



THE STANDARD

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Carol and Bill Goodwin receive the first of the Capital Triumph Register 25th anniversary wine and beer glasses from Tom Burke (center) during the CTR Holiday Party on December 7th. This annual CTR event was held at Bill and Carol's home in Bryantown, Maryland.

For more on the Holiday Party, see page 4.

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From the President

By Stephen Oertwig

New Year's resolution off to a good start

New Year's resolutions often are forgotten by the end of January. My New Year's resolution to make 2015 the year of CTR is revving higher every day.

There has been strong interest from potential and new members. People actively are looking for Triumphs or want help getting their Triumphs on the road. CTR members have been out to strengthen our reputation as a group that is active and willing to help people with Triumph problems.

Britain on the Green's kickoff meeting was a great example of how experience mixes with innovation to establish CTR as the leader with British car shows. Last year's BOG showed everyone how we adapt to new technology. This year's BOG will amaze everyone with changes that will make it an even better event.

This year is full of many regional events. My resolution is to maintain the number of CTR events and increase the variety. Tech sessions always are popular. We can augment the event schedule with visits to local attractions for variety.

We have to stay active to maintain the momentum of CTR. Your ideas for CTR events are needed. Please volunteer to coordinate an event and set it up. We need to involve the entire membership in event planning to cover Washington, D.C., Maryland and Virginia.

Looking at the variety of Triumphs in CTR is fun. Meeting the owners of Triumphs is even more rewarding. It always is good to see CTR members at events. There are about 140 members in CTR and we want to hold events that interest members.

Don't let the cold of winter keep you from participating. The fellowship of CTR members will warm your heart until it is top-down weather.

Drive on, and drive often.



CTR and BOG are on Facebook.

Search **Capital Triumph Register** and **Britain on the Green**



CTR Happenings

Please Welcome CTR's Newest Members:

- ◆ Don Sheehan, Manassas, VA, 1974 TR6
- ◆ Ed McCormick, Burke, VA, 1974 TR6
- ◆ Matt Offen, Washington, DC, who is looking for a TR3A or TR3B
- ◆ Frank Garcia, Vienna, VA, 1972 TR6
- ◆ Jennifer Hoskins, Gainesville, VA, 1974 Spitfire

And please congratulate Christopher and Sarah Yurasko on the birth of CTR's youngest member, Elizabeth Ann, on January 9th 2015!

Winter and Spring Events

By now you should have received (and hopefully responded to) Evites for our two late January events: the annual Awards Brunch on January 25th and the Washington Auto Show on January 30th.

We have two events planned for February. A winter luncheon is scheduled for Saturday, February 21st, although we still have to firm up the location. Details will follow in an Evite. We have a tech session planned for February 28th at Patrick Carter's in Arlington. The subject will be a number of small electrical enhancements for our cars. Again, details will follow in an Evite.

For March, we are looking at the possibility of participating in the Old Town Alexandria St. Patrick's Day Parade on Saturday the 7th. In April, we are planning our (more or less) annual George Washington Parkway Run for Sunday the 12th. In May, we plan to hold an event with the Kastner Cup race to be held as part of the Jefferson 500 at Summit Point Raceway in West Virginia from the 14th to the 17th; however, CTR's specific participation is still TBD.

We'll also try to schedule other events in the late winter and early spring, possibly Get Your Hands Dirty (GYHD) sessions as we get closer. Speaking of GYHD sessions, if you have a project that requires a little help or expertise, consider hosting a GYHD.

Evites

Please make sure CTR has an up-to-date e-mail address for you. We use Evites to pass along event details and reminders and need a good e-mail address to ensure you get the word.

Surplus Canopies

CTR owns two 10' x 20' canopies that we have not used in

several years. The canopies were originally intended for use at Britain on the Green; however, they are somewhat time-consuming to erect and have been stored for a number of years. We plan to replace them with more user friendly pop up style canopies. If you're interested in one of the 10' x 20' canopies, please contact one of the CTR officers (see page 15 for contact information).

CTR Gift Memberships

Looking for a special present for that Triumph-loving friend? Consider a gift membership in CTR. Send in a membership application and indicate it's a gift from you. Your generosity will be recognized with a card enclosed with the first month's newsletter

Britain on the Green Volunteers Needed!

To be a success, Britain on the Green needs your help. Assistance is needed on the Saturday before the show and especially during the show on Sunday, April 26th. There are several areas where help is needed: for example show field parking, registration, operations, regalia sales, voting, and setting up and packing up. You need not volunteer to work all day (we all want to enjoy BOG), but an hour or two of your time will help ensure the success of CTR's largest event.



Pete Farrell has agreed to be Volunteer Coordinator for Britain on the Green this year. If you are willing to help, please let him know by e-mailing him at PeteFarrell@verizon.net or calling him at 703-405-5845. Get in touch with him today!

Friday, January 30th
**THE WASHINGTON
AUTO SHOW**
JAN 23, 2015 - FEB 1, 2015



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

This year we will attend on Friday, January 30th, to take advantage of the show's longer hours that evening. Current plans are to meet at 6:00 PM at the Old Dominion Brew House, located adjacent to the Convention Center at 1219 9th Street, between M and N Streets, NW. If you take Metro, use the Mt. Vernon

Square/Convention Center Station on the Yellow and Green lines. Please respond to the Evite if you plan to rendezvous with the CTR gang.

There won't be any new models from Triumph, but it is a great opportunity to check out the latest offerings from the world's auto makers. Come on by to slam a few doors, kick a few tires, and share opinions, but wear comfortable shoes; the DC Convention Center is huge!

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

CTR Awards Brunch

January 25th
RJ Fortwengler

Looking for a break from the gloom and cold of Washington's winter? If so, you'll want to come out to the warm and friendly confines of Chads Friendship Heights on January 25th for CTR's Annual Awards Brunch. Each year we gather in January to recognize the participation and contributions of CTR members during the preceding year. A lot of time and hard work goes into planning and organizing, scheming and dreaming, conducting events, publishing this newsletter, sponsoring Britain on the Green, and all of the other tasks large and small associated with a successful club like ours. So it's important to take time to recognize all the members who support the Capital Triumph Register with their attendance and participation in all of the above.



The Awards Brunch is also a great way to keep in touch during the months where we are not as busy with driving events so plan to join us at Chads Friendship Heights on January 25th beginning at 11 a.m. Chads, formally Chadwick's (same place, new name for legal reasons), is conveniently located at 5247 Wisconsin Avenue NW, Washington, DC 20015. This is just inside the District line at Wisconsin Avenue and Jenifer Street. It is also directly across Wisconsin Avenue from the Friendship Heights Metro stop on the Red Line, a convenient option in the event of inclement weather. If you drive, keep in mind that the ample metered street parking is all free on Sundays. For more info on Chads please go to www.chadsdc.com.

Please RSVP to the Evite invitation and plan to join us for great food and good fun as we recognize the noteworthy efforts that made 2014, our 25th Anniversary year, one of our best yet!

See you there!

CTR Holiday Party

December 7th

Ho! Ho! Ho! The Capital Triumph register celebrated the holiday season at Bill and Carol Goodwin's home in Bryantown, Maryland, on Sunday, December 7th. A crowd of well over thirty CTR members, family, and friends gathered for the annual Holiday Party, which is one of CTR's winter social events when so many of our Triumphs are put away until spring.

Most of the Triumphs on hand were to be found in Bill's garage. Ben Cheshire, however, deserves special recognition for driving his TR6 on a day when most of us chose to drive our backup cars. Also, Rich and Patti Townsend deserve kudos for traveling from their new home in North Carolina to attend.

For many of the guys, the party began in Bill's garage where we were able to see the progress he's made on his current Herald restoration. (Carol tells us, however, that this one will be her car.) We also had the opportunity to admire Bill's tractor. Hopefully there will be little chance to use it as a snow plow this winter!

Inside as is always the case, there were more food, libations, and goodies than could be consumed by a small army! And this year there were some surprises. As we arrived, Stephen Oertwig gave each member a number for a drawing for door prizes that included several bottles of the Vintage Triumph Register's souve-



nir wines from the 2014 National Convention along with other items. Additionally, Nick Vadala of London Auto Services sent over a box of keychain flashlights for everyone. But the big surprise was the presentation of CTR 25th anniversary wine and beer glasses to each member. These glasses were designed by Tom Burke and proved very popular. (If you didn't get yours, Stephen Oertwig will be toting them around to CTR events to pass out. You have to attend our events to get your rewards!)

And finally, of course, was CTR's annual gift exchange presided over by Santa Claus or as our British friends might say, Father Christmas. This year's exchange was tamer than usual with few really outrageous gifts. Are we mellowing as a group? And did we mention that Bill has an amazing Lionel train collection set up in his family room? No trip to the Goodwin's is complete without seeing this mind-boggling layout!

A huge CTR hanks goes to Bill and Carol for hosting this year's Holiday Party!



*Left: Joe Cannon isn't really asleep at the wheel as he examines Bill Goodwin's tractor with Bill and Bob Ford
Above top: Mark Shlien, Paul Edelstein, John Buescher, Lionel Mitchell, and Stephen Oertwig
Bottom: Tom Burke presents souvenir CTR glasses to Bill and Carol Goodwin*

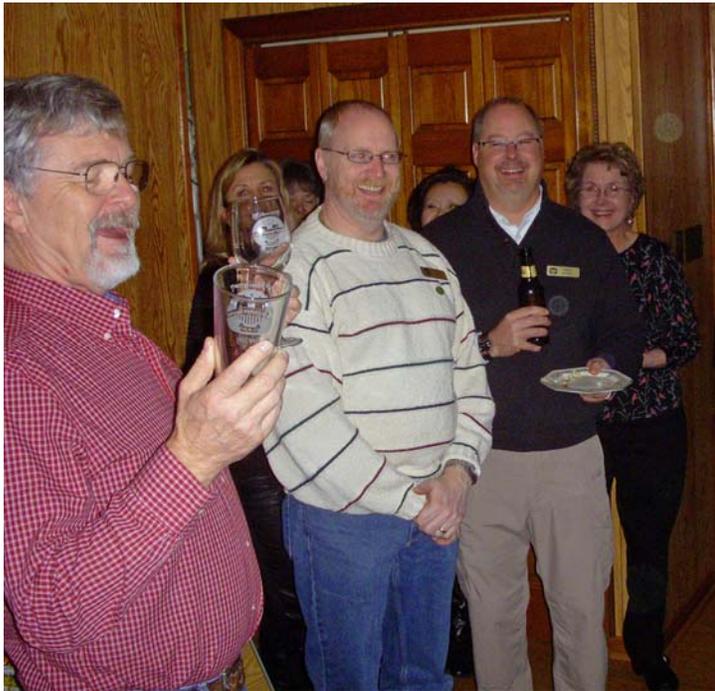


The CTR family enjoying the Holiday Party and awaiting the arrival of jolly old St. Nick

Top right: Maureen and Jay Donn

(Continued on Page 6)

Holiday Party Continued from Page 5



Top left: Tom Burke describes the CTR commemorative glasses while Bruce Hislop, Glenn Minucci, and Sue Fournier look on

Above: RJ Fortwenger, Ben Cheshire, Patti Townsend, Penny Johnson, and Joe and Rita Cannon listen to Tom with rapt attention

Top right: John Buescher takes his ease

Bottom right: Matt Schipani, Mark Shlien, and Tiffany Arthur



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

BOG 2015 Planning is Underway

Several CTR members met at Gunston Hall on Saturday, January 10th for the kickoff planning meeting for Britain on the Green 2015.

We continue to look for innovative ways to improve our operations. In 2014 we successfully introduced on-line voting to streamline the labor-intensive and time-consuming task of tabulating participants' choice ballots. This year, we will be going to on-line pre-registration at www.motosho.com. You will be able to pre-register and pay through this site. You will still be able to register the day of the show if you so choose, but we think you'll find it easy and convenient to pre-register on-line, plus it will cost less. (We really hope you will pre-register — it makes things so much easier the day of the show!) Look for updates in the newsletter, on Facebook, and through our usual mailer to past participants. We expect to go live by February 15th with pre-registration.

Look for several other improvements at this year's Britain on the Green, such as better food vendor choices, field layout enhancements, and improved signage.

This year at Britain in the Green, we will feature the "Shape of Things to Come" - the Triumph TR7 and TR8 - as the featured model to celebrate its 40th year anniversary. We will also be giving two new awards. One is for Best Display. Your display could be as simple as placards about your restoration or as elaborate as manikins and picnic paraphernalia. The other new award is for Best Survivor, for the best ratty car that's still driven and enjoyed.

Look for updates on all aspects of Britain on the Green as we get closer to April 26th!



Tim Shalvey demonstrates a web-based registration application at the kickoff meeting January 10th for Britain on the Green 2015 at Gunston Hall. From left to right are Jennifer Hoskins, Mark Shlien, RJ Fortwengler, Tim Shalvey, Lionel Mutchell, Matt Schipani, and Pete Farrell.



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Hosting CTR Events

Christopher Yurasko

Hosting an event is easy; here is a guide you can use to help you do it!

1. Have an idea for an event; it could be a drive, tech session, or even something as simple as meeting for lunch.
2. Take a look at the calendar to pick a date. The calendar is available on page 14 of this very newsletter as well as on our website: <http://capitaltriumphregister.com/events/>
3. Send an email to Tom Burke (tburke4@aol.com), the Maryland events director, outlining your idea. He can give you some advice on how to make it a success.
4. Once he's signed off, write a couple of paragraphs describing the event including a time, date, location, and a primary contact number. A map or a picture of the location would be helpful too.
5. Email the paragraph to Art Fournier for inclusion in the newsletter (artfournier@comcast.net), Mark Shlien for the evite (tr6@comcast.net), and Christopher Yurasko for the website (cyurasko@yahoo.com).
6. Finally, host the event and have fun. Wear your nametag so everyone can find you, and take lots of pictures for the newsletter.



Trailing Arm Stud Upgrade

Lionel Mitchell

You just have to ask yourself: What were they thinking at Triumph in the mid-sixties when they designed and engineered the trailing arms for the TR4A IRS, TR250, and TR6 models? (You also have to ask, does a stud really need upgrading? But I digress.) Arguably, the most important/critical part of the drive train in these cars is the rear wheels, which depend on the connection of the hubs to the trailing arms. So, you would think that that part of a sports car, which is likely to be driven hard, would have a robust solution. But not so. Let us review the situation to see why the factory solution is a bit, shall we say, fragile.

The trailing arms house the rear axles which connect the differential to the hubs. The hubs, in turn attach to the outer ends of the trailing arms using six 5/16" studs. These steel studs have fine threads on both ends. One end screws into threaded holes in the soft, cast aluminum trailing arms (TAs). The hubs are drilled with six matching holes for mounting onto the six studs in the TAs. Nyloc nuts are used to fasten the hubs, torqued to 11-16 lb. ft. according to factory specifications. That's barely more than finger tight. Are you beginning to sense the fragility? These nuts and studs hold the hubs, which keep the wheels on the car! And don't even think about torqueing the nuts tighter than the spec – AMHIK. The result is stripped threads in the aluminum, which cannot be re-tapped for the stock studs.

Fortunately, there is a repair, which is actually an upgrade. Thus, the topic of this article finally comes to fruition. There are actually two options to replace the stock TA studs: 1) coarse thread 3/8" studs screwed directly into the TAs and 2) stock 5/16" studs into Heli-coil or KeenSert inserts that are threaded into the TAs. I choose option number one and most of my description will be specific to that option. Tim Shalvey also did this same upgrade and previously wrote about his experience in the newsletter. Dennis Eckhout has done option number two. He con-

ducted a tech session on the procedure a couple of years ago at our T4 event. Different people have different opinions and assessments about which option is better. You'll have to decide that for yourself if you decide to do this upgrade. If you're interested in technical rational for option 1, I can provide details provided by Richard Good in an email exchange I had with him.

This is not a repair/upgrade to be taken lightly or done without the proper set-up and tools. **YOU WILL RUIN YOUR TRAILING ARMS IF YOU DON'T DO IT PROPERLY!** You've been warned. But don't let that scare you off, because help is here. The key to this job is a jig sold by Patton Machine (<http://www.pattonmachine.com/TAK.htm>). The jig is a bit pricey but necessary to do the job. **DON'T TRY TO DO THIS JOB WITHOUT THIS JIG.** But not to worry, the club owns the master version of the jig set which can be used for any of the options. For now, I am the keeper of the jig set. If you want to borrow the set contact me. We'll put a lien on your Triumph or take your first born child if you have one as insurance of the jig's return. OK, we won't actually do that, especially the first born part – too much trouble and expense. Seriously, the jig is available to club members at any time.



Patton machine jig set, drills, and taps

So, how does this work? Here are the high-level procedural steps, followed by some details. The jig set also comes with detailed instructions, which I'll summarize here.

Step 1: Remove the road wheels, brake drums, hubs, and brake backing plates. This job can be done with the TAs on the car. All common sense safety precautions apply here about using jacks and jack stands. Before you start to work disassembling, make sure the car is supported on a jack stand on each side.

Step 2: Drill and tap the holes in the TAs using an electric hand drill using the Patton Machine jig and guides with appropriate size, sharp drill bit and a high-quality tap of the appropriate size. Sizes are different for the different options.

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Step 3: For option 1 above, screw the coarse threaded 3/8" studs directly into the threaded holes in the TAs using loctite. For the insert option, insert the inserts into the TAs and then screw the stock 5/16" studs into the inserts.

Step 4: Reinstall the parts you took off, remembering that re-assembly is the reverse of disassembly.

In removing the hubs (Step 1), it is not necessary to take apart the axle assemblies. However, this a good opportunity to examine and replace the u-joints and rubber gaiters and boots if necessary, and clean and apply fresh grease to the axle half shafts before you put the assemblies back in the car. All you need to do to remove the hub and axle assembly is to unbolt the six nuts that hold the hub to the TA and draw it through the hollow portion of the TA where it fits. The male axle half shaft will slide out after you cut the wire or zip tie holding the rubber boot on the other half of the axle. Also, it's not necessary to remove the brake shoes, springs, and slave cylinders from the backing plates, but you will have to remove the steel brake line from the slave cylinder fitting on the backside as well as the emergency brake cable. Again, this is a good opportunity to renew any of these parts if warranted.



TR6 axle assemblies

Drilling and tapping the TA holes (Step 2) is of course the heart of this upgrade. The Patton Machine jig plate has three sets of holes mapping to the 3/8" studs and the two insert types. There are also three pairs of guides for the same holes. In each pair, one guide is used for drilling; the other is used for tapping. **IMPORTANT:** When drill the holes, be sure to mark how deep you should drill, and do not drill deeper than that. You could ruin your TAs if you drill too deep. I used a drill stop to make sure I didn't drill too far. Be sure to clear out aluminum shavings before you start tapping using a lubricant. I used WD40. Also, while tapping use plenty of lubricant. Don't try to tap the entire depth of the holes at once. Tap a bit; then flush the shavings out with lubricant. The procedure is to remove 3 of the studs and



TR6 trailing arm with three of its six studs

fasten the Patton jig plate onto the TA using the other 3 studs. Drill and tap the 3 holes where studs were removed. Then remove the jig plate and remove the other 3 studs.



Patton jig installed on a trailing arm

For Step 3, if you're using the 3/8" studs, install those finger tight. If you're using inserts, install these in the just-tapped holes and install the stock 5/16" studs on the inserts. Now, rotate the jig plate and fasten it down over these studs with nuts and washers. Drill and tap the remaining 3 holes (Step 2), remove the jig plate, and install the studs or inserts and studs in the remaining just-tapped holes. In my case, final installation of the studs calls for using Loctite. I would assume that goes for the inserts as well.

In Step 4, make sure that you get the hub and axle assemblies put back together properly, including the rubber boot. First, fit the brake backing plate over the TA studs, fasten the brake pipe and brake cable. Then fit the axle assembly back through the hollow portion of the TA such that it goes to the flange of the differential. Now fit the hub over the TA studs. Tighten the nylock nuts to the appropriate torques spec. For the 3/8" studs, it's

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Trailing Arm Upgrade (Continued from Page 9)

19 lb. ft. Reattach the brake drum and the brake steel pipe. Of course, you'll have to bleed the brake system. Put the road wheels back on, and you're set to go.

Now, you're asking yourself: Do I need to do this upgrade? If you've stripped one or more threads in your TAs, obviously you have to do this. Thousands of trailing arm cars have been driven for millions of miles without failure, but there have been failures. Consequences can be potentially catastrophic if you lose a rear wheel. If you drive your car hard like I do, or autocross your car, you might want to consider this upgrade. Another upgrade you might want to consider are the rear hubs, but that's a topic for another day. If you drive your car in a gentle fashion or in a moderately spirited fashion, you're probably OK, but there are no guarantees in these old cars.

Trailing arm, axle, hub, and brakes reassembled



CTR Gives



November 21, 2014

Capital Triumph Register

Dear CTR Members,

Thank you so much for your generous gift! As we get even closer to the holidays, our thoughts naturally turn to our friends and family. Ms. Ida, to the right, moved from shelter to her own apartment in October, and her first thoughts were to invite her family for Thanksgiving dinner now that she had a place to invite them to.

Ms. Ida is just one of the more than 300 homeless children, women, and men who find a safe, clean, and welcoming place to stay every night in the residential facilities staffed and operated by New Hope Housing across Northern Virginia. The needs of each person are different, but the goal is the same: to achieve permanent housing. Your support makes this possible.



This thank you letter from Pam Michell was received as a result of funds and canned goods collected at CTR events in November 2014 - thank you all for your generosity!

Thank you again for this gift of \$60.00 and canned food on 11/18/2014. We are committed to finding creative and lasting solutions to end the cycle of homelessness. The vision we work for is a home and bright future for every man, woman and child in our community. But this is only possible when everyone joins together to address the reality of homelessness. Thank you for caring about our most vulnerable neighbors.

If you would like to learn more about what your gift accomplishes, please contact me anytime at (703) 799-2293 or pmichell@newhopehousing.org

With gratitude and hope,

Pamela L. Michell
Executive Director

Thanks so much for contributions to make Thanksgiving brighter for our residents.

New Hope Housing, Inc. is a 501(c)(3) non-profit agency. Contributions to New Hope Housing may be considered tax deductible. No goods or services were provided to you in consideration of this contribution.

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The Vintage Triumph

Register was founded in 1974 and is dedicated to the maintenance, preservation and enjoyment of the Triumph marque. Membership benefits include a bi-monthly magazine, *The Vintage Triumph*. To join, send \$35 for a one-year US membership to:

The Vintage Triumph Register
PO Box 655
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Or go to the Vintage Triumph Register website, www.vtr.org, for additional information and a membership application.



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Personal Triumphs: An Interview with Art Fournier

Christopher Yurasko

Tell us a little bit about yourself (where did you grow up, where have you lived, where do you live now).

I was born in Lewiston, Maine, but my family moved to White Plains, New York, when I was five. If I've ever really grown up, it was there. After college, I joined the Air Force (it was either that or be drafted). The Air Force stationed me at quite a variety of places, some nicer than others, over the next 24 years: San Antonio, TX; Sacramento, Merced, and Yuba City, CA; Sattahip, Thailand; Homestead, FL; Korat, Thailand; Fort Worth and Big Spring, TX; Merced and Yuba City again; Rome, NY; and finally here in the Washington area. I met my wife, Susan, while her family was living in White Plains. Our daughters were born in Homestead and Big Spring. Sue's family is from this area, so we stayed in Chesapeake Beach, Maryland, when I retired from the Air Force. All told, we've lived here over 30 years, 8 while I was on active duty and 22 while I worked as a contractor for the Air Force.

When did you buy your first Triumph? Do you still have it?

I bought my first Triumph, a mimosa yellow 1976 Spitfire, around 1982 while I was stationed in Rome, NY. I drove it year-round there – it didn't handle all that well in the snow, by the way – and the road salt played havoc on it. After we moved to Maryland, I bought another 1976 Spitfire in 1985 as a parts car; however, the carmine red car was so much more solid and ran so much better than the yellow one that it became my driver and the yellow Spitfire became my parts car. Quite a few parts from it survive in the carmine car.



What Triumphs do you currently have? Do you have a favorite?

In addition to the Spitfire, which has over 200,000 miles on it now, I have a 1980 silver TR7 convertible that I bought in 2013. The two cars are so different, it's hard to compare them and pick a favorite. The Spitfire is more nimble and handles and brakes better. While the TR7 handles well, it is much more comfortable for cruising.



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Personal Triumphs (Continued from Page 11)

Now that you're retired are you planning on expanding the collection?

My wife is a patient person, but I think two Triumphs may be the limit plus I'd need more garage space if more were to come along. And, to be honest, I've gotten to an age where maintaining two cars is sometimes more than I care to tackle. Driving them has become far more fun than working on them.



Your kids grew up riding in the first Spitfire, did that spawn a love of cars in them as well?

Like Sue and me, both our daughters prefer smaller cars. Both own Minis, although my younger daughter spends most of her time chauffeuring our grandsons and her 100-pound dog around in a van!

What is your daily driver?

Sad to say, it's a 2010 Toyota Prius, which was my last commuter car while I was working. My commute was 84 miles a day. The Prius, which has averaged 53 mpg and covered 120,000 very trouble-free miles, was ideal. It's still our "big" car.

When did you join the club? Can you tell us what it was like back then?

The club was founded around May or June 1989; I joined in April 1990. I would have been a founding member, but the club "lost" me for a while – the individual who recruited me moved away before following through.

In the club's 25 years, it has stayed fairly consistent in its activities. We did drive our cars more then; however, our daily drivers weren't a lot more modern than our Triumphs so there was less temptation from modern gadgetry and comfort to lure us away.

As the newsletter editor you're also the group historian, are there any notable moments that stand out in the club's history?

The one memory that jumps out at me is the image of Charlie Brown, one of our founders and a driving force in the club, driving into rocker panel deep mud as he arrived at a car show. He'd spent hours prepping his Spitfire for the show and all of sudden it was covered with mud. That was one of the years the club ran a small show as part of the Southern Maryland Celtic Festival. Our experience there convinced us we could handle our own event, Britain on the Green, which is coming up on its 18th year.

Do you have a favorite story or anecdote about Triumphs?

Two personal experiences come to mind. Back around 1985, I was a few minutes late arriving at work. My boss asked what happened and I explained my mechanical fuel pump fell apart and I swapped it out by the side of the road with an electric pump I happened to have with me. He rolled his eyes and muttered about the kind of people who drive English cars. By the way, I repaired the mechanical pump and still carry it as a spare.

The other experience is the day my clutch failed just as my younger daughter and I were getting ready to start a club rally at the Fair Oaks Mall. We managed to drive the 50 or so miles home without ever stopping or down-shifting into first gear. It was then that I learned that a clutch was a nicety, not a necessity, when you drive a Triumph. We had a lot of fun that day!

