor Bruce Hislop

For some crazy reason, I turned on the headlights of my TR7. Honestly, I don't know why that car even has them; it's definitely not going on a Lucas tour anytime soon. Anyway, when I hit the switch one headlamp assembly went up and the other didn't. While most people might think, "Isn't that cute; it's winking," I realized that I had a bit of a repair job ahead of me.

Quickly, I came up with some possible reasons: a bad run/stop relay, a bad light actuator relay, dirty connections or a problem in the motor itself. It was time to narrow it down to one (or maybe two). The manifestation of the problem gives many clues to what the problem actually is – the effect leads to the cause. In this situation, with the switch on, the headlamp didn't go up. When I would "touch" (as in barely turn, as in break static friction) the manual raising knob on the underside of the actuator motor, it went up fine. It then went down fine when I turned the switch off. This affected only one headlamp, so I was able to eliminate switches and in-line relays/fuses. I also ran 12 V directly to the motor with the same effect, thereby ruling out the run/stop relay. I lubricated the linkages per Paul Edelstein's suggestion with no effect. Hmmm... everything seemed to be pointing to something in the electric motor itself. Suspecting a bad contact or worn brushes I set out to open it up and have a look-see. Step one: remove entire headlamp assembly from the car. Step two: clear off dining room table. Step three: apologize to wife and swear that it won't be messy and will be cleared out by the end of the day.

Before I undertake any large repair project, I make it a habit of looking up the cost of the part from Victoria British. I do this, not only to decide if it's worth it to attempt a repair rather than buy a new one, but also to see just what a "mistake" might cost me. A replacement headlight actuator motor runs \$350. So, in this instance, I had to determine if \$350 is reasonable tuition for the Headlamp Actuator Motor Rebuild 101 course from the School of Hard Knocks.

After a bit of mulling, I figure that the actuator is simply an electric motor, just like the ones we built in physics class with the two nails, copper wire and 1.5-volt battery. Well, not "just" like that, but the same principle. What the heck, I'll open 'er up. Besides, I have the phone numbers of some pretty smart fellows in the car club. Armed with this new-

(Continued on Page 6)



## TR7 Headlamp Actuator (Continued from Page 5)

found confidence, I grabbed some tools.

I followed the repair manual (of course) and got to the part where I was just about to open the magnet can and pull out the motor shaft. Before making that bold move, I read ahead to figure out how to reassemble this thing. A "Note" before the first reassembly instruction warns of needing three different lubricants: Shell 41 Oil, Molybdenum di-sulfide oil and Ragosine Listate grease.

I didn't know if I had any of these oils. I imagine that they can be obtained from Mount Joy's, et al., but I'd bet that they only come in 1gallon cans (3.8 litres for you dyed-in-the-wool Brit car types) that cost \$29.99 each. I knew that I didn't want to spend gobs of money for a mere three drops of lubricant. To figure out some modern-day equivalents, I sent an e-mail to fellow car clubbers, made some phone calls and got pretty much nowhere. (Sorry, guys.)

Shortly thereafter, I took my truck in for service. I spoke with one of the mechanics about my situation with the oils. I told him I needed to lubricate a shaft against a metal sleeve and lubricate where a metal worm gear meets a Teflon cog. He suggested 3 in 1 oil for the shaft and White Lithium Grease for the Teflon gear. I asked with a skeptical tone, "Three-in-one oil? Are you sure?" His reply allayed all my fears, "That's what we use." Well, if it's good enough for Ford Motor Company, it's good enough for me.

So, one small can of 3 in 1 oil and a one-pound tub of White Lithium Grease later, I set to work opening up the magnet can. As soon as I saw the fine layer of brown powder inside the can I knew that the 27-year-old seal had failed and moisture had gotten into the motor. Then I found the cause of the headlamp malfunction; the spring pushing one of the brushes to the motor windings was green and fuzzy. There was no springiness left in the spring, therefore the brush wasn't contacting the motor. A wiggle of the motor knob started the motor and the brush was close enough to finish the job. From there on out, the entire actuator repair job was elementary. I replaced the springs, cleaned off the winding contacts, brushed out the rust and did other general cleaning jobs in and around the motor. After few drops of oil on the shafts, the motor and housing went back together. The magnet can had been sealed to the motor housing with some sort of caulking type goo. I replaced it with Permatex for a watertight seal. I also squirted a skosh of Permatex around the base of the two long screws that hold the can to the housing for the same reason. A finger scoop of white lithium grease around the worm gear and Teflon cog and that was ready to be sealed.

I spent lots of care and consideration when I opened up the gear/cog area, marking the position of the cog. This is essential (I thought) to make sure the run/stop switch was set to the endpoints. In putting

(Continued on Page 8)

## EVENTS

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

### 2006

**Jan 17** - Membership meeting (all members welcome), Bentley's Restaurant, Route 50, Falls Church, VA, Paul Edelstein, (703) 914-0507

**Jan 29** - Awards Dinner, Gaithersburg, MD **\*CTR\***

**Feb 25 (Tentative)** - Winter Dinner, Virginia location **\*CTR\***

**Apr 30** - Britain on the Green, Tom Burke (703) 354-1361 **\*CTR\***

**May 7** - British Classic Car Meet, Richmond, VA, Gary Kinney, gckinney@aol.com or (804) 527-2190

**May 13** - British Day Atlanta, Berry College, Rome, GA, Paul Logue, gpaulogue@charter.net

**Jun 4** - The Original British Car Day, Lilypons, Buckeystown, MD, John Tokar, [Tokarj@erols.com](mailto:Tokarj@erols.com) **\*CTR\***

**Jul 9** - British Invade Gettysburg show, Ralph Eriksen, (717) 979-9242, [ralph\\_eriksen@yahoo.com](mailto:ralph_eriksen@yahoo.com)

## 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.**

**1972 Triumph Spitfire for sale.** Does not run, but engine has been rebuilt and is in great shape. I got partway through restoring it but am going overseas and lack the expertise and time to get it running again. Would be serious restoration project or a good parts car. No top; body and wheels in good shape. New cams, distributor, ignition coil, fuel pump, hoses, battery, and many more extra parts on hand. Car currently parked in Rosslyn, VA. \$1000 obo, and you tow away. Call Alex at 423-304-1106 or [hah9@georgetown.edu](mailto:hah9@georgetown.edu) to see it.



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## THE STANDARD

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# THE STANDARD

## TR7 Headlamp Actuator *(Continued from Page 6)*

it back together, I found that I didn't need to be so careful. The position doesn't matter, as long as it's close. Because of the slotted hole in the headlamp armature, the bar off the cog pretty much lines up the gear to where it needs to be. The worm gear is on the motor shaft, which is free to turn. Those Lucas engineers had something good here.

Not wanting to undo all I had done, I checked the motor and run/stop switch outside of the car. Success! I squirted a generous amount of exterior latex caulk around the run/stop switch casement and let it dry. Then the motor was mounted in the headlamp assembly and back into the car. Now both headlamps go up and down smoothly and at the same rate.

## Now how did he do that?



### Photo Credits

Pages 1 and 3 - Bert Tondo  
Page 3 - Art Fournier



**CAR TRIVIA:** Who are Emanuel Rosenfeld, Maurice Strause, and Graham Jackson better known as? Manny, Moe, and Jack – The Pep Boys!

With thanks to: [www.endlessroad.com](http://www.endlessroad.com)

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