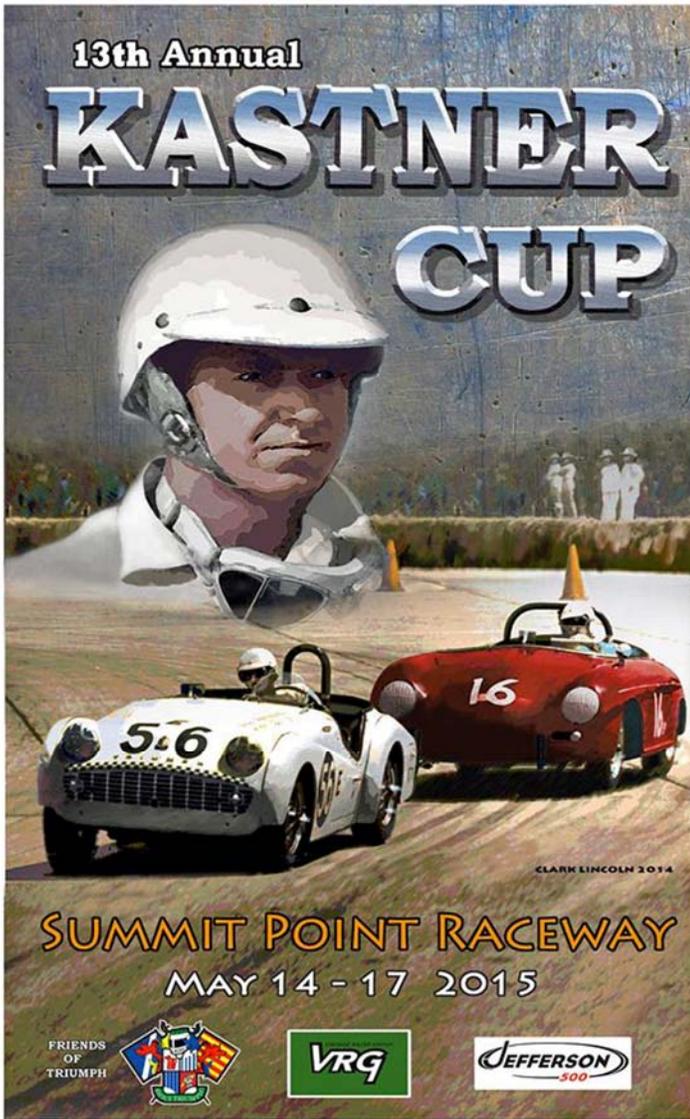
What are your other passions?

I think most people know that I play the bagpipes as a member of the Chesapeake Caledonian Pipes and Drums in Annapolis. And I love to read. One of my favorite genres is Napoleonic war British naval fiction.



What do you like about the club, what would you do differently?

When I first joined the club, I was afraid that it would be populated by concours Nazis who enjoyed polishing their cars rather than driving them and by "big TR" drivers who looked down at Spitfires. That has never been the case. Over the years, the club members have been a tremendously supportive, caring group of car nuts.



Art's Big Book Give Away

Art Fournier

Over the past few years I've been given a couple of boxes of books about cars. Most of the books deal with various aspects of automobile racing such as driving technique and car preparation; however, there are a few books specifically on Triumphs. Some of the books are vintage; all are in good condition. Some are duplicates of books I already own, some are on topics in which I have little interest, and all of them are in the way. I'd like to give them away rather than haul them off to the recycling center.

If you are interested, e-mail me (artfournier@comcast.net) for a list of the 55 books. If you'd like one (or several), please let me know and it's yours. First come, first served. But there are, as always, some conditions. I won't pay to mail the books to you and I won't haul the books around in the hope that someone will take them off my hands. If you want a book, tell me which one (s) and when you will get it from me. Hopefully, the handoff can occur at a CTR event. The offer is open to current CTR members.

Club Pride

Show your club pride with stunning door magnets proudly displaying the CTR logo. These magnets are approximately 8"x12" to fit even the smallest TR3 door!!! \$18 for the pair - contact Patrick Carter (202-285-7031) to arrange delivery or pick them up at the next CTR event. These magnets are always a big hit at the parades in which CTR participates.



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CLASSIFIED

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

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

Wanted: New member looking to buy a nicely restored, black TR3A or TR3B. Please email mattoffen@yahoo with interest

FREE tire chains for your Triumph tow vehicle! Never used set of tire chains fits 235/70-15, 225/75-15, 235/85-16, 225/74-14 and many other size tires. First one who calls or emails can pick them up in Falls Church. Contact Hank Seiff at seiff@verizon.net or 703-534-7860.



1972 Triumph 2000 Mk 2 Saloon for sale. MOT till May. Total respray to red. No rot/rust.....offside rear door just showing the need for work in future....balance 100%. Recon radiator. Electric fan with in hose sensor. New halogen relayed , headlights all round. Fully serviced. New plugs /leads. Electronic ignition. Tappets and timing done. Nearly new battery. New carb diaphragms fitted. New oil and filter. Gearbox drained and refilled. Over drive works. Diff topped up. Original radio. Carpets 100%. Upholstery 99.9%. All tyres roadworthy for a long period. Brakes perfect. New bush/springs/washers in steering rack arm. Manual. Located in Yorkshire, UK. Car can be held until shipping can be arranged. Contact Mike at: michaelcharlton@hotmail.co.uk

EVENTS

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

Jan 25 - Annual Awards Brunch *CTR*
Jan 23-Feb 1 - Washington Auto Show

Jan 30 - CTR Night at the Washington Auto Show *CTR*
Feb 13 - Deadline for February edition of *The Standard*
Feb 21 - Winter Luncheon *CTR*
Feb 28 - Electrical Tech Session, Arlington, VA *CTR*
Mar 7 - Alexandria St. Patrick's Day Parade *CTR*
Mar 10 - CTR ESB Meeting, Arlington, VA
Mar 21 - BOG Planning Meeting
Apr 11 - Williamsburg British Car Show, Chickahominy Riverfront Park
Apr 12 - GW Parkway Run *CTR*
Apr 22 - BOG Stuffing Party
Apr 25 - BOG set up at Gunston Hall
Apr 26 - Britain on the Green at Gunston Hall, Lorton, VA *CTR*
May 12 - CTR ESB Meeting, Arlington, VA
May 14-17 - Jefferson 500 and Kastner Cup at Summit Point Raceway, WV *CTR*
May 15-17 - Carlisle Import and Kit Car Nationals, Carlisle, PA
May 30 - Cars and Motorcycles of England, Oakbourne Mansion, Westchester, PA
Jun 6 - Moss Motorfest, Petersburg, VA *CTR*
Jun 16-19 - TRA Nationals, Solomons Island, MD
Aug 6-8 - The Roadster Factory Summer Party, Armagh, PA *CTR*
Aug 11-14 - VTR National Convention, Fontana, WI *CTR*
 *** Much More to Come ***

VTR 2015 - Fontana, WI
August 11-15, 2015
 Celebrating Fifty Years of the Spitfire Mark II and the TR4A
 Hosted by the Illinois Sports Owners Association
 2015vtr.com

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THE STANDARD

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Triumph Trivia

Christopher Yurasko

TRIUMPH TRIVIA: What was the final Triumph model?

The Triumph Acclaim was a front-wheel drive medium-sized family car made by British Leyland from 1981 to 1984. It was based on the Honda Ballade and used a Honda-designed engine.



Follow Good Tech Tips



Don't let this happen to your TR6; follow the tech advice on page 8!

Photo credits: Pages 1 and 7 Stephen Oertwig;
Pages 4 to 6 and 11-12 Art Fournier;
Pages 8 to 10 Lionel Mitchell



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

4729 Willows Road
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THE STANDARD



THE STANDARD

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CTR President Stephen Oertwig (left) presents Art Fournier a bottle of wine and Triumph glasses at the annual Awards Brunch on January 25th. For more on the Awards Brunch, see page 4.

PAGES 1 and 4 - CTR Awards Brunch; PAGE 2 - From the President; CTR Happenings; PAGE 3 - Winter Luncheon; AACA Museum Visit; PAGE 8 - Garage Spot: Fogging Protects Engines During Restoration; PAGE 9 - BOG Update; PAGE 10 - Washington Auto Show; PAGE 11 - Personal Triumphs: Interview with Mark Shlien; PAGE 14 - Classified; Events; PAGE 15 - Club Info



From the President

By Stephen Oertwig

Old Man Winter can't stop CTR members

Near zero temperatures have chilled efforts to do Triumph maintenance for many CTR members, me included. There are a few members who can fight the bone-chilling temperatures with heated workshops. I have dreamed about a toasty garage, but it has not happened yet.

I haven't let freezing temperatures in the garage keep me from looking at the year ahead, and from dreaming about places to drive our Triumphs. The number of events for CTR members to show off their cars continues to grow. The Williamsburg show is a week before our Britain on the Green, which is April 26. There is talk of a tech CTR tech session in early May.

May also brings the Kastner Cup race at Summit Point, West Virginia. CTR will be there to support the Friends of Triumph. There are various area British car shows through the summer. The Vintage Triumph Register convention will be at Fontana, Wisconsin, in August.

Back again this year is America's British Reliability Run Oct. 16-18. This 750-mile test of mettle starts in Pennsylvania and continues into New York.

My goal is to be at every event to carry the CTR banner. It might be an unrealistic goal, but goals are what drive us to get our cars ready to hit the road.

Everyone's goals don't have to be as ambitious. It always is great to see members come out for the various events CTR sponsors. Make it a goal to attend CTR tech sessions when possible, sponsor a tech session, plan a driving event or write an article for The Standard. Keeping a goal motivates us keep turning the spanner even when there is 10 inches of snow on the ground.

The No. 1 goal right now is to see everyone at Britain on the Green. Register your Triumph by April 15 and sign up to be a volunteer for the best British car show on the East Coast.

Thank you to all who made the awards lunch a success and a fun event. It is amazing what everyone does to make CTR so dynamic.

Drive on, and drive often.



CTR Happenings

Please Welcome CTR's Newest Member:

- ◆ Bruce Metcalf, Berryville, VA, 1966 TR4

Late Winter and Spring Events

We have two events planned for February. The winter luncheon is scheduled for Saturday, February 21st. We will visit the AACA Museum on February 28th. Details on both are on page 3. In order to accommodate the AACA visit, the tech session that had been planned for February 28th will be rescheduled.

For March, we will participate in the Old Town Alexandria St. Patrick's Day Parade on Saturday the 7th.

In April, we are planning our (more or less) annual George Washington Parkway Run for Sunday the 12th. And, of course, Britain on the Green will be held on April 26th. Planning and prep sessions for it are scheduled in March and April.

On May 2nd, we have been asked to attend a tech session at London Auto Services in Falls Church, VA. Last year's session with them was a great success, so don't miss this year's. We will hold an event with the Kastner Cup race to be held as part of the Jefferson 500 at Summit Point Raceway in West Virginia from the 14th to the 17th; specifics are still TBD.

Looking ahead, we will attend the Moss Motors Open House in Petersburg, VA, on June 6th.

We'll also try to schedule other events in the late winter and early spring, possibly tech sessions, drives, and Get Your Hands Dirty (GYHD) sessions. Speaking of GYHD sessions, if you have a project that requires a little help or expertise, consider hosting a GYHD.

Evites

Please make sure CTR has an up-to-date e-mail address for you. We use Evites to pass along event details and reminders and need a good e-mail address to ensure you get the word.



CTR and BOG are on Facebook.

Search **Capital Triumph Register** and **Britain on the Green**

CTR Winter Luncheon

February 21st

Tom Burke

At 1:00 pm on Saturday, February 21st, CTR members will gather at the Irish Inn at Glen Echo for our annual Winter Luncheon. The Irish Inn is a delightful restaurant just off MacArthur Boulevard, right next to Glen Echo Amusement Park. Some of you may recall when this was the location of Trav's, a biker bar known for its chili and almost weekly parking lot "rumbles." Now the atmosphere is much more genteel and the food includes Shepherd's Pie, Irish Greens salad, a delicious Potato-Leek soup and many other choices on the Luncheon Buffet.



The Prix Fixé price will be \$31.00 per person. In order to keep confusion to a minimum, we would like to collect that food tab at the Dining Room door **in cash** so we can pass that to the restaurant as a lump sum instead of everyone standing in line at the end of the gathering. You can pay your drink tab at the bar. Your kind cooperation is appreciated and, if you wish to rumble in the parking lot afterwards, that is up to you.

Also, at the luncheon, we will be debuting the 2015 Britain on the Green Poster. Artist Joseph Craig English will be joining us and he will reveal the new serigraphic poster he created, featuring Doug Campbell's 2014 Best of Show 1950 Riley Drop-head Saloon. Mr. English will give us a few words about his creative process as well. He is a real "car guy" himself, and the new poster is a beautiful, colorful, and very classy addition to our very classy British Car Show.

So please join us on Saturday and shake off the cold with the warm friendship of your fellow club members. If you have questions, or if you plan to attend and you HAVE NOT yet responded to the e-mailed E-Vite, please contact Tom Burke at 703-354-1361 by the morning of the event. (Irish Inn address: 6119 Tulane Avenue, Glen Echo, MD 20812. Website: <http://www.irishinnlengenecho.com/>)

CTR joins with DVT in Hershey to see the Art of Lotus

February 28th

Stephen Oertwig

Capital Triumph Register members will continue the winter tradition of joining with Delaware Vintage Triumphs members to marvel at British automobiles, talk about Triumphs and see our friends from the Philadelphia area.



CTR and DVT members will meet noon Feb. 28 at the Antique Automobile Club of America Museum in Hershey, Pennsylvania. The featured display is Lotus: The Art of Lightness. The AACAMUSEUM exhibit features a variety of Lotus models from road and race throughout a 60-year history of legend inspired by Colin Chapman. Lotus shares some history with Standard-Triumph because of components used on the Lotus Seven.

The display also includes a DeLorean DMC12. Other British cars on display include a 1986 Rolls Royce Silver Spur factory Limousine once owned by the late Whitney Houston. Hershey's Kissmobile Cruiser also is featured at the museum. The museum also includes the Cammack collection of Tucker automobiles that CTR members visited in Alexandria, Virginia, several years ago.

Admission is \$12 for adults and \$11 for seniors. Admission is \$9.50 with a guided tour.

CTR members toured the Simeone Foundation Automotive Museum in Philadelphia last year with DVT members to see the Best of Britain display.

Hershey is about a 2½-hour drive from the Washington, D.C. area. Location to meet for an 11 a.m. lunch stop before starting the noon tour is the Coco Diner, 590 East Main St., Hummelstown, Pennsylvania, 17036.

Daily drivers are OK for this trip because of the abundance of salt on the roads. Email Steve Oertwig at oertwig@mac.com or call Steve at 660-422-2908 for more information.

See you at the Antique Automobile Club of America, 161 Museum Drive, Hershey, Pennsylvania 17033. (AACAMUSEUM website: <http://www.aacamuseum.org/>)

CTR Awards Brunch

January 25th

Each January members of the Capital Triumph Register gather to honor those who have supported the club by participating in its activities throughout the preceding year. Members earn participation points for organizing and attending activities, driving their Triumphs, wearing club regalia (almost anything with a CTR or BOG logo), writing articles for the newsletter, recruiting new members, and the like.

On January 25th, we met at Chad's in Northwest Washington, DC, where we were given the opportunity to chat, share a few libations, chat some more, have brunch, chat a bit more, and hand out certificates of recognition to some of our deserving members. The top points earners for 2014 also received commemorative bottles of Shelton Vineyards wine from the Vintage Triumph Register convention in Dobson, North Carolina along with CTR or Triumph logo glasses. Additionally, CTR president Stephen Oertwig had a large enough collection of door prizes to give out that no one left empty handed.

The 35 members recognized for their 2014 participation (beginning with the most points earned) were: Stephen and Ho Yong Oertwig, Art and Sue Fournier, Lionel and Nancy Mitchell, Tom and Mary Burke, Bill and Carol Goodwin, Mark Shlien, John and Sara Buescher, Robert Fox, RJ Fortwengler and Sheila Skipper, Patrick Carter, Rich and Patti Townsend, Paul, Sharon

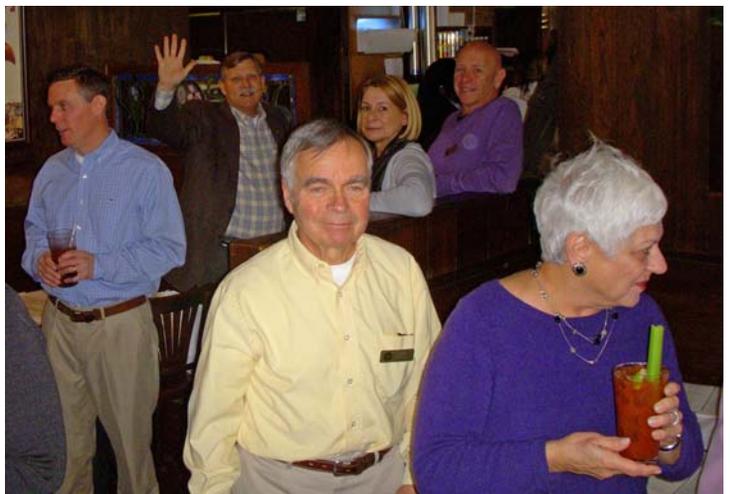
and Rebecca Edelstein, Bruce and Miriam Hislop, Stephen Prior, Diane Page, Tim Shalvey, Don and Dawn Clarke, Dennis and LuAnne Eckhout, Ira and Mary Schoen, Steele Lipe, John and Mary Haley, John Puckett, Matt and Carrie Schipani, Christopher Yurasko, Bill and Kathy Wemhoff, Alan Stiley and Linda Hollingsworth, Rich and Lisa Smalling, Ben Cheshire, Sandy, JoAnne, Rob, Jonathan and Scott Thomson, Karl and Penny Johnson, Joe and Rita Cannon, Jay Christopher, Steve Mumma, Scott Tilton, and Stetson Tinkham.

A big thank you goes to RJ Fortwengler for setting up the brunch and to the staff at Chad's for their cooperation, great service, and outstanding food!



Left: Mary Burke, Penny Johnson, Stephen Oertwig, and Karl Johnson

*Above top: Lionel Mitchell, RJ Fortwengler, and John Marino
Above: Bob Fox, Bruce Hislop, Ho Yong Oertwig, Tim Shalvey, Sheila Skipper, and Rob Thomson*



*Top left: Lionel Mitchell and RJ Fortwengler
 Center left: Bob Fox, Bruce Hislop, and Ho Yong Oertwig
 Bottom left: Mary and Ira Schoen, RJ Fortwengler, Mary Burke,
 Alan Stiley, and sara Buescher
 Above top: Tim Shalvey, John Buescher waving, Don Clarke, Linda
 Hollingsworth and Alan Stiley, and Dawn Clarke
 Above center: Linda Hollingsworth and Alan Stiley,
 Dawn and Don Clarke, and Carol and Bill Goodwin
 Above: Tom and Mary Burke with Stephen Oertwig*

(continued on page 6)

Awards Brunch (Continued from Page 5)



***Pictured with Stephen Oertwig are:
Top: Alan Stiley
Center: Bruce Hislop
Bottom: Jay Christopher***

***Pictured with Stephen Oertwig are:
Top: Bill and Carol Goodwin
Center: Sara Buescher
Bottom: Karl Johnson***

***Pictured with Stephen Oertwig are:
Top: Sheila Skipper
Center: Don Clarke
Bottom: Mary Schoen***



*Pictured with Stephen Oertwig are:
Top: Rob Thomson
Bottom: Christopher Yurasko*

*Pictured with Stephen Oertwig are:
Top: Patrick Carter
Bottom: Bob Fox*

*Pictured with Stephen Oertwig:
Top: Nancy Mitchell
Bottom: Tim Shalvey*

The Vintage Triumph Register was founded in 1974 and is dedicated to the maintenance, preservation and enjoyment of the Triumph marque. Membership benefits include a bi-monthly magazine, *The Vintage Triumph*. To join, send \$35 for a one-year US membership to:

**The Vintage Triumph Register
PO Box 655
Howell, MI 48844**

Or go to the Vintage Triumph Register website, www.vtr.org, for additional information and a membership application.



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Fogging Protects Engines During Restoration

Stephen Oertwig

Triumph restoration normally is not an overnight process. It may be a year long or multiyear project. During this time the engine generally is stored out of the car without thought to its care.

Engines need to be prepared for long-term hibernation or it may not turn over because of internal rusting. Engines also should be turned over by hand during regular intervals to stay lubricated.

Commercial products are available to fog engine cavities that reduce rusting. The fogging oil is sprayed into cylinders and the head. Oil also can be squirt in the spark plug holes to reduce sticking pistons. Many sources recommend a marvelous oil of mystery.

Various methods are recommended to prevent surface rust. Recommendations include coating the engine exterior with spray lubricant. Commercial bags designed to inhibit rust provide additional protection. Bagging the engine also prevents dust from becoming a problem during long-term storage.

The engine should be turned over by hand at least every month. Remove the spark plugs and squirt oil into the cylinders. Slowly turn the engine clockwise from the front, or anticlockwise from the rear a few revolutions. Fog the engine and bag it.

Protecting the engine is insurance your Triumph will come back to life when the restoration is complete.



Commercial products are made for the specific task of protecting engines during storage. Bagging an engine during storage reduces rusting and keeps dust from getting in the engine

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Britain on the Green Update

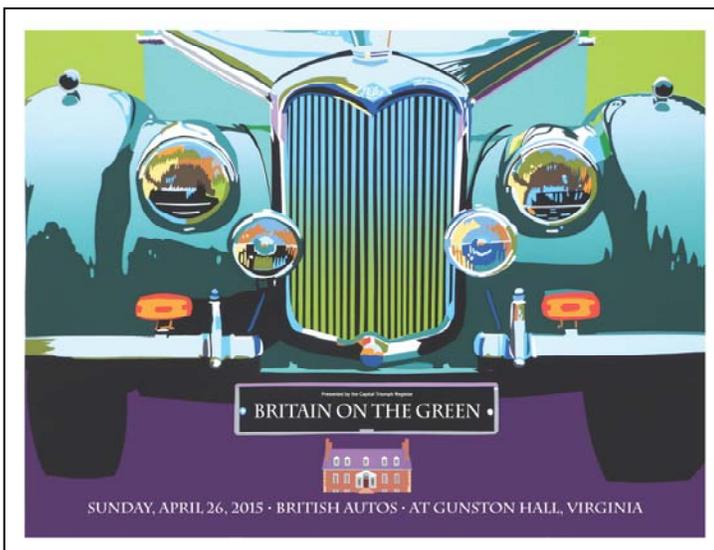
More changes are in the works for Britain on the Green this year. Last year we introduced electronic voting to simplify and speed up the tedious and time consuming process of ballot counting. This year we're working with MotoSho to update our registration process. You will be able to register on-line and pay using either Pay Pal, a credit card, or by check if you prefer. You can still send in a paper application, but as an inducement to steer folks toward the new process, there is a discounted price if you use it. Details are on our web site: <http://www.capitaltriumphregister.com/bog/register/>



This year we will have a class for British motorcycles as well as the many car classes you've come to expect. There will also be several special awards: Best of Show, Best Survivor, Best Display, and Best Resto Mod. Best Survivor will be for the best ratty car that's still driven and enjoyed, while the Best Display could be as simple as placards about your restoration or as elaborate as manikins and picnic paraphernalia.

We are very excited to present this year's poster created by the nationally-known and award-winning artist, Joseph Craig English. The 22x28 poster will be given to all pre-registered entrants and it will be available for sale at the show as well. Mr. English will be at the show and will have more of his art on display. This year's poster depicts last year's Best of Show-winning 1950 Riley drophead saloon owned by Doug Campbell.

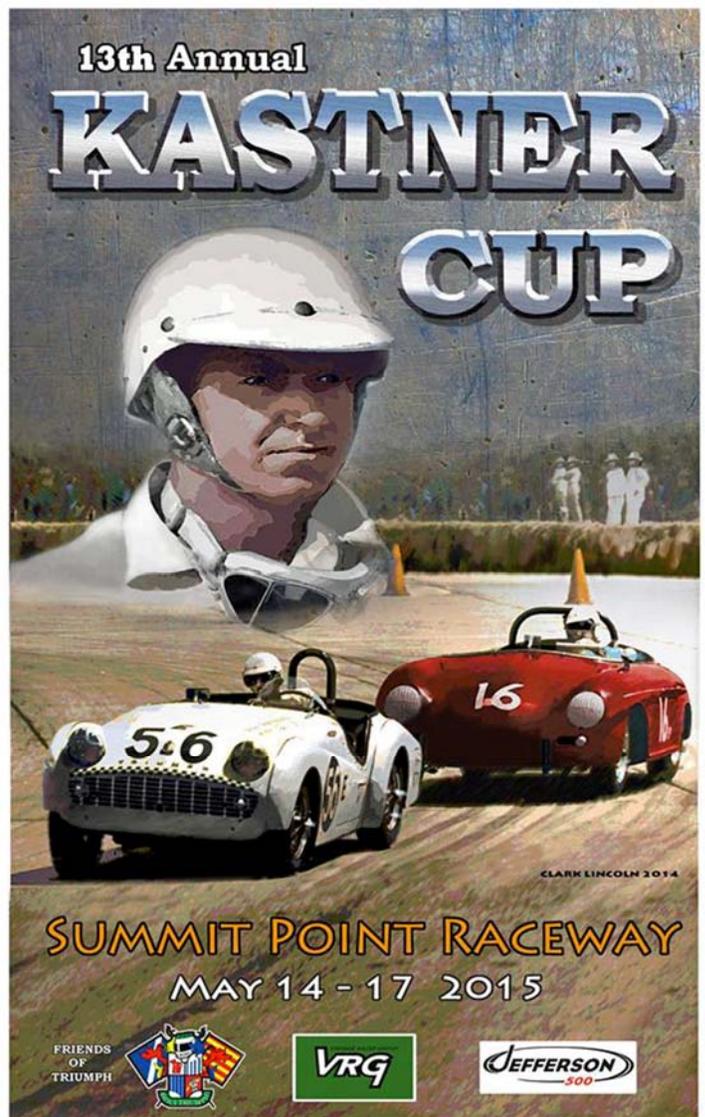
Look for a card with registration information in the mail soon!



Here's a preview of the BOG 2015 poster!



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



Friday, January 30th
**THE WASHINGTON
 AUTO SHOW.**



What could go wrong? CTR has gone to the Washington Auto Show for years, and for years we've met at the Old Dominion Brew House near the Convention Center for dinner. What could possibly go wrong, you ask? Well, the restaurant went out of business. Their web site was still up and running that day, but the brew pub was dark and closed. And since we arrive at the Auto Show at different times and from different directions, we never found all the people who were going to meet for dinner. Some of us managed to get together at the sports bar in the new Marriott near the Convention Center, but we couldn't link up with everyone on a cold, blustery night. For those who were inconvenienced, we're very sorry. Next year we'll check things out a little more thoroughly. As usual, the Auto Show itself was a lot of fun with the opportunity to look at a vast array of cars under one roof. And, surprisingly, there was even a Triumph!



Sandy and Scott Thomson and John Buescher



Bill Goodwin and Art Fournier in front of the 1939 General Motors "Parade of Progress" Futurliner



Karl Johnson, Bill Goodwin, and Paul Edelstein admire a Corvette



Mark Shlien, Tiffany Arthur, Bob Fox, Lionel Mitchell, and Bill Goodwin



Sandy Thomson, Bill Goodwin, and Bob Fox discuss the merits of a TR6 that was for sale with other classics at the Washington Auto Show

Personal Triumphs: An Interview with Mark Shlien

Christopher Yurasko

Tell us a little bit about yourself (where did you grow up, where have you lived, where do you live now)

I was born and raised in Portland, CT, population at the time roughly 6,000. Graduating high school class of roughly 145 students. One high school, one junior high, three elementary schools. Zero street lights through Main Street. Mayberry RFD type of town. Everyone one knows your parents, everyone knows everyone's business. Maybe a little Mayberry RFD and a little Payton Place!

I've lived in numerous locations. Sydney, Australia for four years. Guam for a couple of years. Hawaii for a couple more. Spent a lot of time in Japan and Korea working in the satellite industry.

I was in the U.S. Navy, submarine service, and although all I saw in four years was the inside of a submarine for the most part. I did have the chance to live in Hawaii and Guam so it wasn't that bad. As I like to say, I helped defeat the Soviet war machine from the beaches of Waikiki!

I've lived in Washington, D.C. for the last 20 years...hard to believe.

Mark, you're one of just a handful of DC members. What are the upsides and downsides of driving a TR6 in the city?

The upside of having my TR6 is...everyone wants to know "what kind of car that is." Who makes it, what year? It's impossible to stop at a gas station and not be asked questions about the car or hear a story about the guy's dad that used to sell Triumphs back in the day, or to hear about a Triumph TR6 being someone's first car.

Simply driving the car around D.C. brings "thumbs-up" from folks walking down the street; at a stop light, folks will yell out "hey wanna sell me your car," or "that's a gorgeous car." It's certainly appears to be an attention getter just sitting at a light, stop sign, whatever...it's never ending, really.

The downside to being in D.C. is...I do not have a garage, all the parking is "on-street," and that brings with it vandalism, side-swipes, tree and bird droppings and the fact that car insurance companies won't insure the car at great rates if the car's parked on the



street. Also, I can't work on my car like I would like to because...it's simply dangerous to work on a car while other cars are zipping by.

I currently have the car locked behind an eight foot tall gate. It's on a pad with a very good car cover on it. I would prefer a real garage, but this is a pretty good setup considering it's in D.C. If you can find a garage for rent...most likely you will pay \$200.00 per month or more.

(Continued on Page 12)



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Personal Triumphs (Continued from Page 11)

What is special about your car?

I love the sound of the car. There is something almost hypnotic about it. I also like the feel of the steering wheel in my hands...the diameter of the steering wheel fits my hand perfectly. I also like the fact that nothing beats driving to the shore, or anywhere really, with the top down. I will drive with the top down until it hits 28 degrees, then the top goes up. I like to think though that life is too short to drive with the top up...just "ain't" the same experience driving the car with something over your head.

What made you want to buy a Triumph?

Back five or six years ago, a friend of mine had an Austin Healey. Nice car. Really enjoyed driving it, but with a very small four cylinder engine, it didn't quite have the testosterone I was looking for. Seemed slow and the chassis wasn't as performance focused as I wanted. That led me to the Triumph TR6...with its six cylinder engine, sporty suspension and handsome good looks.

It was love at first sight, although I should never have bought this car...the previous owner, a lawyer I might add, dropped the car off in the middle of the night...that's all I need to say about that. When I looked at the car the following morning, I realized I had been "had." Never trust a lawyer! Sorry Paul E.

What are your favorite roads in the area?

Well, they are not in D.C. proper that is for sure. I like heading out on Route 4 to North Beach. Nice ride...straight and a little boring, but just a fun ride to open it up a bit and chill out with some good music. I also like the Middleburg area for rides and I enjoy Lionel's yearly "gallop" (stampede) ride. The ride to Luray is also very nice.

You've made some road trips in your TR6, what has been your favorite trip?

I think my rides to North Beach and to Virginia Beach are very enjoyable. Virginia Beach because once you are there, you can relax and take in all the scenery. North Beach because it is a short drive and once you arrive, the local wine merchant has a glass of red or white waiting for you. There's also live music through the summer months and the weekly car show...mostly "muscle cars," roadsters, etc., but it's a very relaxed atmosphere.

What other cars have you owned? What is your daily driver?

I owned a Porsche Boxster S for one year. Couldn't stand the car. Rather have my TR6 any day. The TR6 makes people smile, gives them the chance to perhaps reminisce about their



childhood or their family or some other personal "life event." When you pull into a gas station in the TR6, someone is coming up to you to engage in a conversation. Pulling into a gas station driving the Porsche...people just think you're a [bleep], even if you aren't. No one is walking up to you to engage in conversation when you are standing next to a Porsche...best thing I ever did was drive the Boxster to the nearest CarMax and sell it to them. Total weight off my shoulders.

Do you have a favorite story or anecdote about Triumphs?

I think it was my first drive down to Virginia Beach...Lionel wished me "good luck" getting down there (with a bit of a smile on his face). Upon arriving in VB, without a single problem, without nary an issue, I called him up to let him know, with some excitement in my voice, my TR6 ran flawlessly all the way down...even got decent gas mileage.

Sadly, the very next day, not even 24 hours later, the Gods struck...while driving around VB, I had to call Lionel again...this time I was broken down on the side of road! My gloating came back to haunt me as I was stuck and needed Lionel's advice on who fixes Triumphs in VB. As I was on the side of the road, a stranger walked up to me and said, "Nice TR6." He knew a garage that specialized in Triumphs and MGs.

Long story short, I got the car over to Martin, owner of Louis & Son Foreign Car Service...the best mechanic in the area. Great guy. I still drive down to VB to have him work on my car and I've been to his house, met his family and have established a friendship with him that came about due to breaking down in VB.

What are your other passions?

I like good food, sporting events and cruising. I've been on

numerous cruises and on most of the cruise lines that are out there. I think my cruise though Greece and Turkey was the most fun though. That said, a cruise anywhere beats the "District."

As the Membership Chair, what do you want people to know about our club?

I think that if all you do is pay your yearly dues and go to one or two events a year...you really miss how wonderful our club and members are.

As a total Triumph neophyte...I have been amazed by the generosity and kindness of our members that helped me understand how to fix my fuel pump when I put it in wrong and stripped the threads. The kindness of two club members to help me put in front speakers, never mind the unbelievable hours that CTR Members put in planning our events.

Our newsletter...the effort that goes into that, the time and commitment; if you just pay your dues and don't get involved, I think you are missing the real purpose of this organization. It's simply not just about the cars, it is about friendship, comradery and simply the pleasure of giving your time and energy to a great cause.

What do you like about the club, what would you do differently?

As mentioned above, what I like best about the club are the people that are in it, the events we participate in and the thousands of dollars that CTR donates every year to good causes.

If I were to do something different, I would try and figure out why more people aren't involved.



Above: Mark Shlien with Matt Schipani and Sherman Taffel changing the oil pan gasket on Mark's TR6

Previous page: Mark is the one on the right. At least we're pretty sure that's him.



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

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

Wanted: New member looking to buy a nicely restored, black TR3A or TR3B. Please email mattoffen@yahoo with interest

FREE tire chains for your Triumph tow vehicle! Never used set of tire chains fits 235/70-15, 225/75-15, 235/85-16, 225/74-14 and many other size tires. First one who calls or emails can pick them up in Falls Church. Contact Hank Seiff at seiff@verizon.net or 703-534-7860.

Triumph Wire Wheels. Four TR6 wire wheels with red line Michelin tires (worn). Bought chrome wires for my Triumph. Wheels in very good condition. Make offer. 301-253-5182 or Kend@globetrottermgmt.com

Space for rent to store and work on your car. The shop is located in the Springfield/Newington, VA, area. The shop has gas heat, an alarm system, and common tools that you can use (drill press lathe, mill, welder, shear, compressed air, etc.). The rent is \$190 per month. We also have another spot in the aisle for rent for \$115 per month. There's actually only one spot but I can move my cars around so that either the \$190 or the \$115 spot can be available. If any of you are interested in renting a space to store/work on a car, e-mail me at capitaldriving@yahoo.com or call me at 703-721-1771.

Wanted: New member is seeking a **Hardtop Roof** (with glass) and a **J-Type Overdrive Transmission** for the late model 1974 TR6 he has owned since 1974. Willing to pay a price commensurate with the condition of either item. Please contact Don Sheehan at donaldsheehan@msn.com with an offer and/or information regarding same.

1956 TR3 (small mouth). Yellow with tan interior. In good running condition. New tires and the gas tank has recently been removed, cleaned and coated. I'm thinking value to be mid-twenties. Ruth Renkenberger renk@atlanticbb.net or 410-822-6061.

EVENTS

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

Feb 21 - Winter Luncheon *CTR*

Feb 28 - AACA Visit with Delaware Valley Triumphs *CTR*

Mar 7 - Alexandria St. Patrick's Day Parade *CTR*

Mar 10 - CTR ESB Meeting, Arlington, VA

Mar 13 - Deadline for the March edition of *The Standard*

Mar 21 - BOG Planning Meeting

Apr 11 - Williamsburg British Car Show, Chickahominy Riverfront Park

Apr 12 - GW Parkway Run *CTR*

Apr 22 - BOG Stuffing Party

Apr 25 - BOG set up at Gunston Hall

Apr 26 - Britain on the Green at Gunston Hall, Lorton, VA *CTR*

May 2 - London Auto Tech Session *CTR*

May 12 - CTR ESB Meeting, Arlington, VA

May 14-17 - Jefferson 500 and Kastner Cup at Summit Point Raceway, WV *CTR*

May 15-17 - Carlisle Import and Kit Car Nationals, Carlisle, PA

May 30 - Cars and Motorcycles of England, Oakbourne Mansion, Westchester, PA

Jun 6 - Moss Motorfest, Petersburg, VA *CTR*

Jun 6 - Orphan Car Tour, Howard County, MD,

Jun 7 - The Original British Car Day, Lilypons, Adamstown, MD

Jun 13 - George Mason Day, Gunston Hall *CTR*

Jun 16-19 - TRA Nationals, Solomons Island, MD

Aug 6-8 - The Roadster Factory Summer Party, Armagh, PA *CTR*

Aug 11-14 - VTR National Convention, Fontana, WI *CTR*

*** Much More to Come ***

Keep up to date on CTR events by visiting our on-line calendar: <http://capitaltriumphregister.com/events/>



VTR 2015 - Fontana, WI

August 11-15, 2015

Celebrating Fifty Years of the Spitfire Mark II and the TR4A

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THE STANDARD

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Triumph Trivia

Christopher Yurasko

TRIUMPH TRIVIA: Triumph also made the engine for which notable automobile?

- A. Lotus Espirit
- B. Opel GT
- C. Amphicar
- D. Dual Ghia

C. Amphicar. As the name suggests it was both a car and boat. There was an episode of Fast & Loud featuring it.



Signs of the Times



Sigh!

Photo credits: Pages 1, 4-7, and 10 Art Fournier; Page 8 Stephen Oertwig; Pages 11-13 Mark Shlien



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THE STANDARD



THE STANDARD

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Have you registered for Britain on the Green yet?

Preregistration offers several advantages: it saves you money and guarantees you a copy of the limited edition Joseph Craig English poster shown above. It helps maximize the number of car classes and the number of awards within each, both of which are based on preregistrations. It will save you time when you arrive and help ensure optimal layout of the show field.

PAGE 2 - From the President; CTR Happenings; PAGE 3 - The British Are Coming; GW Parkway Run; Trending with CTR; PAGE 4 - CTR Winter Luncheon; PAGE 6 - When Will I Be Loved?; PAGE 7 - Revs Institute; PAGE 8 - Garage Spot: Replacing the TR7 Steering Column Bushing; PAGE 10 - AACA Museum Visit; PAGE 12 - Personal Triumphs: Interview with Don Clarke; PAGE 14 - Classified; Events; PAGE 15 - Club Info

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From the President

By Stephen Oertwig

Time to catch BOG fever

It's countdown to Britain on the Green. Capital Triumph Register members should have circled April 26 on their calendars by now, especially after receiving the stunning registration card in the mail.

I am excited about Britain on the Green. It is your show. It's a time to show off your Triumph regardless of its condition. Each car has a story to tell regardless of condition.

A large showing of TR7s and TR8s is expected as Britain on the Green celebrates 40 years of the Wedge.

April 15 is the deadline for preregistration. It's vital for Capital Triumph Register members to preregister. It ensures you will receive the Britain on the Green poster by Joseph Craig English. It also provides information to define car classes. Register online at www.motosho.com/event/bog.

Once you register, think about being a volunteer. We need your help. Co-coordinators John Buescher and Matt Schipani are leading the team of BOG volunteers working the many tasks that go into putting on a show this size. This is a team that works hard to ensure BOG lives up to the reputation as first-class.

It takes teamwork on show day to pull everything together. It is like a three-ring circus and needs many volunteers. Pete Farrell is the ring master of this show. As BOG volunteer coordinator, he is scheduling people for the many tasks that make BOG such a great show.

Please contact Pete at petefarrell@verizon.net to volunteer for one or more of the many tasks. BOG could not happen without you.

There are three easy steps to fun at Britain on the Green: 1. Register. 2. Volunteer. 3. Get your Triumph ready. See you April 26 at Gunston Hall Plantation.

Drive on, and drive often.



CTR Happenings

Please Welcome CTR's Newest Member:

- ◆ Greg Desforge, Martinsburg, VA, 1979 Spitfire

Spring Events

In April, we will hold our (more or less) annual George Washington Parkway Run on Sunday the 12th.

And, of course, Britain on the Green will be held on April 26th. Planning and prep sessions for it are scheduled April. There will be a site inspection on April 18th and set up on April 25th at Gunston Hall. The annual BOG Stuffing Party will be held on Wednesday, April 22nd, at Joe and Rita Cannon's home in Fairfax, VA. To make this a more social occasion, Joe and Rita ask that spouses and significant others attend as well.

On May 2nd, we have been asked to attend a tech session at London Auto Services in Falls Church, VA. Last year's session with them was a great success, so don't miss this year's.

We will hold an event with the Kastner Cup race to be held on Saturday, May 16th, as part of the Jefferson 500 at Summit Point Raceway in West Virginia from the 14th to the 17th. Specifics are still being worked out, but we hope to have a significant CTR presence. Parade laps of the track are a possibility for participants in the car show held as part of the Jefferson 500.

Looking ahead, we will attend the Moss Motors Open House in Petersburg, VA, on June 6th.

We'll also try to schedule other events in the spring, possibly tech sessions, drives, and Get Your Hands Dirty (GYHD) sessions. Speaking of GYHD sessions, if you have a project that requires a little help or expertise, consider hosting a GYHD. If you're interested in a GYHD or have an idea for another event, contact one of the ESB members listed on page 15 of the newsletter.

Evites

Please make sure CTR has an up-to-date e-mail address for you. We use Evites to pass along event details and reminders and need a good e-mail address to ensure you get the word.



CTR and BOG are on Facebook.

Search **Capital Triumph Register** and **Britain on the Green**



Follow CTR on Twitter:

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The British are Coming!

They are coming to Britain on the Green 2015 and we need your help on Sunday, April 26th.

A great deal of work has gone into this premier classic car event and we need 16 additional members to step up as volunteers for the day of the event. It will be easy for you.

- Volunteers will be matched with Team Leaders who have run the event before. Your role will be that critical additional person to help the leaders.
- Each volunteer is contributing only a few hours of time so you can enjoy the show.
- Most critical needs are for Registration and Field Parking under the guidance of an experienced CTR Leader.

Make the commitment to help this event be another great CTR event. Email Volunteer Coordinator Pete Farrell **TODAY** at petefarrell@verizon.net or cell: 703-405-5845.



GW Parkway Run April 12th

CTR's more or less annual George Washington Parkway Run returns on Sunday, April 12th. The GW Memorial Parkway is definitely one of the more scenic roads to be encountered inside the Washington Beltway. In addition to being a major commuter route during the week, this landscaped road is also a national park.

We're going to try something a little different this year and meet at Katie's Coffee House located at 760 Walker Road, Great Falls, Virginia 22066, instead of along the Parkway itself. We will meet at 9:45 and plan to be on the road by around 10:15 AM. We will have a pit stop at the Columbia Island Marina located near the Pentagon before completing the run down the southern portion of the Parkway. After the run, we will have lunch as a group in the Alexandria area. (If you don't plan to stay for lunch, please let me know – last year we our head count was a bit shaky.)

April 12th is the final day of Washington's Cherry Blossom Festival, so traffic and crowds in the Tidal Basin area should be heavy. Consequently, we will forego a side trip into the District and stay on the Virginia side of the Potomac.

Look for an evite as the date gets closer or RSVP to me at artfournier@comcast.net or 410-535-0690. Hopefully spring will finally happen this year!

Trending with CTR Member Projects in Brief



Left: Tim Shalvey and Steve Mumma lend a hand installing the hardtop on Lionel Mitchell's maple TR6 restoration project

Above: Jay Christopher's GT6 bumpers rechromed by Hanlon's of Richmond, VA, and Patrick Carter's Spitfire speedometer rebuilt by Nisonger's of Mamaroneck, NY

CTR Winter Luncheon

February 21st

Tom Burke

3-10 inches of snow, some freezing rain, temperatures in the 20s...

The weather forecast for the Winter Luncheon was perfect. However, it was perfect for a ski weekend. For a gathering of 30-some CTR folks at a cozy restaurant in Glen Echo, it was a little less than perfect. But, the die was cast. As the "organizer," I knew I HAD to go, and I knew that some hardy/crazy band of club stalwarts would set forth to attend as well. As the morning sun rose behind a steadily increasing layer of snow on the roads, the "Evite" guest total dropped, like the thermometer, from 28, to 24, then 18, then 12. My phone began to ring with others offering their regrets. But, I knew that our farthest flung membership, Steve O. and Ho Yong from the Distant Lands of Stafford, Art the F. from the Plantations of Calvert, and Lionel the Bold with Maid Nancy from The Western Battlegrounds were all out there testing their four-wheel steeds against the storm and the traffic. Who else would come and from where else, was anybody's guess?



I called the Irish Inn at Glen Echo. Unfortunately, they answered. Though I kindly offered that we would be happy to order off the menu, they replied, somewhat icily (heh), that the food (for 30) was in the oven and they would anticipate our arrival (no doubt with the same level of anxiety that I anticipated my departure). I set forth from the snow-covered Monts of Gomery into a scene from Dr. Zhivago, only instead of clattering carriages and Julie Christie, I was met by swerving pickup trucks and a bunch of idiots, out of their cars, scrapping their windshields under the overpasses of I-270, with nary a snowplow to be seen.



As I reached 270, I received a call from Art the F., who advised me that he had suddenly come down with a bad case of sanity, and that he was turning back to the Summery shores of Chesapeake. "If a sturdy soul like Art isn't going to make it," I thought, "who will??" Then I thought, "If Art isn't going to make it, what the hell makes me think I will??" At a fairly steady 5 miles an hour, with Ridgeline the Honda breaking a trail, I reached the Beltway, which was bumper to bumper with folks like me, warily waiting for the other folks like me to screw up. I did not screw up, but only because I quickly got off onto River Road and took my time down Goldsboro Road to the Glen of Echoes.

I pulled into the parking lot, picked a level spot and, through 6 inches of snow, I walked into the Inn and, because the world is an odd place, there were people, and a lovely dining room full of place settings, most of which would not be used. I was the first CTR musher to arrive and, as I went out to the car to get my phone, another hardy Honda, bearing a somewhat relieved-looking Lionel and Nancy rolled into the lot. We walked into the dining room to see pans of Shepherd's Pie, Pasta Primavera, Potato Leek Soup, and salad and desserts. We might get snowed in, but we would not starve. Shortly thereafter, Jay and Maureen Donn arrived, looking as surprised to be there, as we were surprised to see them. (Likewise, they drove a Honda Element, just

sayin’.) Then we were pleased to be joined by Jeff and Marcy Knepp, late of the club, but local to the Glen, so they were not so surprised to have made it, but they were pretty surprised that the rest of us had. Drinks were ordered, plates were loaded, and we decided to make the best of an improbable situation. We got occasional text messages from Steve and Ho Yong. They had left an hour before I did, and it had taken me two hours and they were not driving a Honda, just a redoubtable Ford Exploder, so we figured they were doomed. But the messages kept coming, though they were stuck at every place you could get stuck, behind the afore-mentioned bunch of idiots. But we were warm, and the beer was cold, and the conversation was cheerful, in a way that only cheating disaster can make it. Bob the Fox arrived, bearing the same nice-to-be-here!/why-did-I-do-this? look we all knew so well. Finally, just before 3:00pm, after leaving home at 10:30am, Steve and Ho Yong arrived. I was not surprised to see Ho Yong, but, I had figured that she would have killed Steve by then.



Previous page left: The view from Tom Burke’s windshield—the sign says “icy road conditions possible”

Previous page right: The Irish Inn at Glen Echo—a good place to visit on a nice day

This page left: “We Happy Few” from left to right Jay and Maureen Donn, Lionel and Nancy Mitchell, Marcy and Jeff Knepp, and Bob Fox

This page above: The view from Stephen Oertwig’s windshield “the reason I was late”



But that was it. Ten out of thirty. I will say that the food and the service were outstanding. And we all agreed we should try the Irish Inn at Glen Echo again some other time, perhaps during a Hurricane. We had the pleasure of thanking Jeff and Marcy for their hard work and service as BOG Co-coordinators and we all had the greater pleasure of making an indelible memory out of a cold, snowy, improbable day.





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When Will I Be Loved?

Tom Burke

In the spring of 1975, Linda Ronstadt released “When Will I Be Loved?” A few days later, Jaguar/Rover/Triumph dealers released the Triumph TR7.

In retrospect, Linda’s lament could have been the theme for Triumph’s unloved and somewhat unlovely new entry to the sports car market. Magazines and enthusiasts were either appalled or intrigued by the wedge-shaped coupe that marked a complete departure from Triumph’s long tradition of sports cars that were clad in chrome and wood, powered by cast iron pushrod lumps, and loved by a steadily-declining number of folks who cherish that sort of thing. But Triumph felt that the 20th Century had been around for 75 years and since it probably wasn’t going away anytime soon, they decided to finally build what some called, disdainfully, “a modern car.” Today, 40 years later, at Britain on the Green 2015, we celebrate that “modern car,” that came too soon for some enthusiasts, and too late to save Triumph from the other “modern cars” of Japan, Germany, Italy, and even America.



Though it was the most advanced sports car that Triumph could build, the TR7 suffered from more than a few “modern problems”: shoddy build quality, an aluminum head badly bolted to a cast iron block, a choking array of emission controls that mostly limited power, and a litany of warranty problems that earned it the hatred of both owners and dealers. Some of the early criticisms changed to praise when the drophead coupe arrived a few years later with a much more beautiful convertible style, followed by the aluminum V8 that made the TR8 a true “British Corvette.” *Car & Driver* said the TR8 was “Nothing less than the reinvention the sports car,” but alas, it was nothing more than the last gasp of a dying, poorly managed, once proud, British marque.



In recent years, the wedge-shaped “Flying Doorstop” that fit so neatly into the diagonal garages in the TV commercials has begun to fit in with its wire-wheeled, wood-dashed brothers. Triumph drivers who once reveled in the early models’ somewhat less-than-smooth ride and somewhat-reminiscent-of-a-barstool seats are finding that the “wedge” has a lot to offer. Take a ride in a TR7 or TR8 and you will find a light-weight unitized body/frame, a smooth, quiet ride, effortless, accurate handling, seats that make a long drive a real pleasure, and a heater that can not only be heard, but actually felt! The body style that seemed too “modern” in 1975 is now just retro enough to be, perhaps, “post-modern”? (OK, the bumpers are still hideous, but you can parallel park on any street and feel quite confident that no one is going to crimp your chrome or bend your bodywork.)

In 2014, more than 75 TR7 and TR8 drivers joined the not-so-modern part of the Triumph family in Dobson, NC for the VTR Convention. Overcoming the reliability problems of the past, as well as years of neglect and disdain, the Wedges had arrived, in every sense of the word. Under the shady trees of Shelton Vineyard, for a growing community of TR7 and TR8 lovers, there was finally an answer to the heartfelt question that Linda Ronstadt asked, 40 years ago.



Some of the Wedges at VTR 2014
in Dobson, NC

The Revs Institute

Art Fournier



If you find yourself in southwest Florida, be sure to allow time to visit the Revs Institute in Naples. In addition to an extensive research library, the museum is home to the renowned Collier Collection that includes over 100 milestone automobiles built between 1896 and 1995. The collection has been rated as one of the finest collections of sports cars in the world. The automobiles are divided into four groups: Automobility, Vitesse, Porsche, and Revs. Automobility includes milestone cars that shaped the way we live and travel. The Vitesse section traces the evolution of race cars. The Porsche collection focuses on 30 years of innovation by, well, Porsche. And Revs honors the men who shaped auto racing sport. Included is the Briggs Cunningham racecar collection. The cars are maintained in roadworthy condition and, like the cars in the Simeone Museum, are driven periodically and in events.

The collections are housed in a modern museum building that allows you to get close enough to the cars to examine them from all sides with no ropes or barriers to block your view. (But, of course, no touching!) There are docents on hand in each area of the museum to answer any questions. Non-flash photography is allowed. (My camera would not cooperate with the non-flash requirement, so the car photos shown are from their website.)

Hours are limited and appointments are required. For more information see their website: <http://revsinstitute.org/>



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1930 Duesenberg Type J Phaeton



1952 Cunningham C-4RK



1935 Bugatti Type 35 B/T



1969 Porsche 908 LH

The Vintage Triumph Register

Register was founded in 1974 and is dedicated to the maintenance, preservation and enjoyment of the Triumph marque. Membership benefits include a bi-monthly magazine, *The Vintage Triumph*. To join, send \$35 for a one-year US membership to:

The Vintage Triumph Register
PO Box 655
Howell, MI 48844



Or go to the Vintage Triumph Register website, www.vtr.org, for additional information and a membership application.



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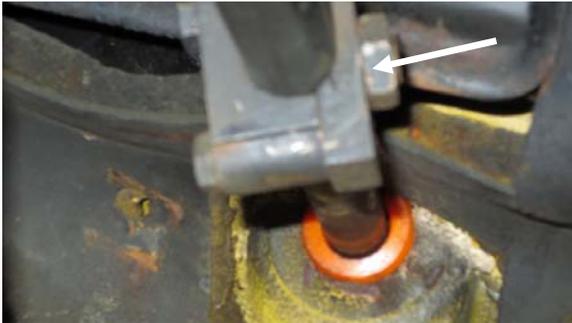
Replacing the TR7 Steering Column Bushing

Stephen Prior

Tools Required:

- 11/16" wrench
- 3/16" key wrench
- 13mm ratchet with extension
- 13mm wrench
- Liquid Wrench
- Bushing (Poly) UKC22322P, washer WA600121

1. Crawl under the dash and loosen the lock nut (11/16" wrench) on the steering column.



2. Loosen locking screw (3/16" Key wrench), do not remove.



3. Lift the bonnet and locate the steering knuckle (top view).



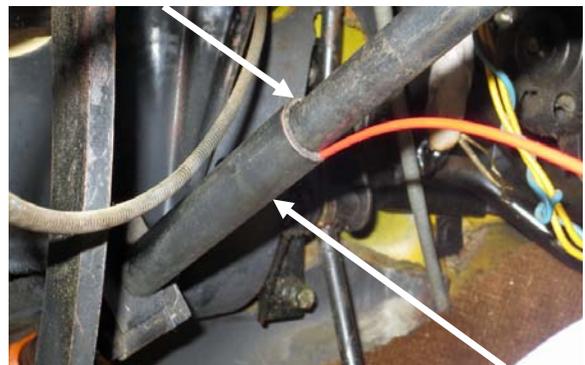
4. Using the ratchet/wrench loosen but do not remove the 13mm nut on the steering knuckle (side view).



5. At this point the goal is to pull the steering column from the steering knuckle by pulling up on the column from inside the cabin. In order to facilitate this you will probably need copious amounts of liquid wrench here, and here.



6. And more here.



7. As this is a collapsible steering column you will grab here and pull up until the column pulls free from the steering knuckle. See below. **CAUTION: If you are doing this solo try not to rotate the steering wheel /column.**



8. Pull the knuckle away from the steering column and remove the old bushing, if still there.



9. I brought a pot of water to boil, dropped in the replacement bushing and carried the pot to the garage. It took me under two minutes to get the bushing seated.
10. Push the steering column back through the firewall. If you have a second pair of hands then the process is easy. While one person holds the column in place, the second person puts the washer in place and slides the knuckle back onto the column. Before tightening anything verify you have the steering wheel aligned the way you want it. Tighten the 13mm nut on the knuckle and then the locking screw, followed by the lock nut.
11. For a single person job, you basically just walk back and forth between the footwell and the bonnet until you get everything aligned and tight.



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

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CTR joins with DVT in Hershey to see the Art of Lotus

February 28th
Stephen Oertwig

Five Capital Triumph Register members met seventeen Delaware Valley Triumphs members February 28 in Hershey, Pennsylvania, to view the magic of Lotus cars and see America's automobile legends.



Art Fournier, Lionel Mitchell, Stephen Prior, Tom Burke and Stephen Oertwig met DVT members at the Antique Automobile Club of America Museum to view the featured display on Lotus: The Art of Lightness.

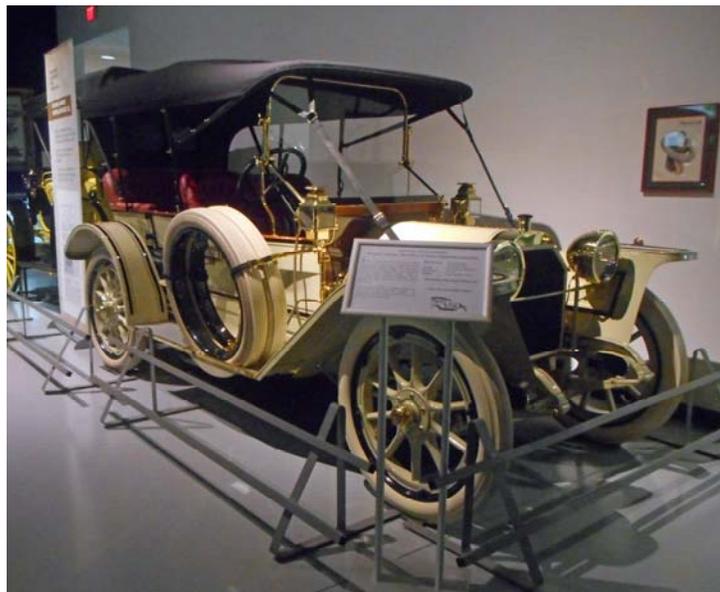
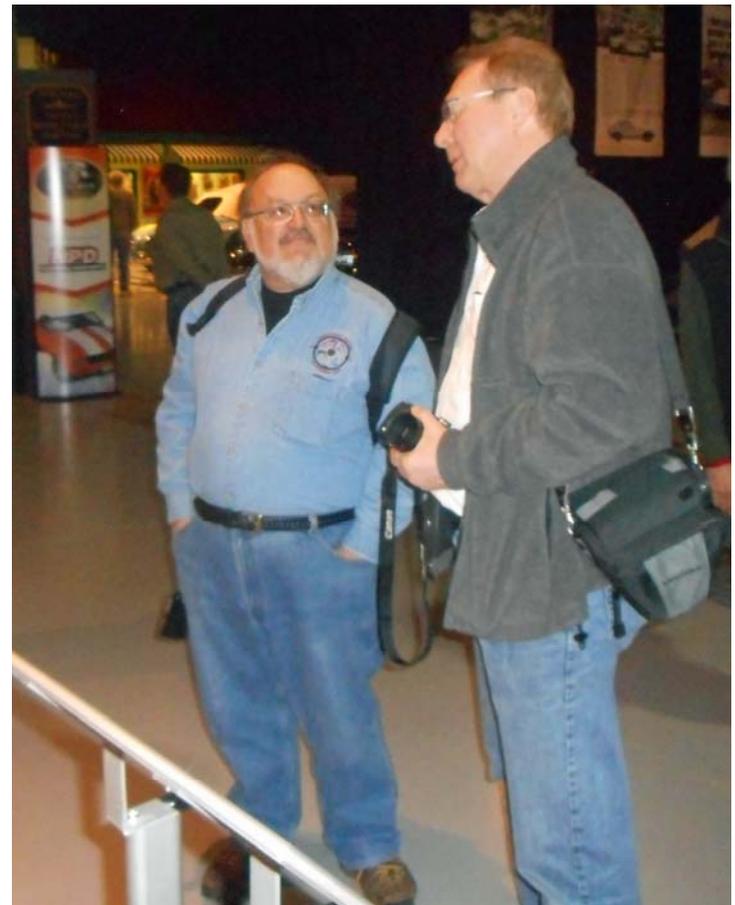
CTR members have a strong connection with DVT and continued the winter tradition of museum visits with Triumph friends from the Philadelphia area.

DVT member Dave Hutchison helped provide information about Lotus cars and the many techniques used to reduce weight.

A wide-range of Lotus cars was on display, but were overshadowed by the area devoted to Tucker. A complete wing of the AACAA housed the Tucker collection, which was willed to the museum by David Cammack who passed away in 2013. David provided CTR members a look at the Tucker collection in Alexandria a few years ago.



Left: Stephen Prior, Tom Burke, and Stephen Oertwig
Above top: Art Fournier, Tom Burke, Stephen Prior, Lionel Mitchell, and Stephen Oertwig
Above: DVT member Dave Hutchison of Ragtops & Roadsters discusses a Lotus restored at that shop



*Top left: Stephen Prior with one of the three Tuckers on display along with an extensive collection of Tucker engines and memorabilia
Top right: The AACA Museum focuses on early American cars, but has a large collection of buses along with some oddities such as the Hershey Kissmobile
Above: DVT director Bob De Lucia and CTR president Stephen Oertwig*

Personal Triumphs: An Interview with Don Clarke

Christopher Yurasko

Tell us a little bit about yourself.

I was born and raised in Kansas City, MO, college in New Orleans, military service USAF (stationed in New Haven, CT, Osan, Korea, Omaha, NE), moved to DC area in 1965, married in 1968, moved to Arlington, VA in 1970, where I have lived the past 45 years.

You mentioned that your first car was a TR3, can you tell us about that? When did you get it? What happened to it?

A 1960 TR3A, bought used in 1963 for \$1,200, while stationed in Omaha during my last year in the Air Force. Drove it for about a year, then traded for a new, PininFarina-bodied FIAT 1500 Cabriolet, which is what I packed up in to move to DC. After trading away the TR3 and junking the FIAT 1500, had no sports cars, but hungered, via "Road and Track" magazine articles, after MG-TF 1500s, Jaguar XK-120s, XK140s, and XK-Es, as well as Lotus Elites, for their looks and mechanical features. However, never thought the bankroll and personal commitments suitable to take the plunge, until '92, when I bought the wedge.

Your current Triumph is a TR8, how did you get it? Do you have now or have you had any other Triumphs?

I bought it via a Wash Post ad in '92, while looking for a TR6. Did some research and thought a car with an American V-8



engine would be trouble-free. The wedge has been less than 70 thousand miles, total, and I have dropped many a penny into it. The looks have grown on me, and though it hasn't been trouble-free, the torque of the little V-8 is still exhilarating. The first time I entered it in BOG was 2014, which was when I finally got a repaint job and new interior.

What is your daily driver?

After my son was born in 1969, kept the FIAT Cabriolet for about a year, then switched to a used FIAT station wagon, then another similar model FIAT, then a VW Dasher diesel station wagon, then a Volvo 140 diesel station wagon, then a VW Dasher sedan, then a 2000 Subaru Outback. All of the above purchased used; now have a 2010 Subaru Outback (my first new-car purchase, except for the Cabriolet). The all-wheel drive is a big load off the mind in bad weather, and the creature comforts and conveniences are a pleasure.

Are you looking to add another Triumph or other British car to the fleet? Do you have a favorite story or anecdote about Triumphs?

I don't feel able to face another life's work type vehicle starting at age 75.

Anecdote: once, in 1964, while looking for an address on a dark country road in the TR3, I tried to turn around by backing into a driveway. The right rear wheel dropped into a grass-grown drainage ditch. The frame, which goes under the rear axle, was resting on the ground. I could push the car forward against the ditch edge, but of course not up onto the road. I engaged second speed, and pulled the choke out a little, which, for the first bit of its travel, advances the throttle stop. With the engine ticking over about 1,500 and the right rear wheel turning briskly in midair, I shoved the car forward until the rotating tire contacted the ditch

edge. Just as though I knew what I was doing, the flywheel effect of the rear wheel and the engine made the car climb out of the ditch onto the road. At that point, with no forward momentum, very little throttle and in second gear, the engine stalled and, since the clutch was engaged, the car halted. I stepped out of the ditch at my leisure, restarted, and motored away. Needless to say, I had no way to call for help or other means of getting out. I reckon this incident used much of my good luck allotment. The fortunate combination of horsepower, standard shift, throttle linkage, and other capabilities of the TR3 made possible a quick and easy escape from what could have been a long walk and expensive attempt to retrieve a stranded car sticking out into the road. Without the Triumph's configuration, it would not have been so easily doable.

Where are your favorite places to drive?

Although it has been many years since I have done it, I still have good memories of Skyline Drive and the Blue Ridge Parkway, from Luray, VA, down to the area of Asheville, NC, during the autumn of the year. East Rock, a tiny monolithic park in New Haven, CT, has numerous hairpin switchback curves, so tight one can look down on the road one has just traversed a moment before.

You drive Triumphs, but what drives you?

Mechanics in general, tools and machines that are esthetically pleasing and exquisitely designed, Campagnolo bicycle components, for example.

What do you like about the club, what would you do differently?

We are so fortunate to have people such as Lionel, Stephen, and Art who devote so much time and thought to organizing occasions that will engage the members' interest. I cannot think of a specific change that would improve on their performance.



Don and Dawn Clarke admiring, what else, a TR8 at the Simeone Museum in 2014.



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

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

Wanted: New member looking to buy a nicely restored, black TR3A or TR3B. Please email mattoffen@yahoo with interest

FREE tire chains for your Triumph tow vehicle! Never used set of tire chains fits 235/70-15, 225/75-15, 235/85-16, 225/74-14 and many other size tires. First one who calls or emails can pick them up in Falls Church. Contact Hank Seiff at seiff@verizon.net or 703-534-7860.

Triumph Wire Wheels. Four TR6 wire wheels with red line Michelin tires (worn). Bought chrome wires for my Triumph. Wheels in very good condition. Make offer. 301-253-5182 or Kend@globetrottermgmt.com

Space for rent to store and work on your car. The shop is located in the Springfield/Newington, VA, area. The shop has gas heat, an alarm system, and common tools that you can use (drill press lathe, mill, welder, shear, compressed air, etc.). The rent is \$190 per month. We also have another spot in the aisle for rent for \$115 per month. There's actually only one spot but I can move my cars around so that either the \$190 or the \$115 spot can be available. If any of you are interested in renting a space to store/work on a car, e-mail me at capitaldriving@yahoo.com or call me at 703-721-1771.

Wanted: New member is seeking a **J-Type Overdrive Transmission** for the late model 1974 TR6 he has owned since 1974. Willing to pay a price commensurate with condition. Please contact Don Sheehan at donaldsheehan@msn.com with an offer and/or information regarding same.

1956 TR3 (small mouth). Yellow with tan interior. In good running condition. New tires and the gas tank has recently been removed, cleaned and coated. I'm thinking value to be mid-twenties. Ruth Renkenberger renk@atlanticbb.net or 410-822-6061.

EVENTS

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

Apr 10 - Deadline for the April edition of *The Standard*

Apr 11 - Williamsburg British Car Show, Chickahominy Riverfront Park

Apr 12 - GW Parkway Run *CTR*

Apr 18 - BOG Site Survey at Gunston Hall

Apr 22 - BOG Stuffing Party

Apr 25 - BOG set up at Gunston Hall

Apr 26 - Britain on the Green at Gunston Hall, Lorton, VA *CTR*

May 2 - London Auto Tech Session *CTR*

May 8 - Deadline for the May edition of *The Standard*

May 12 - CTR ESB Meeting, Arlington, VA

May 14-17 - Jefferson 500 and Kastner Cup at Summit Point Raceway, WV *CTR*

May 15-17 - Carlisle Import and Kit Car Nationals, Carlisle, PA

May 30 - Cars and Motorcycles of England, Oakbourne Mansion, Westchester, PA

May 30-Jun 7 - British Car Week

Jun 6 - Moss Motorfest, Petersburg, VA *CTR*

Jun 6 - Orphan Car Tour, Howard County, MD,

Jun 7 - The Original British Car Day, Lilypons, Adamstown, MD

Jun 13 - George Mason Day, Gunston Hall *CTR*

Jun 16-19 - TRA Nationals, Solomons Island, MD

Jun 21 - Sully Antique Car Show, Chantilly, VA

Jun 28 - Brits By The Bay, Westminster, MD

Aug 6-8 - The Roadster Factory Summer Party, Armagh, PA *CTR*

Aug 11-14 - VTR National Convention, Fontana, WI *CTR*

*** Much More to Come ***

Keep up to date on CTR events by visiting our on-line calendar: <http://capitaltriumphregister.com/events/> for updates, changes, and additions.



The poster features a circular logo at the top left with the text "CAPITAL TRIUMPH REGISTER" around a globe. Below the logo, the text "Triumphs in the Heartland" is written in a stylized font. To the right of the text is a silhouette of a house with a Union Jack flag on its roof. Below the house is a silhouette of a windmill and a car. The background is a gradient from light blue at the top to yellow at the bottom.

VTR 2015 - Fontana, WI
 August 11-15, 2015
 Celebrating Fifty Years of the
 Spitfire Mark II and the TR4A
 Hosted by the
 Illinois Sports Owners Association

2015vtr.com

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Triumph Trivia

Christopher Yurasko

TRIUMPH TRIVIA: Which Triumph did not feature a power bulge?

- A. TR5
- B. GT6
- C. TR2
- D. Italia

Answer: C. TR2. A power bulge is a bump on the hood that allows for a larger engine or components and gives the car the appearance of being more powerful.



Photo credits: Page 3 left Lionel Mitchell; Page 3 right Patrick Carter; Pages 4 and 5 top left Tom Burke; Page 5 bottom left and right Stephen Oertwig; Pages 6 and 7 top Art Fournier; Page 7 bottom Revs Institute; Pages 8 and 9 Stephen Prior; Pages 10 and 11 Tom Burke, Art Fournier, Lionel Mitchell, and Stephen Oertwig; Page 12 Don Clarke; Page 13 Art Fournier

Signs of the Times



The Capital Triumph Register
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and 6-Pack

4729 Willows Road
Chesapeake Beach, MD 20732-4221

THE STANDARD



THE STANDARD

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Capital Triumph Register, Ltd.
Volume XXVII, Number 4, April 2015



Some of the CTR members, family, and friends that gathered for lunch following the George Washington Parkway Run on Sunday, April 12th. Turnout for the event included 25 Triumphs and 36 people.

For more on the GW Parkway Run, see page 4.

PAGES 1 and 4 - George Washington Parkway Run; PAGE 2 - From the President; CTR Happenings; PAGE 3 - London Auto Tech Session; Jefferson 500/Kastner Cup; PAGE 6 - Garage Spot: How to "Summerize" Your Car; PAGE 7 - Wheels for Meals; PAGE 8 - The R Column; PAGE 9 - Williamsburg British and European Car Show; The Green Weenie; PAGE 10 - Herald Restoration makes National Press; PAGE 11 - Personal Triumphs: Interview with Patrick Carter; PAGE 14 - Classified; Events; PAGE 15 - Club Info



From the President

By Stephen Oertwig

Triumph appeal remains strong

More than three decades has passed since a Triumph could be purchased new from a dealer. That even includes the Triumph Acclaim, which never made it to the United States.

TR7s and TR8s were the last off the line in 1982. My last new Triumph was a TR7 Spider from the dealer in Honolulu. We have many members still have the Triumph they bought new. Those are the stories we should hear.

Demand for a Triumph has not decreased just because the TR line at Solihull has closed. There is a Triumph that matches the personality and budget of drivers of all ages. Demand for Spitfires remains high among people who were not even born when Spitfire production ended in 1980. That says a lot for a car that was based on the Triumph Herald released in 1959.

That is good for all of who drive Triumphs. It means there is a new generation that wants to feel the fun of driving a convertible sports car. No computers, no fuel injection, no power steering – just pure fun driving a car that anyone with a basic set of tools and manual can work on. Capital Triumph Register is a great example of a club that embraces drivers of all generations.

It also is good for the rest of us because it keeps the parts supply chain in business. It's a sad part of driving an older car: parts wear out. I know all about replacing parts after tracking down a brake master cylinder and transmission cooler line hoses.

It wasn't easy back in 1973 when I bought a TR3. There was not an Internet. World Wide Web what? It was pre-eBay. The way to find Triumph parts was by going to Carlisle. I found a set of new Herald tail lamp lenses that way in 1988. Those lenses are worth their weight in gold now.

Triumph does live on – even if it is in name only. BMW owns the Triumph trademark, and is very recalcitrant about letting anyone dream about reviving the Triumph line. We can only dream that someday there will be a new Triumph.

See you at Britain on the Green. Your help is needed even if you don't have a Triumph on the show field. One reason for volunteering is to pick up your CTR 25th anniversary glasses. I will have glasses at BOG for those who have not picked up yet.

Drive on, and drive often.



CTR Happenings

Please Welcome CTR's Newest Member:

- ◆ Tony Mirando, Arlington, VA, 1973 TR6
- ◆ Bill Grove, Sr., Laurel, MD, 1974 TR6

Britain on the Green

Britain on the Green will, of course, be held on Sunday April 26th. Planning and prep sessions for it are scheduled in April. There will be a site inspection on Sunday April 19th (changed from April 18th) and set up on Saturday April 25th at Gunston Hall.

The annual BOG Stuffing Party will be held on Wednesday evening, April 22nd, at Joe and Rita Cannon's home in Fairfax, VA. To make this a more social occasion, Joe and Rita ask that spouses and significant others attend as well to socialize and enjoy Rita's renowned chili.

At BOG, please sign-in on sheets that will be available for both participants and volunteers!

Spring Events

On May 2nd, we have been asked to attend a tech session at London Auto Services in Falls Church, VA. Last year's session with them was a great success, so don't miss this year's.

We will hold an event with the Kastner Cup race to be held on Saturday, May 16th, as part of the Jefferson 500 at Summit Point Raceway in West Virginia from the 14th to the 17th. We hope to have a significant CTR presence. Parade laps of the track are a possibility for participants in the car show held as part of the Jefferson 500.

Looking ahead, we will attend the Moss Motors Open House in Petersburg, VA, on June 6th.

We'll also try to schedule other events in the spring, possibly tech sessions, additional drives, and Get Your Hands Dirty (GYHD) sessions. Speaking of GYHD sessions, if you have a project that requires a little help or expertise, consider hosting a GYHD. And if you just need a helping hand or bit of advice rather than a full blown GYHD, contact one of the board members or ask on our Facebook page.

Evites

Please make sure CTR has an up-to-date e-mail address for you. We use Evites to pass along event details and reminders and need a good e-mail address to ensure you get the word.

London Auto Tech Session

May 2nd
Tom Burke

The good people at London Auto Services, Ltd. have invited CTR to another Tech Session at their shop at 7718 Lee Highway, Falls Church, Virginia on Saturday, May 2nd from 9:30am to 2:00pm. Nick Vadala and his guys will discuss maintenance of Triumphs and they will do some demonstrations of repair and servicing on our cars. There will be coffee and donuts served in the morning and the day will end with a delicious cookout with burgers and dogs and beer. This event was a lot of fun last year and it's sure to be enjoyable and informative once again this year. Our thanks go out to Nick Vadala and Tom Baruch of London Auto Services for their hospitality and support. An Evite will be going out soon, so, be sure to sign up.

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Jefferson 500 and the Kastner Cup

May 14th-17th
Sandy Thomson

On May 14-17th, Summit Point Raceway (Summit Point, West Virginia - 70 miles west of DC), will host the Jefferson 500 and the Kastner Cup...four days of vintage racing and what has already been dubbed an "epic event"! Triumph is the featured marque and will undoubtedly attract all things Triumph including famed Triumph guru and racer Kas Kastner. The four days will include non-stop racing, a car show, vendors, camping, barbecues, and even driving school classes for novices. Saturday at noon will provide an opportunity for a parade lap (Triumphs only) on the actual track.

The Capital Triumph Register will establish a presence with a tent, banners etc., and so we are encouraging a good attendance by our club. Saturday is the main event, but plan to attend as much as possible. Cost is very reasonable at \$25 for the entire weekend including the car show!

Google "2015 Kastner Cup" for full details. Additional information may be found on these sites as well: <http://www.countryroadscc.com/event/2015-Spring-Car-Show> and the Friends of Triumph <http://www.fot-racing.com>

13th Annual
KASTNER CUP

SUMMIT POINT RACEWAY
MAY 14 - 17 2015

FRIENDS OF TRIUMPH VRG JEFFERSON 500



CTR and BOG are on Facebook.

Search **Capital Triumph Register** and **Britain on the Green**

GW Parkway Run

April 12th

After a long, cold, wet winter, the weather on Sunday, April 12th, was absolutely delightful with clear blue skies and balmy temperatures. People were ready to take their Triumphs out for a drive, talk cars, renew old friendships, and make new ones. The turnout was truly amazing. We had 25 Triumphs – two TR3As, a TR4A, a TR4A IRS, a TR250, eight TR6s, three TR7s, three TR8s, a Herald, three Spitfires, a GT6, and a 2000 Saloon – along with a Nissan 350Z with Nova Scotia plates belonging to a friend of Sandy Thomson. Along with all those cars, we had 36 CTR members, family, and friends along with a small dog. Impressive to say the least!

CTR members who attended included Mike and Devin Avakian, Patrick Carter, Ben Cheshire, Jay Christopher, Don and Dawn Clarke, Greg and Conner Desforge, Paul and Sharon Edelstein, Art Fournier, Bob Fox, Bill and Carol Goodwin, Jeremy Kinney, Steele and Patti Lipe, Jutta Luckas, Bruce Metcalf, Tony Mirando and Yeisin Agudelo, Lionel Mitchell, Stephen and Ho Yong Oertwig, Richard Pace, Diane Page, Mark Shlien, Rich Smalling, Eric Sulcs, Sandy, Rob, Jonathan and Scott Thomson, and Vince Zalenski. It was great to see and meet several of our newer members. And it was nice to see Triumphs driven by younger members Jonathan Thomson and Conner Desforge.



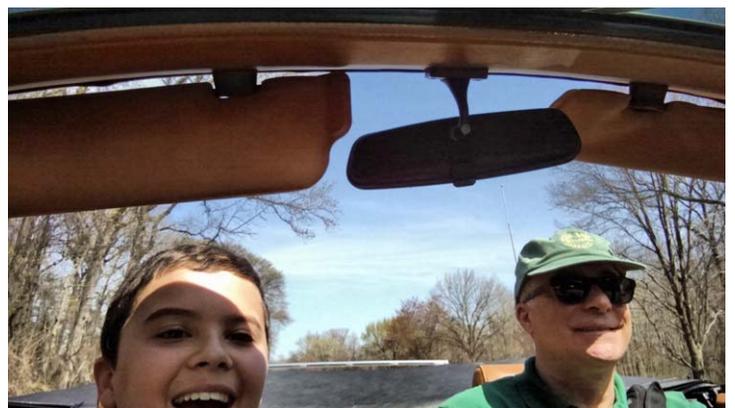
This year we added an additional leg to the George Washington Parkway Run. Instead of meeting at Turkey Run at the northern end of the parkway, we met in Great Falls, Virginia, at Katie's Coffee House so that we could drive the Georgetown Pike as well as the parkway. (This also meant reliable restrooms and hot coffee were available as we started out the day.) Our line of Triumphs made an impressive sight as we drove down the parkway and drew as much interest as the cherry blossoms in full bloom on the Washington side of the Potomac River.

Although we didn't make a side trip into the District this year, we did make a pit stop at the Columbia Island Marina where we had the opportunity to chat, compare engines, and respond to myriad questions from passersby. After driving through Old Town and making the loop around the circle at Mount Vernon, most of the group gathered at the Primo Family Restaurant near Alexandria to cap off the day with lunch and a lot more conversation. (A big thank you goes to the restaurant, which was willing to accommodate our large group with only an hour or so notice.) Thanks to everyone who participated (and to Art Fournier for organizing the run), but it's easy when the weather is perfect, there are no mechanical issues, and the companionship is great!



(Additional pictures and a video are on CTR's website and Facebook page.)





Above: Devin and Mike Avakian don't seem to be enjoying themselves at all!



How to “Summerize” Your LBC Bruce Hislop

Every so often a fall issue of *The Standard* includes Paul Edelstein’s article from a while ago about steps one should take to Winterize one’s LBC. The advice is good, and I follow pretty much all of his suggestions. My Wedge, however, lives outside, as one bay of the garage is full of The Project Car and the other is the domain of She-who-must-be-obeyed. I can frequently negotiate for her space for a day or so, but I would never entertain the thought of requesting long-term storage of the Wedge in the garage, while her car is exposed to all manner of external forces.

And so, as the Wedge hibernates naked to the elements for three or more months, there’s more to “waking ‘er up” than reinstalling the battery and turning the key. Below are the steps I follow to get the car ready for the driving season – to Summerize the car, as it were. Of course, there’s a ton of boiler-plate here about your mileage possibly varying, etc.

The first thing I do is open the hood and vacuum out leaves and debris from the engine bay. Yes, leaves get in there. This makes things look halfway decent, but it also gives me the chance to inspect hoses and belts while looking around for fur, evidence of critter nests, and chew marks on hoses. I also look for evidence of leaks (more oil beneath car than expected, traces of coolant, and the like). While you’re in there, you might want to pull the plugs and give them a visual.

Next, I move the vacuum to the side and get the interior. Again, the secondary goal is to clean; the primary goal is to inspect.

Once I’ve separated Mother Nature’s detritus from the car, it’s time to wash it. Some people might question me here, and I certainly understand the reasoning – shouldn’t the cosmetics be at the end of the process? I don’t think so. Washing the car gives me the opportunity to closely inspect the condition of the metal, the top, the bumpers, lenses and all the bits that weather well or not so well. Is this tear in the top getting bigger? How about that bubble under the paint, growing? Where did this paint gouge come from? Though it might seem like I’m doing things out of order, I can create a punch list, and the reward is a shiny, clean car. Note: I’m just washing here, no clay bar, wax or polish.

As an aside, I have an old Frank and Ernest cartoon with a picture of an old Jalopy on blocks. Frank asks, “Are you going to wax your car?” to which Ernest replies, “No, I don’t want to finish what I can’t start.”

Now that the Wedge is about as pretty as can be (not sayin’ much, I know), it’s time to begin the wake-up process. I reinstall the battery that has been wintering in the garage on the float/current charger/tender –whatever you want to call it. I clean the terminals and the leads before hooking things up. Of course you have a battery brush. Of course you only use it once a year. Of course it takes about 12 minutes to locate the darn thing.

Here I must bolster the gentle reader’s resolve NOT to start the car. Let’s say you turn the key and for some unknown reason it starts right up (unheard of with my Wedge, but again, YMMV¹). You’ll likely drive around, feel satisfied and neglect the other things that should be part of the wake-up process.

With the fully charged battery in place, now is the time to check the circuitry. Check the parking lights. Working? Check the headlights and high-beams. Working? Check the turn signals. Working? Not working? Working? Not working? Working? (Sorry, I just had to work in that old chestnut.) How about the tag illumination lamps, have you EVER checked those? Don’t forget the ever-important radio. Fix whatever isn’t working.

Now is also the time to check the effect of all those winter projects you did on the car – provided you actually did any of those multiple car projects you told yourself last November you would do over the winter.

Time to check the fluids: coolant, washer/wiper fluid, oil, ATF (if so equipped). Heck, when was the last time you checked your differential oil? The easiest way to check is to look for seepage around the differential plate gasket, but it’s better to actually undo the filler plug (again, if so equipped) and check it for real-zies.

And now I must mention that there are two schools of thought regarding engine oil and petrol. One school says to drain and replace both. The argument is that they both absorb moisture and shouldn’t be getting into the engine. I see some merit with this regarding engine oil, but I’m not so sure about the fuel, as I follow Paul’s Sta-bil™/five-miles “rule” every fall. Of course, the other school of thought is that when you check the oil with the fluids, check for indications of water and that the fuel is fine if you did the Sta-bil™ thing.

Remember how you over inflated the tires last fall? Don’t deflate them yet. The purpose of the over-inflation was to help prevent flat spots. Guess what? Your tires have flat spots anyway! They’re not as bad as if you left your car with 28 psi in the tires, but they’re still there. Leave the tires alone for now. Trust me.

Now it’s time to make a valiant attempt at starting the car. As stated above the Wedge winters outside. In general, this pisses the car off and revenge is gotten as I risk wearing down the fresh battery trying to get the car to start. My routine for starting the

car includes removing the air filter and grabbing the can of starter fluid. This isn't a bad option, as the carburetors in the cars may be dry from sitting. Turning the engine over operates the manual fuel pump, which will fill the carburetors. Starter fluid gets the engine running and the pump pumping for a few seconds. This is often sufficient for either starting the car with one more blast of starter fluid or perhaps even without.

If all goes well your LBC is running – purring like the kitten it is. If not, now is not a bad time to check timing. There shouldn't be any drift from sitting, but one never knows. Let the car run for a while to burn out all the winter "crud" that somehow keeps cars (mine, at least) from being ready for a cruise-about. In your case I'm sure the car will start right up and run like the champ it is. Good for you. Go on that drive around your favorite short, slow route. I do a five mile circuit around the neighborhood – sticking to the 25 mph speed limit.

When you get back, deflate the tires to about 1 pound over what you normally set them for. Your drive on the over inflated tires removed the flat spots and warmed the air a bit. The air pressure in the tire will drop as the tire cools. Again, trust me. If you want, you can wait until the tires cool and drop the pressure to your desired psi. Your car should be ready for the driving season!

(Note 1: YMMV = Your Mileage May Vary)



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Wheels for Meals

May 2nd
Steve Mumma

On Saturday May 2nd from 9 am to 2 pm the Second Annual "Wheels for Meals" car show will be held in Gainesville, Virginia. One of our club members, Steve Mumma, is an organizer of this charitable event which benefits local residents in need through the Haymarket Regional Food Pantry. The show will include eight judging classes, ranging from antiques, classics, both domestic and foreign, future classics, trucks, hot rods and motorcycles. There will be live music, hot dogs / hamburgers, judging by the church youth, and this year a special feature, the Virginia State Police Distracted Driving Simulator. Last year club members, Lionel Mitchel, Tim Shalvey and Rich Wilkins attended and received awards. This rain or shine event will be held at the Gainesville United Methodist Church, Parking Lot, 13710 Milestone Court. Registration is day-of, and a non-perishable food or cash donation will be greatly appreciated!



The Vintage Triumph Register was founded in 1974 and is dedicated to the maintenance, preservation and enjoyment of the Triumph marque. Membership benefits include a bi-monthly magazine, *The Vintage Triumph*. To join, send \$35 for a one-year US membership to:

The Vintage Triumph Register
PO Box 655
Howell, MI 48844



Or go to the Vintage Triumph Register website, www.vtr.org, for additional information and a membership application.



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The "R" Column

Bill Goodwin

For this edition, I thought I would give a update on the restoration of my 1st Herald. Some may not know this one is the first Herald I bought some years ago. You have seen my other two at the past shows. Some have been to my house where they have seen and helped me work on number 1. This is the Wedgewood blue convertible undergoing a complete frame off restoration.

When I first bought it, I spent many hours working on the things it needed. When I bought my 2nd Herald, work on number 1 got put on the back burner. The poor ole thing was parked in the rear corner of the garage for some time. As you can't have only one or two Triumphs I bought a 3rd! Number 3 is the Herald Estate Wagon. A few years ago I decided to restore or sell number 1. Well, as you know restoration was started. We had a GYHD session where some of you helped me take the body off the frame. After that I was Gung-Ho for a while. After complete disassembly, had all the parts and body painted. Then starting with the bare frame began putting the whole thing back together. Work progressed somewhat slowly, but over a few years all the major work was done. Then one day, low and behold, it started! I then took it to Mountjoy for a few things I could not or did not want to do: new convertible top and windshield. They went over the car and found I did a very good job and they did not have to re-do any of my work. After I got the car home, a friend and I mounted the front bonnet. Still have a few adjustments to make. The interior is in using a new complete kit (carpets not fully glued down yet). I found a new wood dash and the next step is to wire the front of the car. This winter has been hard on me. Due to a battle with the flu and trying to pass a kidney stone along with the weather (the reason I missed the winter dinner) I have not worked on the car since November. I hope to get back to it shortly. Sorry to say the car will not be ready for BOG. I still have many small jobs and have to remove the wheels, paint them, and mount new tires. Would love to find narrow whitewalls. The car has them now, but they are so old and came from Montgomery Ward! A few upgrades: front disk brakes, Dual SUs, and a radio.

For the dash I installed a combined water temp and oil pressure gauge (from a MG) along with a voltmeter. I am also going to install a correct radio where the ashtray should be. (The ashtray could be reinstalled as no modification was made.) I know the radio should go under the dash, but when holding it there I found my hand would hit it changing gears. I think it will look better in the dash anyway. I do want to thank those of you have helped with the project.

I said one could not have just one or two or three Triumphs! As most of you know I have 4th that is kept in England. I was in England a few weeks ago to attend the Club Triumph Awards

Dinner. While there, I made arrangements to have my Dolomite taken to a shop for some much needed work. I have put over 20,000 miles on her in the last nine years. Nothing major (but the bill). I want her in top condition as I have once again entered the Club Triumph's 10 Country Run in September. Carol and I will be in England for three or four weeks after that and will use the car. I have registered two Heralds for BOG and hope to see all of you there.



Restored Herald frame



New dash and sun visors



The Green Weenie: A Very Special Spitfire 1500

Those of you who have been in the Capital Triumph Register for a while will remember founding member Charlie Brown and his Triumph Spitfire, the Green Weenie. The Weenie was prepared by Charlie for autocrossing, in which he was very successful. Charlie passed away a few years ago and since then, the Weenie has been driven infrequently. Now his widow, Pam Michell, has decided that the time has come for the Weenie to be sold to a new owner who will appreciate and drive the car.

The 1972 Spitfire, VIN FK41008U, has many performance modifications including: TriumphTune springs with Spax adjustable (front) and Monroe air adjustable shocks (rear); Addco rear anti-sway bar; Monza header and exhaust system; oil cooler; Crane XR-700 ignition; Mallory distributor; Weber dual side-draft carbs (40 DCOE); additional gauge package (oil pressure, volts, temperature, and air/fuel ratio); and Carroll Shelby aluminum wheels. Engine Modifications include: head - ported, polished, CC'ed to 43, and dual valve springs; pistons - from TR6 (block bored .040 over), balanced with conn rods; crankshaft - fully balanced with front pulley and lightened flywheel; and camshaft - reground profile.

The Green Weenie is an extremely solid car; however, it has been driven infrequently since 2009 and will require some attention. Current plans call for the car to be at London Auto for the May 2nd CTR tech session they are hosting. This is an opportunity to view the car and evaluate its condition for yourself. Pam Michell may be contacted at pmichell@newhopehousing.org



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Williamsburg British and European Car Show April 11th Stephen Oertwig

The British car show season was kicked off April 11 by the Williamsburg British Car Club. WBCC held the 16th Annual British and European Car Show at Chickahominy Riverfront Park in Williamsburg. Triumphs on display included Spitfires, TR3s, TR6s, and TR7s and TR8s. The lone Capital Triumph Register Triumph was Stephen and Ho Yong Oertwig's 1970 2000 MK 2. It was included in the Eurocar class and competed against a VW Beetle and Citroen 2CV. MGA was the featured British car. MGs dominated the show field but there was a good showing of Morgans and Jaguars. European cars included Porsche, Mercedes, Alfa and Ferrari.

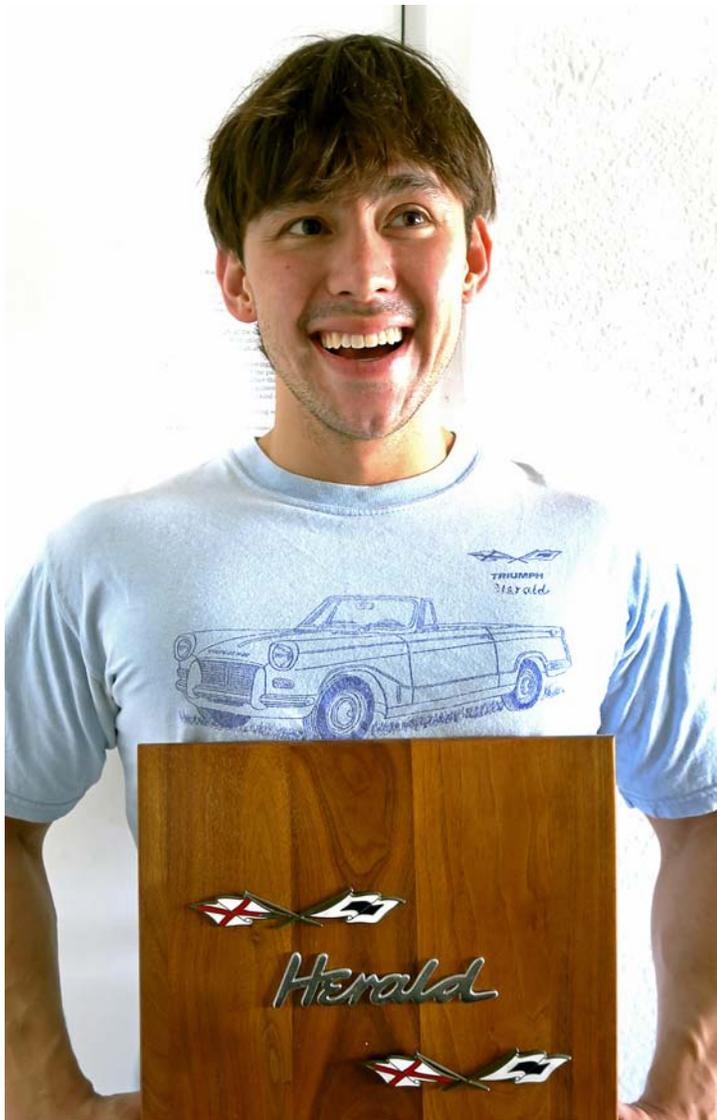
CTR member Sherman Taffel was at Chickahominy Riverfront Park to help judge Jaguars. Joe Beene had his 1962 TR3B on display and took first place in his class. Joe was a CTR member before moving to Williamsburg, and volunteered at Britain on the Green two years ago. Joe bought his TR3B new in 1962. It was the last TR3B shipped to Baltimore.

Herald Restoration Makes National Press

Stephen Oertwig

Interest in Triumph Herald's has jumped after the Wall Street Journal published a story about the restoration of a 1960 Herald. The article can be seen on at <http://www.wsj.com/articles/a-triumph-in-auto-restoration-1427206155>.

The article is interesting, but lacked research about Triumphs. The writer said crossed flags were the Herald's badge. Those of you have seen Bill Goodwin's Herald's know that is not true.



Herald Oertwig, wearing a Herald T-shirt, shows the crossed flags and script used on Triumph Herald's

The crossed flags on the rear wings of Herald's are international signal flags. The flags are the maritime signals for S & V, after Standard and Vignale. Standard was the parent company of Triumph after World War II and Vignale was the company for whom Giovanni Michelotti worked before setting out on his own. Michelotti gave the Herald its classic design.

The Herald was named after a yacht. That may be the reason the signal flags were used. Flown on a boat, the flags also mean, "I am in distress" and "My engines are in full reverse." SV flown together in motor racing circles as warning flags also means "slow vehicle on course."

Crossed flag badges were first fitted to coupes for the 1960 model year, replacing a gothic script "Herald" badge in the same position on earlier Coupes. The flags were fitted to all Herald 948 convertibles from their introduction in 1960 and continued on the 1200 convertible and coupe.

These badges were never fitted to any Herald models other than coupes and convertibles. They weren't used on Vitesses either as the rear body trim-strip was extended to cover that area. The crossed flags were also used on the Triumph Italia.

Brand identification constantly evolved for Triumph. Across the range of Triumph's history, badging progressed from the world globe, the script design for the Herald and its crossed flags, the griffin design, which is sometimes referred to as the open book design, and eventually to the laurel wreath of the TR7 and TR8.



International signal flags for V (left) and S (right)



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

Personal Triumphs: An Interview with Patrick Carter

Christopher Yurasko

Tell us a little bit about yourself.

Well, to start, I am a native Washingtonian. I was born in Sibley Hospital in NW, DC. My father is a Navy vet, went to the Naval Academy and ultimately settled in DC as a defense contractor. Growing up we lived in DC, Tysons Corner, Vienna and Oakton but going to private school, I had stability even though we moved several times locally. Since I was 10 or 11yo, I knew I wanted to be an Architect.

After obtaining my masters about 20 years ago, I remained in DC and lived and worked in Georgetown. About 11 years ago with a growing collection of motorized toys, I decided to move out of DC so I could have a little more space and a garage. I bought my house in Arlington in 2004, purchased my Spitfire in 2005 and in 2006 I demolished the old 1920's garage that was on the property and built my current garage which I have dubbed the "Toy Box."

What was your first car?

My first car at 16yo was a new red 1990 Mitsubishi Eclipse. When I was 15yo, I really wanted to restore an older car but at the time my father was beginning the steps towards retirement and my parents were building their retirement home on the eastern shore of MD. I was going to have to drive to Annapolis to go to school every day and the idea of logging that many miles and crossing the Chesapeake Bay bridge everyday in a classic car wasn't keen to my mother. Ultimately they postponed the move until I graduated high school so, lucky me, I had already gotten a new car! That Eclipse met an early demise on I-95 just before the Delaware Memorial Bridge on my way to Bristol, the timing tensioner went at 70mph and threw the chain destroying the engine with only 33k miles on it.

Why did you get a Spitfire?

When I moved to Arlington in 2004 and finally had a garage, it didn't take long to get the itch for an antique or classic car that I always wanted. Being an architect, aesthetics trump all other factors. I love design and specifically Italian design and the Giovanni Michelotti design of the Spitfire is stunning. (I also have a Ducati motorcycle.) So, basically, I was not drawn to the Spitfire as a Triumph, I was drawn to it as work of art.

When I was little, my sisters' best friend had a TR6. I have fond memories of squeezing behind the front seats for a thrill ride

thru Tysons, Vienna, and the Wolf Trap area (this was early 80's when it wasn't as developed.) We would fly over the hills on Beulah & Lawyers Roads.

Then in college, I worked part time at an autobody shop. I started out just porting cars around NoVa but quickly was offered an office position helping with estimates, coordinating parts coming in, delivering cars to clients, etc. One day this beautiful French Blue Spitfire came into the shop with front end damage. I was obsessed with the lines of the car and intrigued that the entire front end opening up to expose the engine. That image stuck with me for many years. I think this subliminal familiarity with Triumph and Spitfire drew me to get the Spitfire in lieu of an Alfa Spider, which I was also seriously considering. Let's face it, how can you beat a Pininfarina design? Perhaps with a Michelotti!

What is your daily driver?

I am forced to have two daily drivers. I have spent years and gone thru many cars to find that perfect car that meets all my needs. I still haven't found it. My heart tells me I want an Audi A5 or an F-Type Jag. My brain tells me stick with the F-150. Deep down I love trucks. Because I have a boat, jet skis, motorcycles; plus the fact that I am obsessed with over improving my homes, I need a big truck. I am one of the few who actually uses my pick-up as a pick-up. At the same time, over 50% of my business is in DC. Imagine having to always parallel park a full size truck on the streets in DC. Good luck! Therefore I also keep a more normal sized vehicle. I have a 2005 VW Touareg with the Porsche Cayenne V8 engine that I absolutely love. I love it so much; I've sold it and bought it back multiple times (the same car.)

Looking at BOG, your Spitfire has been a top contender for the past few years, taking first place twice in a row. Why do you think it is so popular?

Putting GT6's in a separate class last year certainly helped! But seriously, first I need to give a shout out to my friend and fellow club member Al Ames. If it wasn't for him, my car might



not even be running today. I bought my Spitfire in 2005 from a retired cop in Philadelphia. It was a late 30th birthday present to myself, I had been looking for over a year. The car ran (barely) but really hadn't been driven and hadn't been registered since 1997. It had a fairly recent paint job and a new interior. It ran, but mechanically it was far from "sorted." The seller did the cosmetic restoration for his daughter to ultimately drive the car, but she never learned to drive a stick shift. What originally drew me to this Spitfire was the color combination. Signal red paint and tan interior, it's like a mini Ferrari! I think that is what initially grabs people's attention. I believe it was at the 2009 Hunt Country car show when I met Al. I was parked next to his beautiful (and immaculately detailed) silver Spitfire. Next to him, I was embarrassed to open my hood. We spent much of the show talking Spitfire and shortly after that show, I took my car to him in Luray where he did a mechanical overhaul and did a restoration of the engine compartment. For those who don't know Al, he is a retired mechanic who has rebuilt & restored 3 or so Spitfires and is currently building a one-off Spitfire Roadster. Now my car looks good inside and out and runs beautifully (most of the time.) With Al's guidance and mentorship, I have begun to feel much more comfortable to fix some mechanical issues that pop up. That said; I can bet that I will take it to Al at least once a year for "Al's Spitfire Summer Camp." The other thing that I think people appreciate about my Spitfire is its originality. It has about 64,000 original miles and is fairly unmolested. In my tenure of ownership, I have strived to maintain the originality, but still make deliberate and conscious safety upgrades where appropriate. Other than the color (it was originally Maple Brown) and the Minilite wheels, it is predominantly stock. Recently I completed a project I had on the back burner and restored a steel factory hardtop. This year will be the first time showing the car with it on. To me it's like a completely different car, both aesthetically and in its driving dynamic. I'm looking forward to hearing people's reaction and getting a few miles in it with the hardtop on.

Do you have a favorite story or anecdote about your Triumph?

When I was researching Spitfires to buy one, I read numerous articles online about the necessity for overdrive. So, one of my search criteria was a car with overdrive. After coming across the listing for the car in Philadelphia, I spoke to the seller and immediately asked if the Spitfire had OD. His response was; "If it had overdrive, I'd be asking thousands more." Fair enough... Because of the condition and color combination I still had to see it. When I got to the seller's house and was going over the car, I noticed that the last digit on the VIN# was an 'O'. Well, I didn't know much about Triumphs, but I knew enough to know that that meant it was a factory overdrive car, but there was no switch and it had a wooden shift knob... I kept my mouth shut but alarms went off. My hopes of it being an overdrive car receded to the depths of my memory when I focused on career, building the garage, life, etc. Years later when I delivered the car to Al for its first "Spitfire Camp," Al called me later that night after I got home and said; "Do you know your car has overdrive?" I relayed

my story to him and he said, "Well I got under the car and it's there and intact." We pondered why the switch had been removed figuring the OD was malfunctioning at some point. I wasn't ready at that point for further investigation, but the next year at "Spitfire Camp" Al rebuilt my transmission and I ordered a new switch for the OD. Low-and-behold, a new switch and some wiring were all it needed! So after all that, I got a Spitfire with overdrive for the cost of a \$40 switch from Rimmer Bros. (+\$80 shipping.)

Where are your favorite places to drive?

I really enjoy the roads in western NoVa. I organize the Fall Foliage Run because it is one of my favorite routes. There is something about pulling out of Warrenton on 211 head west, crest the foothills and seeing the Appalachian Ridge ahead. The rolling hills can be memorizing and you have anticipation of a more thrilling ride crossing Skyline Dr. Before the Triumph, I would often take this ride on my Ducati and one year discovered Fort Valley Rd. between Luray and Front Royal. Spectacular! Add the fall foliage to the mix and its bliss.

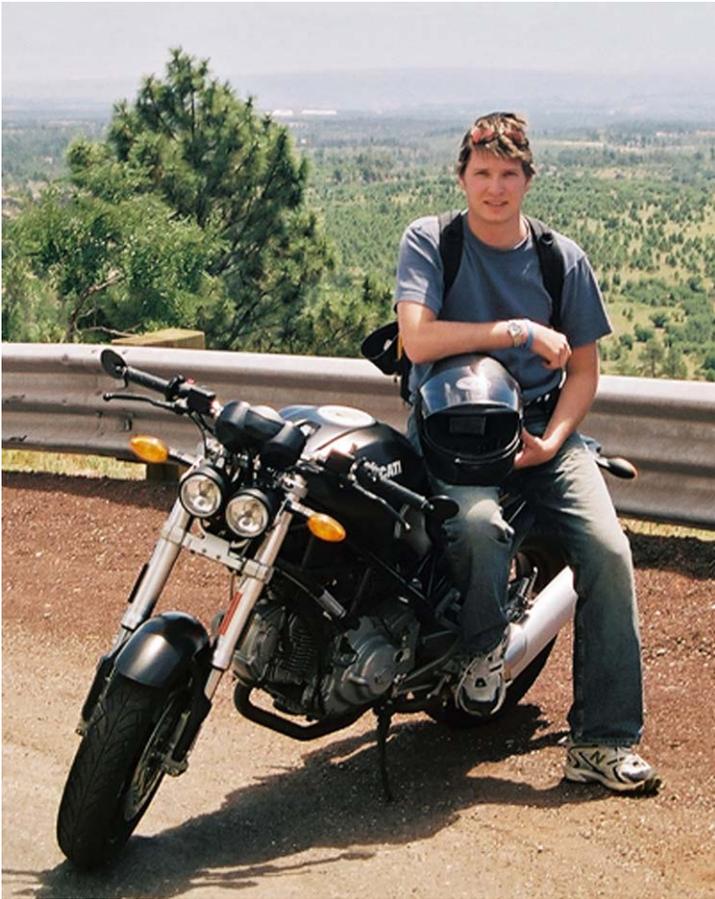
The last trip I took in my motorhome before it was sold was thru northern New Mexico and Colorado. I made a daring and foolish decision to take the motorhome over the Silverton Gap from Durango to Ouray. Not the smartest thing I have ever done, but I do not regret it. Talk about a rollercoaster! If only I had been in the Spitfire.



My dream is to one day take my Ducati up the Pacific Coast Highway... One day...

What do you like about the club, what would you do differently?

There are a handful of things I like about the club, but number one is the people. After buying my Triumph I joined the club within 6 months after attending my first BOG as a spectator and felt, unjustifiably, somewhat intimidated that I didn't know a lot about Triumphs or have a wealth of mechanical knowledge. The



more I got involved and got to know the great group of folks I realized how such great people make the great club. I feel we are very fortunate to have many devoted members that selflessly give tons of time to the organization. It is not just their love of the marque, it is their respect and support to other members that keep us so strong. My second favorite aspect of the club is Britain On the Green (BOG.) It is a great way to celebrate British motoring but I am particularly proud of the contributions it allows us, as a club, to make to charity on an annual basis. Those charities we support are not selected randomly or are en vogue... They represent specific larger causes that have affected the lives of members in our club. That is what makes me want to volunteer my free time to help make BOG a successful event.

I would really like to see more members get involved with events and planning. The events don't just happen on their own. BOG takes a great effort and we can always use an extra hand there, but planning a simple drive, a tech session, garage tour, etc. helps to keep the club active and members engaged. WE NEED YOU to help keep CTR one of the most awarded, active and best Triumph clubs in the nation!

The complete CTR interview and additional photos are available at:

[Capital Triumph Register » Personal Triumphs – Patrick Carter](#)



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

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

Wanted: New member looking to buy a nicely restored, black TR3A or TR3B. Please email mattoffen@yahoo with interest

FREE tire chains for your Triumph tow vehicle! Never used set of tire chains fits 235/70-15, 225/75-15, 235/85-16, 225/74-14 and many other size tires. First one who calls or emails can pick them up in Falls Church. Contact Hank Seiff at seiff@verizon.net or 703-534-7860.

Triumph Wire Wheels. Four TR6 wire wheels with red line Michelin tires (worn). Bought chrome wires for my Triumph. Wheels in very good condition. Make offer. 301-253-5182 or Kend@globetrottermgmt.com

Space for rent to store and work on your car. The shop is located in the Springfield/Newington, VA, area. The shop has gas heat, an alarm system, and common tools that you can use (drill press lathe, mill, welder, shear, compressed air, etc.). The rent is \$190 per month. We also have another spot in the aisle for rent for \$115 per month. There's actually only one spot but I can move my cars around so that either the \$190 or the \$115 spot can be available. If any of you are interested in renting a space to store/work on a car, e-mail me at capitaldriving@yahoo.com or call me at 703-721-1771.

1956 TR3 (small mouth). Yellow with tan interior. In good running condition. New tires and the gas tank has recently been removed, cleaned and coated. I'm thinking value to be mid-twenties. Ruth Renkenberger renk@atlanticbb.net or 410-822-6061.

EVENTS

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

Apr 18 (Changed Date!) - BOG Site Survey at Gunston Hall

Apr 22 - BOG Stuffing Party

Apr 25 - BOG set up at Gunston Hall

Apr 26 - Britain on the Green at Gunston Hall, Lorton, VA *CTR*

May 2 - London Auto Tech Session *CTR*

May 2 - Whewels for Meals, Gainesville, VA, see page 7

May 8 - Deadline for the May edition of *The Standard*

May 9 - Capital Driving Club Autocross, Waldorf, MD

May 12 - CTR ESB Meeting, Arlington, VA

May 14-17 - Jefferson 500 and Kastner Cup at Summit Point Raceway, WV *CTR*

May 15-17 - Carlisle Import and Kit Car Nationals, Carlisle, PA

May 30 - Cars and Motorcycles of England, Oakbourne Mansion, Westchester, PA

May 30-Jun 7 - British Car Week

Jun 6 - Moss Motorfest, Petersburg, VA *CTR*

Jun 6 - Orphan Car Tour, Howard County, MD,

Jun 7 - The Original British Car Day, Lilypons, Adamstown, MD

Jun 12 - Deadline for the June edition of *The Standard*

Jun 13 - George Mason Day, Gunston Hall *CTR*

Jun 16-19 - TRA Nationals, Solomons Island, MD

Jun 21 - Sully Antique Car Show, Chantilly, VA

Jun 28 - Brits By The Bay, Westminster, MD

Jul 12 - British Invade Gettysburg, PA

Aug 6-8 - The Roadster Factory Summer Party, Armagh, PA *CTR*

Aug 11-14 - VTR National Convention, Fontana, WI *CTR*

Aug 15 - Capital Driving Club Autocross, Winchester, VA

Aug 30 - Cruisin' for Crustaceans *CTR*

*** Much More to Come ***

Keep up to date on CTR events by visiting our on-line calendar: <http://capitaltriumphregister.com/events/> for updates, changes, and additions.



THE VINTAGE TRIUMPH REGISTER
FOUNDED 1978

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VTR 2015 - Fontana, WI
August 11-15, 2015
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- Herald & Dolomite	Bill Goodwin	301-870-8594	redrag@outlook.com
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THE STANDARD

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Triumph Trivia

Christopher Yurasko

TRIUMPH TRIVIA: Which car was not a Triumph?

- A. Super 9
- B. Southern Cross
- C. 30-30
- D. 13/35

Answer: C. 30-30 is a rifle cartridge first marketed in the 1800's. The others are pre-war Triumphs.



Photo credits: Pages 1 and 4 Art Fournier;
 Page 5 Devin Avakian, Sharon Edelstein, and Stephen Oertwig;
 Page 8 Bill Goodwin; Page 9 Charlie Brown;
 Page 10 Stephen Oertwig; and Pages 11-13 Patrick Carter

Signs of the Times



This is somehow troubling!



The Capital Triumph Register
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 and 6-Pack

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THE STANDARD



THE STANDARD

The Official Publication of the
Capital Triumph Register, Ltd.
Volume XXVII, Number 5, May 2015



A few of the many, many CTR members, family, and friends who helped make Britain on the Green 2015 a tremendous success—it couldn't be done without everyone's efforts!

Front row, left to right: Stephen Oertwig, Scott Thomson, Steve Mumma, Bruce Mundie, Kevin Denison, Stetson Tinkham, Jonathan Thomson, JoAnne Thomson, and Karl Johnson

Second row: Art Fournier, Sandy Thomson, Rob Thomson, RJ Fortwengler, Bob Fabie, Alan Stiley, Bob Fox, Christopher Yurasko, Mark Shlien, Patrick Carter, Rich Smalling, Tim Shalvey, and Richard Pace

Third row: Pete Farrell, Lionel Mitchell, and Jennifer Hoskins

PAGE 1 - BOG Volunteers; PAGE 2 - From the President; CTR Happenings; PAGE 3 - Jefferson 500/Kastner Cup; PAGE 4 - BOG Results; PAGE 5 - BOG Recap; PAGE 6 - As Seen at BOG; PAGE 9 - Wheels for Meals; PAGE 10 - Behind the Scenes at BOG; PAGE 11 - BOG Sponsors; PAGE 12 - London Auto Tech Session; PAGE 14 - Classified; Events; PAGE 15 - Club Info; PAGE 16 - BOG Special Awards



From the President

By Stephen Oertwig

CTR Members set the standard

Capital Triumph Register members made the sun shine April 26 for our 18th Britain on the Green. Gunston Hall was the place to be to see the blue skies and array of British cars, and this year, exciting British motorcycles.

This year, there were some doubts, especially when it was 45 degrees and raining the day before Britain on the Green as a legion of volunteers was setting up tents and marking the field.

John Buescher and Matt Schipani implemented many new features to this year's Britain on the Green. Participants were amazed as well. Many people have told me what a first-class show CTR had this year. I attribute this to all the CTR members who put in superhero work.

I sent an email out to the BOG staff. It applies to the whole membership of Capital Triumph Register.

"I want to thank everyone for all the hard work and seamless synchronization of the multitude of tasks that must happen to make Britain on the Green a reality. It was amazing how professional the entire operation ran today. There was an incredible amount of work done to get ready for today, and despite the threat of showers, everyone turned out in force to ensure success. It seems there was a red-hatted BOG Staff member everywhere.

"Every year BOG tweaks the show to improve the experience for participants. Even after 18 BOGs, you all went over the top this year. The new show class signs were first-class, the new awards added to the diversity of the presentations, registration and voting were so smooth, and exposure of CTR's annual show to sponsors was enhanced.

"It was mentioned that one of the other club members said Britain sets the standard for other British car shows. I knew that because Capital Triumph Register members have set the standard. It wasn't the cars or the venue, but all of you who selflessly contribute many hours to maintain the prestige of Britain on the Green.

"I applaud CTR members for carrying the standard for British car shows. It was great to see everyone today. I hope you enjoyed today as much as I did."

We will plan an event soon to toast CTR for another successful Britain on the Green and thank you in person. It will be hard

to figure out when we can do this because there are many events in the local area.

Inspiring spirited driving of Triumphs will be the annual British Car Week, May 30 through June 7. There also many events in June such as the Moss Motors Day, the Original British Car Day, and Brits by the Bay. Hope to see you at Brits by the Bay organized by Triumphs Around the Chesapeake. Let's support our neighbors from Baltimore.

Plans are in the works for a CTR rallye in Maryland when there is a gap in events. This will be a fun rallye to get us back into driving events. We had a great turnout for the London Auto tech session as usual. It was nice to see new members and talk Triumphs.

Drive on, and drive often



CTR Happenings

Please Welcome CTR's Newest Member:

- ◆ Kevin Denison, Summit Point, WV, 1980 TR7
- ◆ Robert Giacomazzo, Arlington, VA
- ◆ Mark Johnson, Warren, NJ, 1980 TR7

Britain on the Green

There's lots on Britain on the Green in this issue. Now we can take a bit of a breather before beginning plans for BOG 2016—the cycle continues!

One administrative note. If you loaned a California Duster to the McLaren representative, you may reclaim it (the duster, not the McLaren) by calling 202-415-1599. Thanks.

The Green Weenie

In the April edition of The Standard, we mentioned that Pam Michell was planning to find a new home for founding member Charlie Brown's 1972 autocross-prepared Spitfire. We're very pleased to follow up by announcing that the car has been purchased by Stephen Smalling, son of treasurer Rich Smalling, and will be staying in the CTR family. Pam is pleased and we'd like to think that Charlie would be as well.

Spring Events

We will hold an event with the Kastner Cup race to be held on Saturday, May 16th, as part of the Jefferson 500 at Summit Point Raceway in West Virginia from the 14th to the 17th. We hope to have a significant CTR presence. Parade laps of the track

are a possibility for participants in the car show held as part of the Jefferson 500.

Looking ahead, we will attend the Moss Motors Open House in Petersburg, VA, on June 6th.

We'll also try to schedule other events in the spring, possibly tech sessions, additional drives, and Get Your Hands Dirty (GYHD) sessions. Speaking of GYHD sessions, if you have a project that requires a little help or expertise, consider hosting a GYHD. And if you just need a helping hand or bit of advice rather than a full blown GYHD, contact one of the board members or ask on our Facebook page.

Evites

Please make sure CTR has an up-to-date e-mail address for you. We use Evites to pass along event details and reminders and need a good e-mail address to ensure you get the word.

Jefferson 500 and the Kastner Cup

May 14th-17th
Sandy Thomson

Here is a last minute update on the Jefferson 500 and Kastner Cup races at Summit Point Raceway (Summit Point, West Virginia - 70 miles west of DC).

The host hotel (Hampton Inn Winchester), still has rooms at \$139, but the discount block for the Kas Cup was sold out almost immediately back in February.

I will be setting up two canopies with our banner, etc., near turn 8 on the track. This is apparently a popular spectator location, is next to the car show location on Saturday, is close to the entrance gate, and still fairly close to the pits/racing paddock. Bring a chair!

There will be plenty of food and drink vendors.

The "Triumph only" parade lap is on...be sure to sign in early on Saturday for that. As yet no charge and no helmet required.

The only real schedule of events relates to the racing schedule found on the VRG web site: <http://www.vrgonline.org/events/>

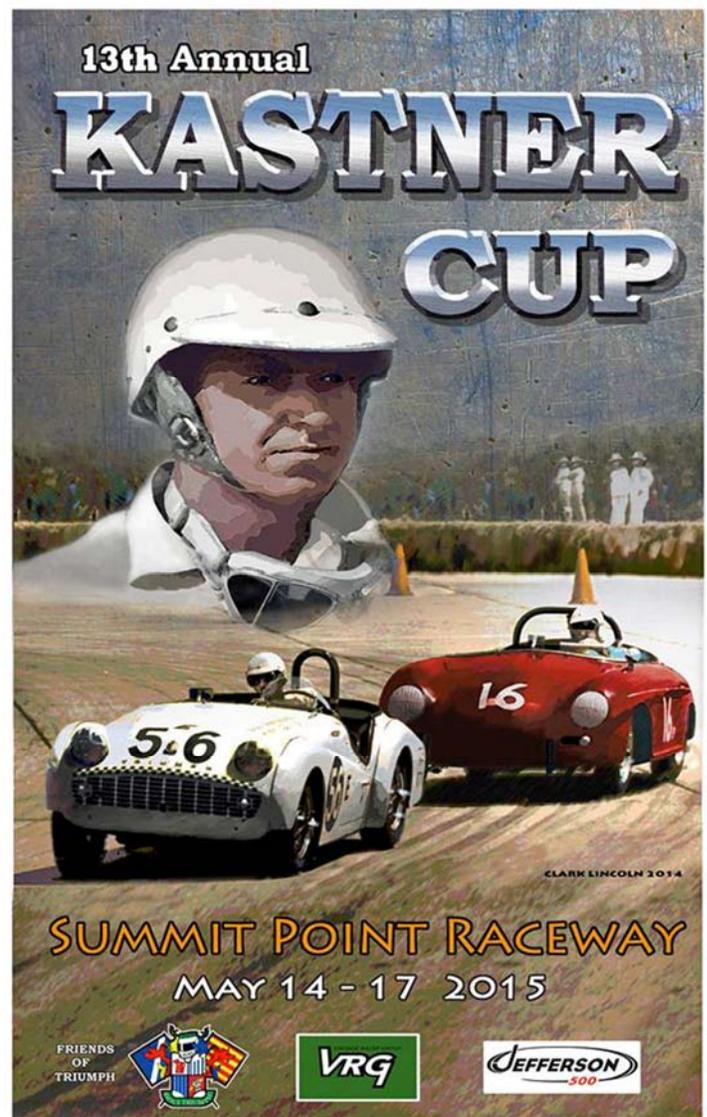
The following is a loose summary of events:

Thursday is pretty much a practice lap day with teams arriving and setting up, early bird campers, etc. Friday is a good day

to get in the pits and wander the paddock. Non-stop practice in the AM and racing in the PM. Barbeque is at 6 PM, but tickets were reserved mostly for the racers and crews. Saturday is the day not to miss: racing in the morning, parade lap at noon, car show and the Kastner Cup race in the afternoon.

They expect about 2000 spectators and 240 racers (including about 50 Triumphs).

Call, text, or email Sandy Thomson with questions: 410-253-8519 or sthomsotr6@gmail.com



CTR and BOG are on Facebook.

Search **Capital Triumph Register** and **Britain on the Green**



Britain on the Green Results April 26, 2015



Best of Show (Gunston Bowl): 1947 Bentley Mk VI, James Stejskal

Best Resto-Mod: 1972 Austin Mini, Larry Atkinson

Best Display: 1966 Mini T, Larry Viggiani

Best Survivor: 1979 Triumph TR7, Kevin Denison *

Triumph TR2 / TR3: 1st 1960 TR3A, Diane Page *; 2nd 1959 TR3A, Steele Lipe *

Triumph TR4 / TR4A: 1st 1961 TR4, Mike Ford; 2nd 1966 TR4A Stephen Hunter; 3rd 1964 TR4 Chris Straightiff

Triumph TR250 / TR5: 1st 1968 TR250, Sandy and JoAnne Thomson *; 2nd 1968 TR250, Bruce Little; 3rd 1968 TR250, Christopher Yurasko*

Triumph TR6 (1969-1973): 1st 1973 TR6, Steve Mumma *; 2nd 1973 TR6, Timothy Shalvey *; 3rd 1969 TR6, Stetson Tinkham *; Honorable Mention 1971 TR6, Benjamin Cheshire *

Triumph TR6 (1974-1976): 1st 1975 TR6, Bob Fabie *; 2nd 1976 TR6, Bob Fox *; 3rd 1976 TR6, Marc Botzin *; Honorable Mention 1976 TR6, John Debelius

Triumph TR7: 1st 1976 TR7, Lionel Mitchell *; 2nd 1980 TR7, Wayne Simpson; 3rd 1980 TR7 Art Fournier *

Triumph TR8: 1st 1980 TR8, Paul Edelstein *; 2nd 1980 TR8, Tom Burke *

Triumph Spitfire: 1st 1975 Spitfire 1500, Patrick Carter *; 2nd 1967 Spitfire Mk 3, Bruce Mundie *; 3rd 1972 Spitfire 1500, Pam Michell *

Triumph GT6: 1st 1970 GT6+, Jay Christopher *

Other Triumph: 1st 1970 2000 Mk 2, Stephen Oertwig *

MG Early: 1st 1952 MG TD Mk II, Bryan Sieling; 2nd 1955 MG TF 1500, James Bradley; 3rd 1962 MGA, Charlie Adams

MGB (to 1974): 1st 1968 MGC, Mark Hanna; 2nd 1971 MGB, Bryon Fusini; 3rd 1965 MGB, Stephen Smith

MGB (1974-½ to 1981): 1st 1977 MGB, Richard Smith

MGB/C GT: 1st 1967 MGB GT, James Howard; 2nd 1974 MGB GT, Ruth Arnold

Austin Healey Sprite / MG Midget: 1st 1961 Austin Healey Sprite, Philip Williams; 2nd 1974 MG Midget, Edgar Moss

Austin Healey 100 / 3000: 1st 1956 100, Tim Flaherty; 2nd 1967 3000, Jack White

Jaguar Saloon: 1st 1963 Mk 2 3.8L, Sara Rosenfeld; 2nd 1964 Mk 2 3.8, James Latoff; 3rd 1972 XJ6, John Otte

Jaguar Sports: 1st 2000 XKR, Lionel Mitchell *; 2nd 2001 XKR Silverstone, Edward Alvarado

Jaguar XK 120/140/150: 1st 1953 XK120, David Esch

Jaguar E-Type: 1st 1969 E-Type, Dave Hofstadter; 2nd 1971 E-Type, Marc Toloczko; 3rd 1967 E-Type, Mark Gordon

Rolls Royce / Bentley: 1st 1947 Bentley Mk VI, James Stejskal; 2nd 1952 Bentley R-Type, John Bays

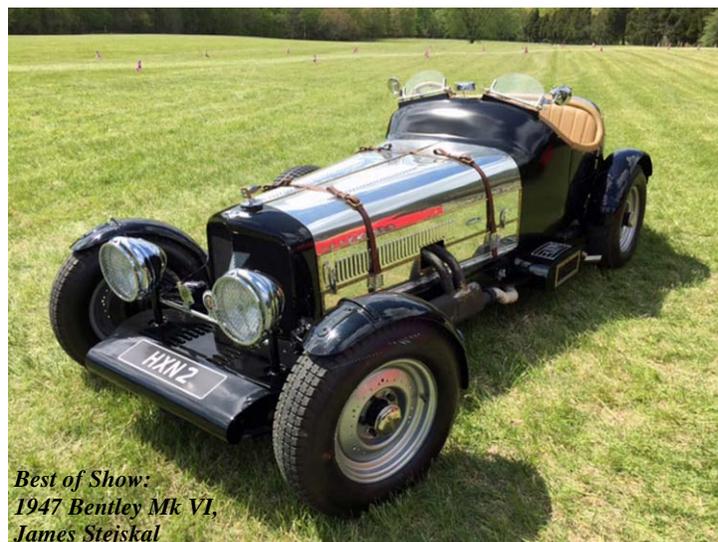
Rover / Land Rover: 1st 1935 Rover Saloon 10, Ben Swecker

Special Interest Saloon: 1st 1967 Morris Minor, Grant Randall; 2nd 1950 Riley RMD, Doug Campbell; 3rd 1958 Morris Minor 1000, Victor Rostow

Special Interest Sports: 1st 2002 Morgan +8, David Martin; 2nd 1967 Morgan +4, Lee Debrish; 3rd 1983 DeLorean DMC-12, Steve Matthews; Honorable Mention 1964 Morgan 4/4, Charles Richards

Motorcycles: 1st 1969 BSA Thunderbolt, John Dullahan; 2nd 1974 Norton Commando, John Dullahan; 3rd 2008 Triumph Bonneville, Kevin Johnson

* CTR Member



*Best of Show:
1947 Bentley Mk VI,
James Stejskal*

It was the best of times; It was the best of times: Britain on the Green 2015!!!

After 18 years, the Capital Triumph Register again demonstrated to the Washington area British car enthusiasts that the Britain on the Green (BOG) Car Show is the premier Washington Spring car show! The 2015 BOG exemplified another re-sounding success in what is now a long line of successful renditions of the area's premier British car show.

This year's show featured all of the wonderful things BOG has become known for including a wonderful venue at the beautiful Gunston Hall Plantation, good luck with the weather (in spite of late Saturday showers), plenty of first rate cars, quality awards, good organization, quality entertainment, great food, and a well-planned show field.

As in years past, we made improvements and innovations based on lessons learned we received from show participants and visitors from previous years. BOG 2015 featured a new online registration system, an updated class selection, an online voting method, a record number of high value sponsors, and an enhanced selection of food vendors including authentic British fare.

None of these great things that make up a successful BOG, except maybe the weather, happens by accident or chance. The continued success of BOG is made possible by the hard working and dedicated staff of the BOG volunteers who work behind the scenes to make this happen as well as it did. We would remiss if we did not recognize a few of the show's stellar volunteers:

- ◆ Patrick Carter - Field layout
- ◆ Tim Shalvey – Online registration and balloting
- ◆ Mark Shlien – Sponsorship
- ◆ Pete Farrell – Volunteer coordinator
- ◆ Jennifer Hoskins – Registration
- ◆ Lionel Mitchell – Awards and establishing car classes

Again, these are just a few of the 40 plus CTR volunteers who worked diligently to make our BOG happen this year.

Thanks to all who participated and volunteered! We look forward to coordinating next year BOG and look forward to seeing you on the show field!

Cheers,
John B. and Matt S.
2015 BOG Coordinators



John Buescher and Matt Schipani, intrepid Coordinators of BOG 2015

McLaren

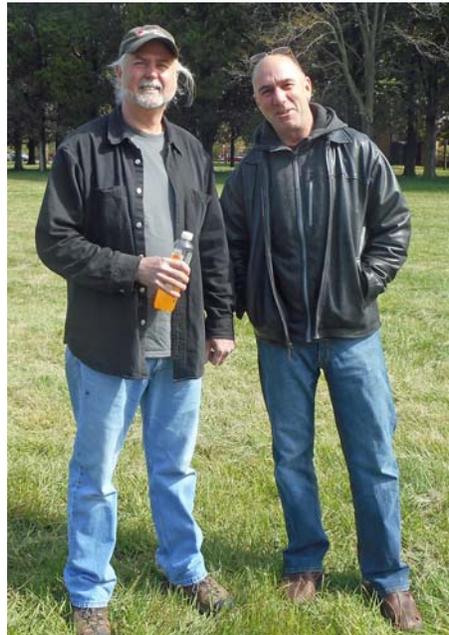
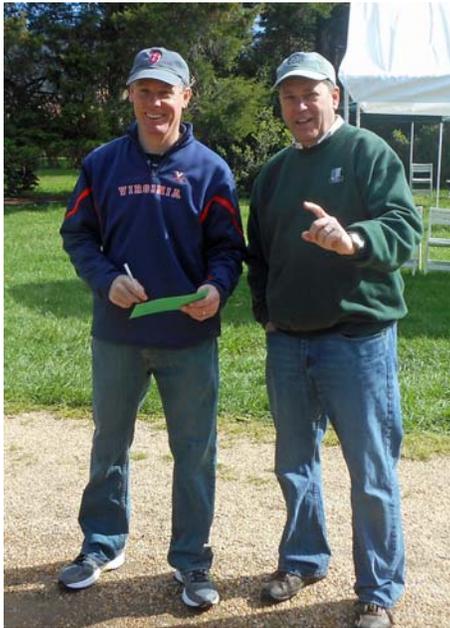


LIFE IS MEASURED IN ACHIEVEMENT, NOT IN YEARS ALONE.
- BRUCE McLAREN

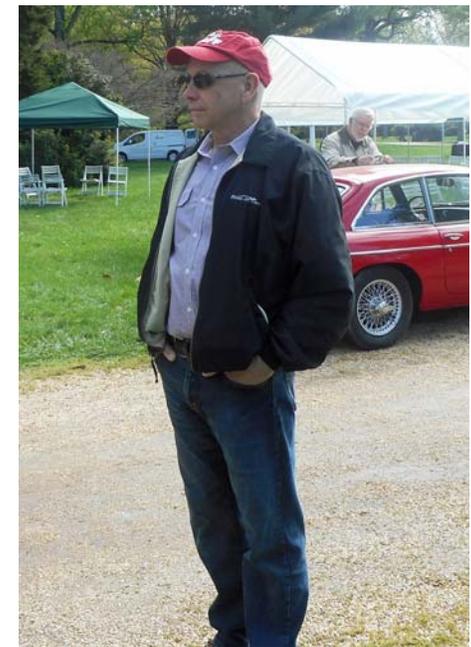
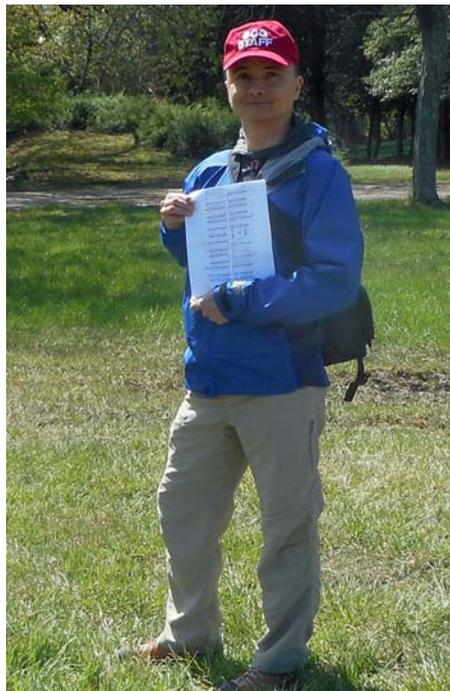
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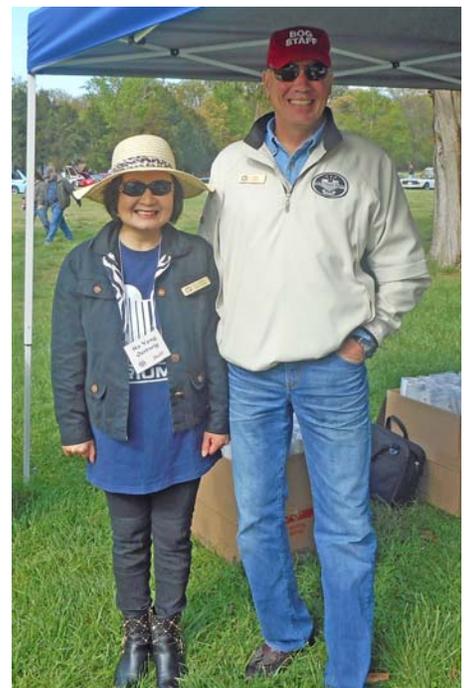
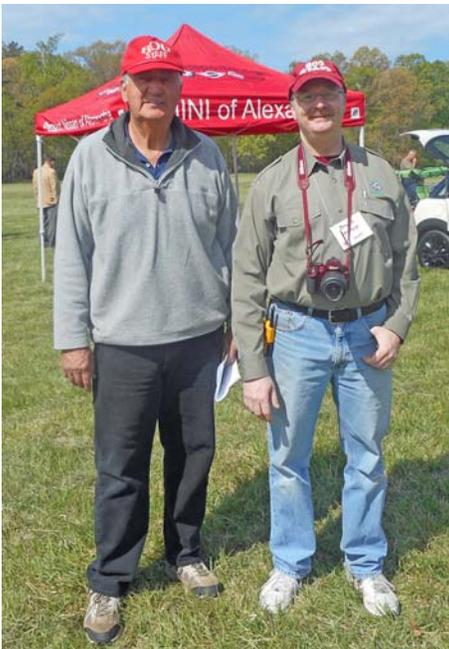
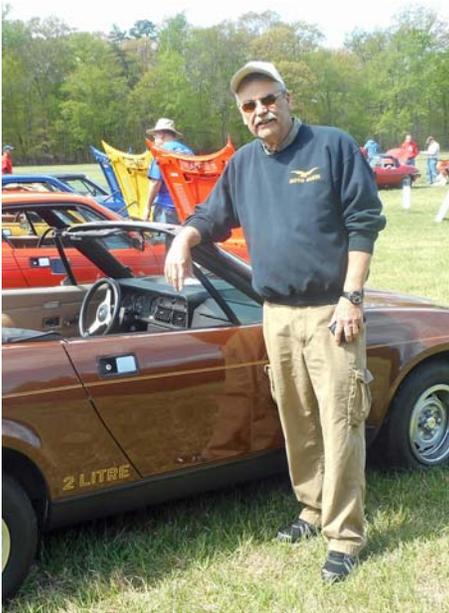
VISIT US ONLINE: WWW.EXCLUSIVEAUTOMOTIVEGROUP.COM

As Seen at Britain on the Green 2015



On pages 6, 7, and 8 are some of the CTR crowd at BOG 2015





Wheels for Meals

May 2nd

On Saturday, May 2nd, Steve Mumma was one of the organizers of the 2nd annual Meals for Wheels car show in Gainesville, Virginia. In addition to Steve, Lionel Mitchell, Tim Shalvey, and Rich Wilkins filled out the CTR contingent. A truckload of food was collected for the Haymarket Regional Food Pantry. The Virginia State Police were on hand with their distracted driving simulator.



Rich Wilkins accepts his "First in Class" award



The Vintage Triumph Register

was founded in 1974 and is dedicated to the maintenance, preservation and enjoyment of the Triumph marque. Membership benefits include a bi-monthly magazine, *The Vintage Triumph*. To join, send \$35 for a one-year US membership to:

The Vintage Triumph Register
PO Box 655
Howell, MI 48844



Or go to the Vintage Triumph Register website, www.vtr.org, for additional information and a membership application.



Rosenthal Jaguar Tysons Corner



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Behind the Scenes At BOG 2015



Above: Bob Fox and Richard Pace adjust a CTR sign frame during set up for Britain on the Green on Saturday, April 25th. Many days of behind-the-scenes planning and effort go into BOG every year. Without the hard work of many CTR members, BOG couldn't come together as smoothly as it appears.



*Top: Rich Smalling and several others fill registration envelopes during the Stuffing Party hosted by Joe and Rita Cannon on April 22nd.
Bottom: Jay Christopher and Bruce Mundie join in the fun. Well, maybe not fun, but definitely necessary for BOG's success!*

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London Auto Tech Session

May 2nd
Tom Burke

On Saturday, May 2nd, a crowd of CTR members were welcomed by Nick Vadala to London Auto Services, Ltd., in Falls Church, Virginia, for a tech session. The day began with coffee and doughnuts before Tom Burke's TR8 was put on a lift for a tech evaluation by Nick and Dave Schillerstrom. While Tom's car is in good shape, he came away with list of "should do" items to help keep him busy this summer. A TR6 that was in for service also served as a "show and tell" platform for many of the common problems found in our Triumphs.

As the tech session was finishing, the grill was fired up to cook brats and burgers. And as the late night announcer says, "but wait, there's more!" Nick also had door prizes to award along with complimentary items for all of us from his shop and suppliers. Solid tech information, food, and prizes – a sunny spring Saturday doesn't get much better!

CTR left a copy of our Britain on the Green 2015 commemorative poster as a token of our thanks to Nick, Dave, and the staff of London Auto Services for giving up a Saturday morning so that we could come away with a better understanding of our cars!



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Previous page: Nick Vadala and Dave Schillerstrom give Tom Burke's TR8 a detailed inspection. The daughter of one of London Auto's staff draws winning door prize numbers. Above: Dave discusses TR6 wheel bearings.



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Triumph Wire Wheels. Four TR6 wire wheels with red line Michelin tires (worn). Bought chrome wires for my Triumph. Wheels in very good condition. Make offer. 301-253-5182 or Kend@globetrottermgmt.com

Space for rent to store and work on your car. The shop is located in the Springfield/Newington, VA, area. The shop has gas heat, an alarm system, and common tools that you can use (drill press lathe, mill, welder, shear, compressed air, etc.). The rent is \$190 per month. We also have another spot in the aisle for rent for \$115 per month. There's actually only one spot but I can move my cars around so that either the \$190 or the \$115 spot can be available. If any of you are interested in renting a space to store/work on a car, e-mail me at capitaldriving@yahoo.com or call me at 703-721-1771.

1956 TR3 (small mouth). Yellow with tan interior. In good running condition. New tires and the gas tank has recently been removed, cleaned and coated. I'm thinking value to be mid-twenties. Ruth Renkenberger renk@atlanticbb.net or 410-822-6061.

EVENTS

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

May 14-17 - Jefferson 500 and Kastner Cup at Summit Point Raceway, WV *CTR*

May 15-17 - Carlisle Import and Kit Car Nationals, Carlisle, PA

May 30 - Cars and Motorcycles of England, Oakbourne Mansion, Westchester, PA

May 30-Jun 7 - British Car Week

Jun 6 - Moss Motorfest, Petersburg, VA *CTR*

Jun 6 - Orphan Car Tour, Howard County, MD,

Jun 7 - The Original British Car Day, Lilypons, Adamstown, MD

Jun 12 - Deadline for the June edition of *The Standard*

Jun 13 - George Mason Day, Gunston Hall *CTR*

Jun 16-19 - TRA Nationals, Solomons Island, MD

Jun 21 - Sully Antique Car Show, Chantilly, VA

Jun 28 - Brits By The Bay, Westminster, MD

Jul 10 - Deadline for the July edition of *The Standard*

Jul 12 - British Invade Gettysburg, PA

Jul 14 - CTR ESB meeting, Arlington, VA

Aug 9 - MG/Triumph Test Drive, Bull Run Regional Park *CTR*

Aug 11-14 - VTR National Convention, Fontana, WI *CTR*

Aug 15 - Capital Driving Club Autocross, Winchester, VA

Aug 30 - Cruisin' for Crustaceans *CTR*

Sep 8 - CTR ESB Meeting, Arlington, VA

Sep 19 - British Carr Club of Delaware show, Dover, DE

Sep 20 - Classics on the Green, Glen Allen, VA

Sep 26 - MGs on the Rocks, Belair, MD

Sep 26-27 - Meeting of the Marques, Carlisle, PA

Oct 2-3 - SVBCC British Car Show, Waynesboro, VA

Oct 11 - Hunt Country Classic, Middleburg, VA, and CTR Picnic *CTR*

Oct 16-19 - America's British Reliability Run, Delaware Valley Triumphs

*** Much More to Come ***

Keep up to date on CTR events by visiting our on-line calendar: <http://capitaltriumphregister.com/events/> for details, updates, changes, and additions.



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*Left: Best Display: 1966 Mini T,
Larry Viggiani*
*Top right: Best Resto-Mod: 1972 Austin
Mini, Larry Atkinson*
*Bottom right: Best Survivor: 1979
Triumph TR7, Kevin Denison*



Photo credits: Page 1 Jay Christopher; Pages 4 and 9 Steve Mumma; Pages 5 through 8, 12 and 13 top Art Fournier;
Pages 10, 13 bottom, and 16 Stephen Oertwig



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THE STANDARD





THE STANDARD

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Triumphs on the track at Summit Point Motorsports Park during the Jefferson 500 races, which included the all-Triumph Kastner Cup. For more on these events, see page 6.

PAGES 1 and 6 - Jefferson 500 and Kastner Cup; PAGE 2 - From the President; CTR Happenings; PAGE 3 - Horse Country Drive; PAGE 4 - Happy Father's Day; PAGE 5 - Moss Motorfest; PAGE 9 - The R Column; PAGE 10 - Garage Spot: Timing is Everything; PAGE 12 - The Original British Car Day; PAGE 13 - Trending with CTR; PAGE 14 - Classified; Events; PAGE 15 - Club Info; PAGE 16 - Odds and Ends



From the President

By Stephen Oertwig

Today's gas is not the gas Triumphs were built to use

Electric-powered cars are common on today's roads and allow drivers to cruise on by filling stations. Even hybrid cars stretch out the time drivers have to fill up.

Triumph drivers aren't so lucky. Triumphs aren't known for squeezing 100 miles from a gallon of petrol, even an imperial gallon. There are worse problems than just trying to squeeze the last mile out of a drop of petrol.

Lucky owners of late Spitfires and TR7s and TR8s don't have to fret about the sign that reads, "UNLEADED FUEL ONLY." Drivers of other Triumphs were built to use leaded fuel and may need the heads converted to use unleaded fuel.

Worse yet is no Triumph was built to use ethanol-blended fuel. This has been a topic of discussion since ethanol gas became available widely in 2003. Ethanol is labeled the root of all evil when classic car drivers gather. It may be true.

There are some benefits of ethanol-blended gas. There is no varnish from gas sitting in a car over winter or even longer. I bought a Sports 6 in 1986 before ethanol was common. The carbs were gummed over with varnish from gas sitting in the car for 10 years.

Problems outnumber benefits for drivers of old cars. Yes, our cars are old. Britain on the Green celebrated the 40th anniversary of the TR7. An obvious problem is a decrease in fuel economy of 3 percent when using E10, the label for gasoline that is 10 percent ethanol. E15 and E85 blends cannot be used in Triumphs.

A few CTR members have reported fuel problems lately with their cars. A problem during the 400 miles driven the last week-end of British Car Week made me suspect bad fuel or problems caused by ethanol. The 2000 lost power as if it was starving for fuel. One possibility is ethanol has loosened the gunk in the tank and the gas tank outlet is blocked. Draining the tank will tell more.

Nonethanol-blended fuel is available, but not widely. There are websites that list outlets that sell straight gasoline, or E0. One site is <http://www.buyrealgas.com/index.html>. It costs more per gallon and many outlets are marinas since most boats cannot use ethanol.

People who have noticed fuel leaking from rubber hoses are victim to the effects of ethanol. Ethanol is corrosive to rubber and plastics.

What is the best way to protect from ethanol-related problems? Drive your Triumph often. Most people don't use their Triumphs daily anymore, but it is not good to let a car sit for months.

One solution is to replace the gas in the fuel tank at least every three weeks. The shelf life of E10 gas is three months. Use of octane boosters is not advised because they contain alcohol, and like ethanol, attract water. A popular fuel stabilizer does not contain alcohol.

It also is possible to get a tank of bad gas. Save your gas receipts because that is the only way to prove to the retailer the purchase. It's hard to prove the gas was bad when you don't have a receipt.

We're trying to line up driving events in July. A rallye is planned for Maryland. Volunteers will be needed to work the checkpoints. It is a great way to be involved if your car is not on the road.

Drive on, and drive often (to burn the ethanol off).



CTR Happenings

Please Welcome CTR's Newest Members:

- ◆ Charles van Vlack, Oak Hill, VA, 1973 Stag
- ◆ Stephen Smalling, Sterling, VA, 1972 Spitfire, "The Green Weenie"

Summer Events

On June 28th, several of us will participate in the Brits by the Bay show which is held far from the Bay at the Carroll County Farm Museum in Westminster, Maryland. The show is hosted by our neighbors to the north in the Baltimore-based Triumphs Around the Chesapeake club.

On July 25th, CTR will hold its annual Horse Country Drive over some delightful and scenic backroads through the western suburbs of Virginia. Details are on page 3.

On August 9th, the MG Car Club Washington DC Centre has again asked us to participate in their annual Test Drive event to be held at the Bull Run Regional Park near Centreville, Virginia.

This is your chance to drive a variety of MG and Triumph models along with other interesting cars that have been known to appear. Look for details in the July newsletter.

On August 30th, we will hold our 22nd annual Cruisin' for Crustaceans run through Southern Maryland. Good roads, good company, and good crabs! (Although Maryland crabs are scarce and pricey so far this year.) Details will be in the July newsletter.

We'll also try to schedule other events, including a rally on the Maryland side of the Potomac. We're also looking at the possibility of tech sessions, additional drives, and Get Your Hands Dirty (GYHD) sessions. Speaking of GYHD sessions, if you have a project that requires a little help or expertise, consider hosting a GYHD. And if you just need a helping hand or bit of advice rather than a full blown GYHD, contact one of the board members or ask on our Facebook page.

Evites, Addresses, and Saving Trees

Please make sure CTR has an up-to-date e-mail address for you. We use Evites to pass along event details and reminders and need a good e-mail address to ensure you get the word.

And please don't forget to give us your new e-mail and mailing addresses and phone numbers when they change. It's hard to let you know about CTR events when we don't know how to contact you!

Want to save paper and receive your newsletter more quickly? Contact Art Fournier about receiving your newsletter electronically rather than by regular mail.

CTR You Tube Channel

Thanks to Christopher Yurasko, CTR now has its own You Tube channel where you may view BOG and CTR event videos. Here's the link: <https://www.youtube.com/channel/UCBXSxSCRFkEuK5z1tE5A/playlists> Post videos on You Tube, then send the link to Christopher (cyurasko@yahoo.com) to be included.

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Drive ~~Horse Country Gallop~~ Lionel Mitchell

This year Art Fournier and I will lead the drive into Virginia horse country on Saturday, July 25. The drive is open to all drivers, both spirited as well as those who want a more leisurely drive. I will lead the former group; Art will lead the latter one. We will organize drivers into two groups, and we will have more pauses than last year to reassemble all the cars. IF YOU HAVE NOT GONE ON THIS DRIVE IN PAST YEARS BECAUSE OF THE PACE, OR IF YOU DID AND DID NOT LIKE THE PACE, NOW YOU CAN ENJOY THE BEAUTIFUL SCENERY AT A MORE LEISURELY PACE.

The drive will start and end in Haymarket, VA. We'll start in mid-afternoon. The drive will last about 2.5 to 3 hours. We'll end up at a park in Marshall, VA for a picnic dinner – BYO. From there, drivers are free to leave or to continue back to Haymarket to Pickle Bob's for soft serve ice cream.



Like previous years, the route will start by going west on VA-55 and then go through the edge of Bull Run Mountain to the Plains. From there, we'll go through some horse farms on the back roads to Middleburg. Then, we'll make a run past the Scott Farm, site of the Hunt Country Classic car show in Frogtown, through Rectortown, and Atoka before coming into Marshall. We'll end the drive with roads which start and end in Marshall, and then stop at the park for our picnic dinner at Northern Fauquier Community Park. This is the same route as last year.

Here are the particulars:

- Meet in the Walmart parking lot in Haymarket on VA-55 at 3:00 PM (near I-66 & US 15)
- Depart at 3:15 PM
- Drive will be about 2.5-3 hours in duration including pauses
- End at Northern Fauquier Community Park around 6:00 PM for picnic dinner – BYO
- Optional stop back in Haymarket at Pickle Bob's for ice cream
- Rain date: Sunday, July 26; all other details the same

Look for an e-vite in July. If you'd like to get a detailed road-by-road list to get a preview, email me.



CTR and BOG are on Facebook.

Search **Capital Triumph Register** and **Britain on the Green**

Happy Father's Day

Wayne Winterling

On the occasion of this Father's Day, I would like to extend well wishes to all fathers, especially the ones that drive and enjoy a good British car. In thinking, I guess I should extend it to all of us men out there, as you sometimes might not know the exact extent of fatherhood, if you know what I mean! OK, I am just playing on the persona that comes with driving a Triumph, you'll know what I mean, and I still proudly represent the stereotype.

My name is Wayne Winterling and I have been a CTR member for about three years now. Although I am not active with our club, I recently promised Art and Mark that I would have a more prominent role. Over the past 41 years – I had to do the math twice to confirm this high number – I have had the pleasure of owning six TR6s. No matter what, I've always seemed to revisit my first love, the Triumph TR6, as depicted on my license plate of my current French Blue '73 with factory hardtop - MY1STLV.

I was one of the lucky ones and got my first TR6 when I was 17 years old. I honestly wore my father down when I convinced him to buy our neighbor's '73 Mimosa yellow TR6 with Chestnut interior in late 1974. We kind of shared the car together and I learned a lot about auto mechanics and tools through his mentorship and guidance. We had our share of ups and downs with the car, but we always had fun with it. I remember he hated the fact that his golf clubs wouldn't fit in the trunk and the car occasionally left "spots" on his precious driveway. I just parked on the lawn and killed the grass to get around the driveway issue and he owned a "boat" of an Oldsmobile that he could drive to the golf course. Some of his friends teased him about the car, as he was a big man in a little car, but I secretly knew he enjoyed it as much as I did. I learned in later years that his best friend throughout life, my "Uncle" Bob, owned a yellow Sunbeam "in the old days," that they used to "tool around in." Ah, like father, like son!

Although my father has been deceased for over a decade, I recently thought of him fondly when I visited Sandy Thomson at his family garage in Trappe, MD. Sandy graciously went over my car for an hour or so to verify road worthiness, as I was going to drive it in the big city (D.C.) for a week as a birthday present to myself. I know, cool gift, huh?! Every time I have visited Sandy and his stable of Triumphs, I have always seen his sons around participating in automotive excellence. For those who haven't had the pleasure of meeting his three sons, they each have a Triumph. Rob and Jonathan both drive TR6s and his youngest, Scott, is busy with his dad working on a GT6. If I was Scott, I assure you there would not be any rest until my dad and I conquered all tasks and my Triumph was road worthy. Hopefully, Scott is learning as much as he can about his GT6 from his father, which will help him achieve many years of driving fun. It is my guess that my thoughts about Scott are probably holding

true with Sandy and I would do anything to have this experience, yet again, with my father.

When I observed Sandy looking at my car, I actually thought to myself, *how cool is this that he is passing on the love of a Triumph*; which we all hold dear to our hearts and in high esteem! I don't have to codify the life skills you learn from working on your car, as we have all been there and experienced it firsthand in some capacity. What a great way to pass along these life lessons. I am not going to address the father-son or "male bonding" experience, as it would take our entire newsletter to reflect on that aspect and probably have a few of us in tears. I might be glamorizing British car mechanics and the love of a Triumph a little too much, but I know you get it. So, with that in mind, I say "Kudos" and thanks to Sandy Thomson and all fathers who have shared their love and talents about Triumphs with their children. With folks like them, our legacy and love of our car will live-on in future generations. I dedicate this article to Sandy Thompson and his boys, as well as the memory of my own father.





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Moss Motorfest Draws Good Showing from CTR

Stephen Oertwig

Moss Motors Virginia opened its gigantic warehouse to British car and Miata owners June 6 in Petersburg. The Moss Motorfest drew about 300 cars at the inaugural show.

CTR had a good turnout and took home awards in the popular voting. Robert Fox won second place for this TR6 and Stephen Oertwig took honorable mention with his 2000 in the British open class. Also attending were John Buescher, Kelly Alford (TR6), Donald and Melodee Sheehan, Rich Townsend (TR6), Steele Lipe (TR3) and Sandy Thomson and family (TR250 and TR6).

CTR members formed a caravan from the Fredericksburg visitor's center to navigate the I-95 raceway. Kevin Denison joined the group with his TR7 and Stephen Prior did sweep duties. The early morning drive was going well until Kevin developed problems with the TR7 and was a DNF. Stephen Prior stayed with Kevin to wait for a flatbed ride back to Front Royal.

Fox, Oertwig and Alford picked up Richmond Triumph Register's Jim Coleman in a TR8 just south of Richmond to make the drive to Moss.



Moss Motorfest was a CTR reunion for members across the region. Rich Townsend, left, drove to Petersburg from North Carolina to see Melodee and Donald Sheehan, and John Buescher.



Bob Fox

Moss' show was worth the trip because of the chance to see the massive warehouse Moss has. The upholstery cutting room is a marvel of technology. Moss offered 15 percent off parts orders during Motorfest.

Moss Virginia still is maturing. The car show was a parking lot venue for the most part. All TR6s were in one class, and there were more than 30 TR6s. Competition was tough between early and late TR6s.

A Triumph did win best of show for Motorfest. A wedge-wood GT6 Mk1 was the queen of the show. It was fresh from restoration on its second showing. Rumors were that it was a \$50,000 restoration.



Kelly Alford

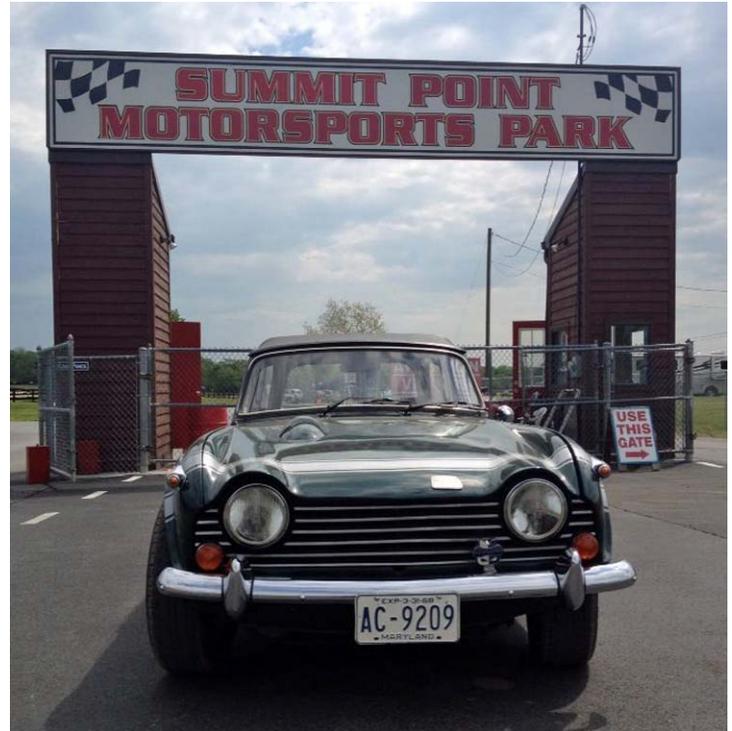
Jefferson 500 and the Kastner Cup

May 16th
Art Fournier

The Kastner Cup was just one of a series of events held as part of the multi-day Jefferson 500 races held at Summit Point Raceway in West Virginia between May 13th and 17th. On Saturday, May 16th, there was a car show and parade laps of the track to be followed later in the afternoon by the all Triumph Kastner Cup race.

I elected to go for only for the Saturday events and joined up with Lionel Mitchell, Bob Fox, and Sandy and JoAnne Thomson in Haymarket, Virginia, to caravan from there to the track. Another CTR contingent including Tom and Mary Burke, Vince Zalenski, and René Burcksen formed up near Frederick, Maryland, while others drove up solo or spent multiple days at Summit Point.

In order to sign up for the parade laps, you had to be entered in the car show. There was a single class for all Triumphs with



judging to be done by Kas Kastner. As it turns out, he didn't do the judging; in fact I never saw him while I was Summit Point. In addition to a lot of Triumphs, there was quite a crowd of MGs on hand, mostly MGCs which were having their annual gathering in West Virginia at the time.

CTR had a couple of canopies that provided some welcome shade and a place to hang out. Tom Burke and Stephen Oertwig gave away old (pre 2015) Britain on the Green posters and had bottled water on hand. There didn't seem to be any sort of public address system so it was a bit hard to follow what was going on, e.g., what constituted the car classes on the course at any given time. The event was obviously geared toward participants and not spectators.

The word on the street was that the minimum speed for the parade laps was to be 70 mph. 70 mph MINIMUM! – what have I gotten myself and my poor TR7 into? It turns out my apprehension was for nothing; 70 was the top speed allowed. This was enforced by a GT40 pace car and a no passing rule. The three parade laps were a hoot with 20 or so Triumphs spreading





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Previous page top: Arleigh Cottrell's TR250 at Summit Point
Bottom: René Burcksen's TR250 in the line up for the parade laps.
The Ferrari on the right was the chase car.
This page above: Stephen Oertwig's 2000 saloon in the parade laps
Top right: Scott Thomson captures himself and his father's TR250 prior to the parade laps
Bottom right: Some of the usual suspects: Art Fournier, Lionel Mitchell, René Burcksen, RJ Fortwengler, and Bob Fox

out on the straights and bunching up in the corners. The Summit Course is about two miles long, so the three parade laps only took a total of six minutes or so, but it was certainly the high point of the trip for me.

As the afternoon progressed, it became obvious that it was going to rain prior to or during the Kastner Cup race. Betting on the come, I decided to head home before the rain started. That turned out to be a good call. Due to heavy rain, the race was cancelled and rescheduled for the following morning. (And from what I understand, the track was a bit on the wet side when the race finally took place Sunday morning.)

(Continued on Page 8)



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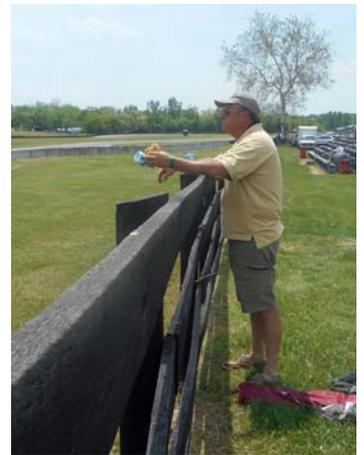
The Kastner Cup (Continued from Page 7)



Above: "They went that-a-way!" Mary and Tom Burke enjoying the races from the shade of the CTR canopy.

In addition to those already mentioned, some of the other CTR members on hand included Heath and Sandra Bjordahl, Tim Cornish, Arleigh Cottrell, RJ Fortwengler, Don Sheehan, Erik Sulcs, Rob, Jonathan and Scott Thomson, and Scott Tilton.

All in all, it was a very interesting way to spend a day. And I'd do it again at the drop of a hat for another chance to do parade laps!



Above top to bottom: Arleigh Cottrell and Tom Burke; RJ Fortwengler and Lionel Mitchell; Stephen Oertwig; Triumphs at the car show

Above top to bottom: Jonathan and JoAnne Thomson; an Italia doing parade laps; Sandy Thomson; Art Fournier's TR7 in the parade laps



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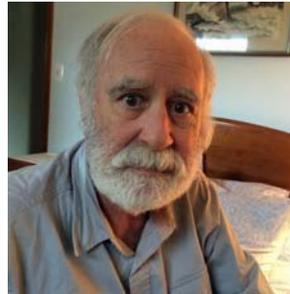
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The "R" Column

Bill Goodwin

Some of you might have noticed I have not been very active the past few months. The last week of April I suffered a pinched nerve on the lower right side of my back. Doctor gave me some pills, but did not help much. For the first time in 10 years I missed BOG; no other Heralds showed.

On Friday May 1st I woke up with a bad pain in my lower colon. Off to doctor and he sent me to the local emergency room to be evaluated. After much testing I was told I had a blockage. Gave me medication and pain pills and made an appointment with a colon doctor for Tuesday. Colon doctor looked over the tests and had me go back to the hospital for more testing. He met me later that afternoon and decided to admit me and operate. Woke up Wednesday in recovery on a ventilator. Thursday took me off the vent and was told the blockage was quite large and they had done bowel resection. I felt OK and was in no pain. They had me up for a few steps then sat in a chair for a few hours. Could not go far with all the tubes and things stuck in me. Same for next few days and I could not eat or drink anything. Come Monday I could have fluid only diet and drink. By that time my system was working normally and went to solid food Tuesday. Wednesday I was discharged and went home. Again I was in no pain. I could get up from the TV room to the bed and bath rooms and walk around a little. Lucky our house, the main living area is on one floor (no steps). After a few days I felt better and could get up very well, even sitting out



our rear porch.

After 10 days at home went to doctor who said I was progressing very well and removed the drain tubes. The next week I was able to go up and down the steps and go outside. Getting better each day. I have even been able to use my big tractor and have cut the grass twice. Last Monday friends came for two days. I managed to get my Galaxie out and with Carol driving we took an 8 hour drive with the top down stopping for lunch and dinner. Next morning I drove my Chrysler and we all went out for breakfast. Things are coming along good and I have been out a few times. Have had many friends come over for a visit. The doctor tells me I should be in great shape for the Ten Country Run (10CR) in September. I have been going to PT for the pinched nerve and it is better. I can relieve the back pain with an ice pack. So all in all I am doing well and above all no pain. I have to say we have a very good local hospital with many top notch doctors. The hospital is part of the George Washington Hospital and Johns Hopkins in Baltimore, two of the best in the US. So far all costs have been paid by our insurance. I have a home health service provided and they come twice a week. I think this will be the last week I will need them.

Saturday June 13, I managed to make the Gunston Hall Event. First time my Herald, Britwit, has been out since the Parkway Run. Though on the warm side it was a nice day and the car ran great. From the time I went into the hospital till about four weeks at home I was not able to shave. But now the beard is gone and I look as I did before all this. Looking forward to getting back into the club events and hope to see you all soon.

The Vintage Triumph

Register was founded in 1974 and is dedicated to the maintenance, preservation and enjoyment of the Triumph marque. Membership benefits include a bi-monthly magazine, *The Vintage Triumph*. To join, send \$35 for a one-year US membership to:

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Timing is Everything

The “Why?” Behind the “How?”

Peter Philips

Herein I hope to create an understanding of why we do what we do when we time our Triumph’s engines. We all pretty much know how it’s done. (I timed cars for years not really knowing why I was doing the things I was doing.) The jargon that has built up around timing is every bit as arcane our government’s terming the Grenada invasion a *pre-dawn vertical insertion*.....

To get your head around the whole issue of timing please understand that if you get it right you will be richly rewarded. A properly timed engine, with a distributor set up with the proper “advance curve,” will give you everything the fellows back in Coventry meant for you to have at your throttle foot’s command.

To understand “timing” it is necessary to understand “combustion”. Think of combustion as a “process”; not as an “event.” (Last Sunday when you tossed a wooden match into the Weber cooker, into which you had squirted copious amounts of starter fluid, you were treated to a satisfying *WHOOSH*. What you heard was the combustion process taking place. Think of the match as the spark arcing from the electrode of the sparkplug. (Think of the aroma as that of the hair that is no longer on your right arm.)

Had you been an aficionado of the grill you might have had high-octane starter fluid. In that case the *WHOOSH* would have taken longer. (When quizzed 90% of American motorists said high test fuel burned “more rapidly.” Again H.L. Mencken was right about betting on the intelligence of the public at large.) Though it is counter-intuitive high test fuel burns more slowly than lower octanes.

Heat effects the duration of the process. The *WHOOSH* would take less time in August when it is 98 outside than in February when it is 5 below. Perhaps you have experienced “knock” on warm days when none is present on colder ones. (Perhaps you do not drive your Triumph on cooler days. If this is the case you should try it.)

Stepping away from the grill ponder this. Load effects combustion time. With greater load, combustion time decreases. Perhaps your Triumph will knock when pulling a long hill?

Now let’s get some of the lingo under our belts. Some of this is really counter-intuitive. Let’s begin with “advance.” Forget what you know about advance meaning a movement “toward” something. When you “advance” your timing you are advancing the point of spark BEFORE the piston on number one cylinder

reaches Top Dead Center. Read that once again. If this is not fully comprehended you should move to the comics, forgetting the rest of this learned treatise.

Political correctness has not found its way to the tune-up bay. We still speak of moving the spark closer to Top Dead Center using the word RETARD. No, gentle reader we do not call the process “disadvantaging” the spark, not yet anyway.

So if you are setting the timing of the spark closer to Top Dead Center you “retard” it and if you moved the timing of the spark away from Top Dead Center you “advance” it. I don’t know about you but I found this befuddling until asked to teach the subject. Then I was forced to think the process through.

Tell me you know the four strokes of the internal combustion engine. (You may take a moment to reflect.) We light the spark when the piston is compressing the air/fuel charge on the *compression* stroke. I think we all knew that. What gets lost in the mental shuffle is that the *WHOOSH* completes when the piston has gone past Top Dead Center and is hurtling down the bore on the *power* stroke.

Now as a high profile public official asked rhetorically in a hearing not long ago “what difference does it make?” The answer to this question is the missing point of most written pieces on this titillating subject. Are you ready? Here it is

Timing efficiency is maximized when the *WHOOSH*, combustion process, is complete at the point when the crankshaft is 20-30 degrees Past Top Dead Center. Henceforth this will be referred to as the *Sweet Spot*. (Picture the piston not yet quite half way down the bore. Got it?)

Now picture a bicycle’s pedal with a big foot pushing on it. We know that to be efficient we push that pedal before it gets halfway down. Push early some muscle power is directed down the pedal arm to the crank. Push late and your foot chases the pedal to the bottom. Now think of the pedal as the top of the piston.

Simple huh? We set the timing so the spark plug fired at just the right point so the combustion process it began was complete at the *sweet spot*. Get it wrong and just as with rental bikes we see with the seats set low and the overweight riders pushing the pedals at the top of the stroke leverage efficiency is lost.

Were your Triumph powered by an old make-and-break stationary engine we would be through with our learned discourse on timing theory. OK, OK some wags over in the MG camp may think that is exactly the case yet for the sake of argument let's say they are misguided. You see since our engines operate in about a 4000 rpm range we have reason to soldier on with this.

Again you are asked to visualize. You can envision the *WHOOSH* being complete in the *sweet spot*. Now look at the tachometer. It says your engine is at idle, a lumpy 750 rpm. You know that unless we change octane, temperature or load the combustion process will take the same time even if we REV the engine way up. Let's do that. Now the tachometer tells us we are running at 4000 RPM.

Now where is the piston relative to the complete combustion, *WHOOSH*? The piston has out run the *sweet spot*. It is way down the bore being chased by the completed combustion. Now we know, because we understand these things, that if we "advance" the spark, making it occur sooner we can get the piston in the right place relative to complete combustion for efficiency. Let this sink in; it is important.

Enter mechanical advance.

In 1931 Chrysler engineers put spring loaded weights beneath the breaker points. As RPM increased the weights moved out with centrifugal force moving the plate and advancing the spark. Tinkering with the fulcrums and spring tension they could slowly advance the spark so that the *sweet spot* was maintained.

Yet

We know that as load changes combustion time changes. We also know that when load changes intake manifold vacuum changes. Cruising along a country road with the throttles just cracked open your Triumph is not under load; your manifold vacuum is high. Your combustion time is quite long and it is likely the piston is beyond the *sweet spot* when the *SWOOSH* takes place. Now as attuned as you are to your noble steed you do not feel this inefficiency since your car is not pulling. Inefficient engines consume more fuel than efficient ones. If we do not adjust timing for load you will pay the price at the pumps.

In 1932 the engineers at Packard harnessed manifold vacuum and had it move the plate beneath the points to advance the spark under these light-load conditions. The sweet spot was maintained and fuel efficiency was improved. OK, the hot shoe racer boys may say they don't need their vacuum advances. They are right yet only because they run under heavy load or no load. Your shop manual will tell you at what manifold vacuum maximum advance will occur. It will also tell you what the mechanical advance should be at various engine speeds. That information is in the book for a reason.

Were you to stumble upon a TR2 driven from the dealer to a cold storage facility would it have a proper advance curve given

that it only has 38 miles on its dead accurate Smiths odometer? (You know the instrument which deals in "concepts".) If you sang out with an informed "no it does not!!!". You would be spot-on correct. What has changed? The combustion characteristic of today's fuel and those the engineers plotted that curve for are not remotely the same. That distributor needs to be recurved.

But what about the distributor in your pristine TR4? After all you sent it out and had it "rebuilt" and it sure is shiny. Unless the "curve" was reset it is not right. Chances are the rebuilder replaced the springs with exactly what it left Coventry with. More evident is the car with a distributor which has not been touched. Those springs have been stretched millions of times. Their tensile strength has changed; at the same time fuel has been changing. The pivot shafts upon which the weights swing are likely worn too. If you have change the compression, changed the carburetion, added an exhaust header you have rendered the curve less than optimal.

Does this make a difference? Are these the rantings of a one-trick pony? After all "I don't drive fast" you protest.

I have driven many of our cars which look as though they just came from the showroom floor. Frequently they are gutless with no throttle response. A betting man would put his money down on timing and advance curve as the reason for the docile nature. Frequently knock cannot be provoked (Knock being complete combustion occurring before the piston has reached Top Dead Center) suggesting the spark has been retarded to counter flaccid advance springs which let the advance come in too fast.

Get it right; you will not be disappointed. Now you know what it's all about making getting it right not only more salient but far easier. This is not "souping up." This is not "modifying." This is careful tuning. Careful tuning will give you what the engineers worked for you to have.



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

The Original British Car Day

June 7th
Art Fournier

The OBCD was held at Lilypons Water Gardens near Ad-amstown, Maryland, on Sunday, June 7th. Although there were over 200 cars on the field, Triumph participation was on the light side. The largest Triumph class was probably “Pre-War and Variant” or what we would call “Other.” It was an eclectic mix of a 2000 Roadster, a TR10, an Acclaim, a 2000 Saloon, and three Stags. There were only three Wedges, four Spitfires, and a handful of cars in each of the TR4/250, early TR6, and late TR6 classes. The organizers obviously weren’t expecting that many “Other” Triumphs since those cars and the Wedges were “wedged” (pardon the pun) into a corner of the field away from the other Triumphs while there were large open areas elsewhere.

Stephen Oertwig brought along a canopy for some welcome shade along with the CTR banners. The weather was great – no rain, but enough cloud cover to hold the temperature down. Vote tabulation went smoothly with the results announced ahead of the scheduled time.

Congratulations to Craig Nicholls and Gregg Bachner who took first place in the early and late TR6 classes and to Glenn Minucci whose Stag took second place in the “Other” class. Also on hand were Al Ames (Spitfire), Ben Cheshire (TR6), Arleigh Cottrell (TR250), Art Fournier (TR7), Dennis Kruse (TR6), Stephen Oertwig (2000 Saloon), and Vince Zalenski (TR7).

At one time, the OBCD was very well-attended by CTR members – we need to make a push in 2016 and ensure Triumphs come out in numbers!



*Top: Gregg Bachner, Dennis Kruse, and Art Fournier
Center: The Pre-War and Variant Triumph Class (with the Wedges tucked in behind)
Bottom: Stephen Oertwig, Gregg Bachner, and Dennis Kruse*

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Trending with CTR

News of Members in Brief

Congratulations to Dennis Kruse whose TR6 took a prize at the Leesburg Car Show on June 6th. Things got very hot at the show when a fire broke out in an apartment above a store along the street where the show was being held. The fire took place during the trophy ceremony. Firefighters placed tarps over two cars, including a 1941 Lincoln that won the Mayor's Trophy, in the immediate vicinity to protect them from water and debris. Nothing like a building fire to make a car show memorable!



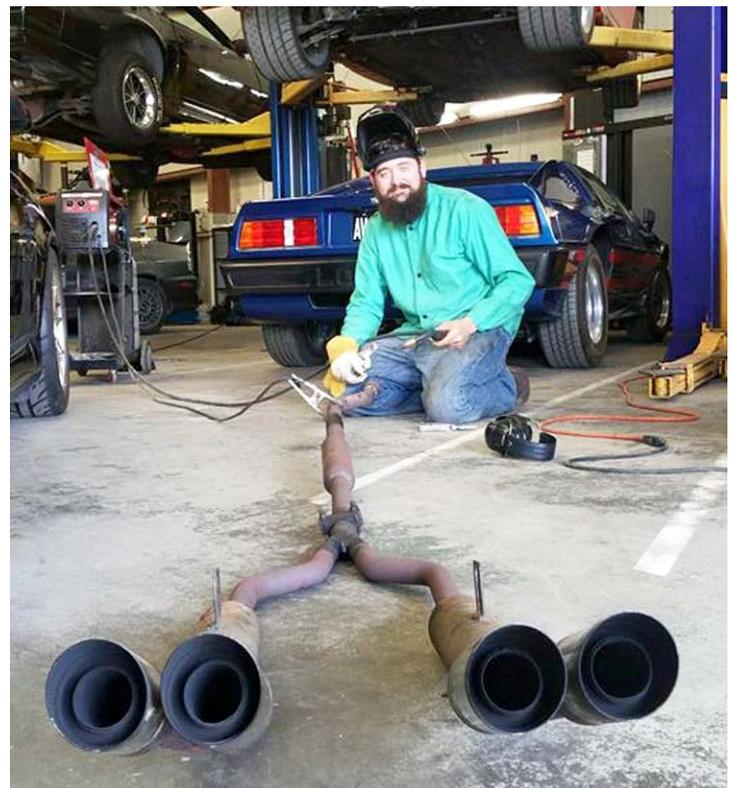
Jonathan Thomson autocrossing his TR6 with the Capital Driving Club in Waldorf, Maryland, on May 9th



Demonstrating his versatility, Jonathan Thomson gives a ride to one of the Chick-fil-A cows in the Easton, Maryland, St. Patrick's Day Parade on March 17th



Arleigh Cottrell (right) provides technical know how as Rob Mancuso installs new rear springs on his TR6 near Chesapeake Beach, Maryland, on April 18th. No more rear end dip on acceleration!



Stephen Smalling takes advantage of some shop time to weld a leak in the exhaust of his 1972 Spitfire

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

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

Lost and Found. If you loaned a California Duster to the McLaren representative at Britain on the Green, you may reclaim it (the duster, not the McLaren) by calling 202-415-1599

Wanted - TR250, looking for a driving car which has solid frame and floors, scruffy condition is fine. Contact Carleton at C.Brown579@btinternet.com

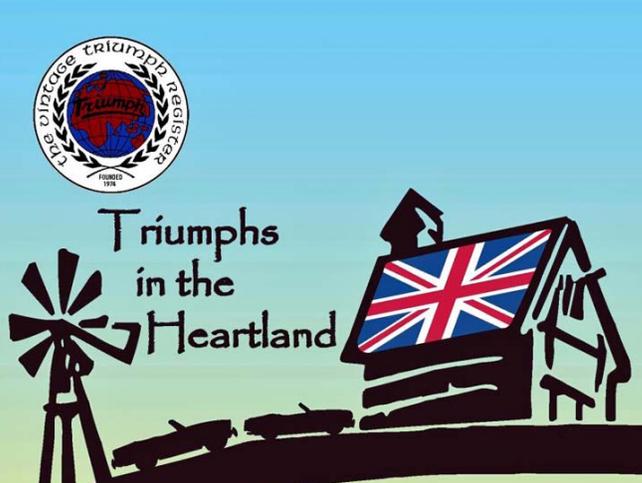
EVENTS

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

- Jun 16-19 - TRA Nationals, Solomons Island, MD
- Jun 21 - Sully Antique Car Show, Chantilly, VA
- Jun 28 - Brits By The Bay, Westminster, MD
- Jul 10 - Deadline for the July edition of *The Standard*
- Jul 12 - British Invade Gettysburg, PA
- Jul 14 - CTR ESB meeting, Arlington, VA
- Jul 25 - Horse Country Drive, Haymarket, VA *CTR*
- Aug 7 - Deadline for the August edition of *The Standard*
- Aug 9 - MG/Triumph Test Drive, Bull Run Regional Park *CTR*
- Aug 11-14 - VTR National Convention, Fontana, WI *CTR*
- Aug 15 - Capital Driving Club Autocross, Winchester, VA
- Aug 30 - Cruisin' for Crustaceans *CTR*
- Sep 8 - CTR ESB Meeting, Arlington, VA
- Sep 19 - British Carr Club of Delaware show, Dover, DE
- Sep 19 - 40th Edgar Rohr Memorial Antique Car Meet, Manassas, VA, <http://www.bullrunaaca.org/>
- Sep 20 - Classics on the Green, Glen Allen, VA
- Sep 26 - MGs on the Rocks, Belair, MD
- Sep 26-27 - Meeting of the Marques, Carlisle, PA
- Oct 2-3 - SVBCC British Car Show, Waynesboro, VA
- Oct 11 - Hunt Country Classic, Middleburg, VA, and CTR Picnic *CTR*
- Oct 16-19 - America's British Reliability Run, Delaware Valley Triumphs

*** Much More to Come ***

Keep up to date on CTR events by visiting our on-line calendar: <http://capitaltriumphregister.com/events/> for details, updates, changes, and additions.



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THE STANDARD

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Triumph Trivia

Christopher Yurasko

TRIUMPH TRIVIA: Which was the bigger seller, the Triumph Spitfire or the MG Midget?

Answer: The Triumph Spitfire. MG made 226,001 Midgets over its 1961-1979 history, though they used a Triumph engine for the last seven years of its run. Triumph made 314,332 Spits from 1962 through 1980. But to be fair, we must mention that 129,347 Austin Healey Spites were also manufactured from 1958 through 1971.



Photo credits: Page 1 Lionel Mitchell; Page 5 Stephen Oertwig; Page 6 top Arleigh Cottrell; Page 6 bottom René Burcksen; Page 7 top left Heath Bjordahl; Page 7 top right Scott Thomson; Page 7 bottom right Art Fournier; Page 8 Heath Bjordahl, Art Fournier, and Stephen Oertwig; Page 9 Bill Goodwin; Page 12 top two Stephen Oertwig; Page 12 bottom Art Fournier; Page 13 left Rob Thomson; Page 13 top right Art Fournier; Page 13 bottom right Stephen Smalling

Signs of the Times



Two this month courtesy of Patrick Carter.

Who would dare park near the signs on the right?



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THE STANDARD





THE STANDARD

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*Some of the Wedges at the Triumphs Around the Chesapeake (TRAC) Brits by the Bay show held on June 28th at the Carroll County Farm Museum in Westminster, Maryland.
For more on the show, see page 6.*

PAGES 1 and 6 - Brits by the Bay; PAGE 2 - From the President; CTR Happenings; PAGE 3 - Horse Country Drive; PAGE 4 - MG / TR Test Drive; Trending with CTR; PAGE 5 - Cruisin' for Crustaceans; PAGE 8 - TRA National Meet; PAGE 10 - Personal Triumphs: Interview with Christopher Yurasko; PAGE 12 - My 4th of July Journey; PAGE 13 - George Mason Day; PAGE 14 - Classified; Events; PAGE 15 - Club Info; PAGE 16 - Odds and Ends



From the President

By Stephen Oertwig

Club members show the CTR flag at local shows

This year has been great for British car shows. Starting with the sunshine Capital Triumph Register had for Britain on the Green, the weather has been pleasant for various shows in our area. The threat of rain really dampens enthusiasm to show roadsters, but we've had mild weather in general at most car shows.

CTR members have turned out in force, and have won many awards for their efforts. It is nice to see members' cars, but it really is satisfying to meet CTR members at various venues. I enjoy meeting CTR members I have not yet met, and hearing the stories about their cars. CTR members have stories about their cars.

I've talked to members who bought their Triumphs new. There are stories about how it took years to restore a neglected Triumph. Best stories are about the travels members have had in their cars.

Members are the true strength of CTR; Triumphs are the common bond. CTR events bring us together to share camaraderie and the fun of driving Triumphs.

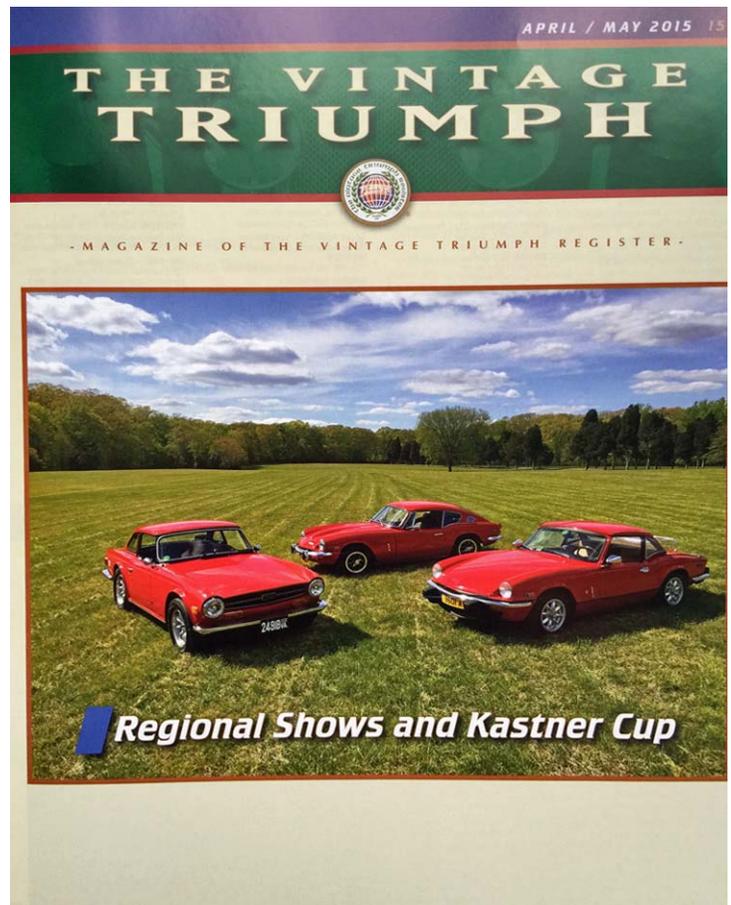
Hope to see everyone at the Horse Country Drive July 25. I've not done this before, so it should be a great drive. The MG Club's Test Drive has been changed from August 9 to August 29. This is the same date as the White Post Open House and Car Show. CTR's wildly popular annual Cruisin' for Crustaceans tour follows August 30.

August 11-14 also is Vintage Triumph Register's annual convention in Wisconsin. I'm frantically working on the 2000 for the 826-mile drive. I have a new brake master cylinder to install and have been polishing a set of rims.

CTR is a Vintage Triumph Register chapter. Gracing the cover of VTR's latest The Vintage Triumph magazine are the brilliant red Triumphs of Steve Mumma (TR6) Jay Christopher (GT6) and Patrick Carter (Spitfire 1500). Patrick photographed the trio of Britain on the Green winners at Gunston Hall. There is a two-page spread about Britain on the Green in Issue No. 151 of the magazine.

VTR members should receive this issue soon. Membership in VTR is \$35 yearly. Details are at <http://www.vtr.org/>.

Last month I talked about fuel problems. I drained the tank on the 2000 and disposed of the foul fuel properly. The fuel filter



was full of rust or something rust-colored. The fuel pump filter also was gunked up. New gasoline and new fuel filter seems to have cured problems for now.

Drive on, and drive often.

Please welcome CTR's newest members:

- ◆ Stan Olownia of Ashburn, Virginia, who drives a black 1980 TR7 Spider
- ◆ Jay Hicks and Camilla Taft of Arlington, Virginia, who drive an orange 1976 Spitfire



CTR Happenings

Summer and Fall Events

On July 25th, CTR will hold its annual Horse Country Drive over some delightful and scenic backroads through the western suburbs of Virginia. Details are on page 3.

The Vintage Triumph Register's annual convention will be held August 11th-15th in Fontana, Wisconsin.

On August 29th (new date), CTR will again participate in the MG Car Club Washington DC Centre Test Drive event to be held at the Bull Run Regional Park near Centreville, Virginia. Details are on page 4.

On August 30th, we will hold our 22nd annual Cruisin' for Crustaceans run through Southern Maryland. Details are on page 5.

Looking ahead, on October 11th the MG Club will host its annual Hunt Country Classic show near Middleburg, which will be followed by the CTR post-show get together in Haymarket, Virginia.

November is shaping up to be very busy with the Fall Foliage Tour on the 1st, the T4 (Triumph, Taste, Tech, and Tour) on the 7th, and a Swap Meet on the 14th.

We'll also try to schedule other events, including a rally on the Maryland side of the Potomac. We're also looking at the possibility of tech sessions, additional drives, and Get Your Hands Dirty (GYHD) sessions. Speaking of GYHD sessions, if you have a project that requires a little help or expertise, consider hosting a GYHD. And if you just need a helping hand or bit of advice rather than a full blown GYHD, contact one of the board members or ask on our Facebook page.

Evites, Addresses, and Saving Trees

Please make sure CTR has an up-to-date e-mail address for you. We use Evites to pass along event details and reminders and need a good e-mail address to ensure you get the word.

Want to save paper, receive your newsletter more quickly, see it in full color, and save CTR a significant amount of money (about \$24 per member per year)? Contact Art Fournier about receiving your newsletter electronically rather than by regular mail.

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Drive ~~Horse Country Gallop~~ Lionel Mitchell

This year Art Fournier and I will lead the drive into Virginia horse country on Saturday, July 25. The drive is open to all drivers, both spirited as well as those who want a more leisurely drive. I will lead the former group; Art will lead the latter one. We will organize drivers into two groups, and we will have more pauses than last year to reassemble all the cars. IF YOU HAVE NOT GONE ON THIS DRIVE IN PAST YEARS BECAUSE OF THE PACE, OR IF YOU DID AND DID NOT LIKE THE PACE, NOW YOU CAN ENJOY THE BEAUTIFUL SCENERY AT A MORE LEISURELY PACE.

The drive will start and end in Haymarket, VA. We'll start in mid-afternoon. The drive will last about 2.5 to 3 hours. We'll end up at a park in Marshall, VA for a picnic dinner – BYO. From there, drivers are free to leave or to continue back to Haymarket to Pickle Bob's for soft serve ice cream.



Like previous years, the route will start by going west on VA-55 and then go through the edge of Bull Run Mountain to The Plains. From there, we'll go through some horse farms on the back roads to Middleburg. Then, we'll make a run past the Scott Farm, site of the Hunt Country Classic car show in Frogtown, through Rectortown, and Atoka before coming into Marshall. We'll end the drive with roads which start and end in Marshall, and then stop at the park for our picnic dinner at Northern Fauquier Community Park. This is the same route as last year.

Here are the particulars:

- Meet in the Walmart parking lot in Haymarket on VA-55 at 3:00 PM (near I-66 & US 15)
- Depart at 3:15 PM
- Drive will be about 2.5-3 hours in duration including pauses
- End at Northern Fauquier Community Park around 6:00 PM for picnic dinner – BYO
- Optional stop back in Haymarket at Pickle Bob's for ice cream
- Rain date: Sunday, July 26; all other details the same

Look for an e-vite in July. If you'd like to get a detailed road-by-road list to get a preview, email me.



CTR and BOG are on Facebook.

Search **Capital Triumph Register** and **Britain on the Green**

MG / TR Test Drive

August 29th

Charlie Scott

MG Car Club Washington DC Centre

The MG Club's annual Test Drive event is scheduled for Saturday, August 29th, from 9:00 to 12:00 in the Special Events Center area of Bull Run Regional Park in Centreville, Virginia. (Please note this is a change from the previously announced August 9th date.)

If you've ever wanted to drive a classic British car ... other than your own ... this is your opportunity to do so, and that opportunity is only limited by your attendance and whoever else attends. We've invited our friends in the Capital Triumph Register to join us again this year. Your choice of "other than your own" could include a Spitfire, TR6, TR7 (or whatever else the TR folks bring with them), in addition to a MGA, Midget, T-series, or just another MGB (the most commonly owned car in our Club).

The way this works is, I'll make a couple of brief opening remarks to welcome everyone and explain how little structure there is to this event and then we'll ask everyone to introduce themselves and their cars and then pair up for a little reciprocal driving (i.e., you drive mine, I drive yours).

We've reserved the special events sections of the Park where we have about a mile and a half out and back, and other than the occasional non-British car we pretty much have the road to ourselves. There is a speed limit so we won't be racing up and down the road, but rather a chance to work through the gears in a car similar to, but ultimately different than, your own. Please make sure you have proof of insurance in your car -- just in case anyone asks (like someone in law enforcement) because we told the park that ALL of the cars will be legally licensed and registered (hence insured) to drive on public roads.

To get to Bull Run take exit 52 off I-66 and go approximately 2 miles South on Route 29. Turn left on Bull Run Post Office Road and follow the signs to the Special Events Center -- we'll be set-up in an area just off the main road so look for a growing collection of classic British cars.

If you have any questions you can reach me at seescott@cox.net or 703-863-8707, and at that number the day of the event. CTR members should look for an invite as the date draws closer. Look forward to seeing you there!



Follow CTR on Twitter:

@CapitalTriumph

Trending with CTR

News of Members in Brief



Art Fournier's TR7 with Rob Mancuso's and Mark Shlien's TR6s in North Beach, Maryland, during one of the weekly car shows held along with the farmer's market.

A boardwalk, sea breezes, music, cars, and friends — Friday evenings don't get much better.



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Cruisin' for Crustaceans

August 30th
Art Fournier



The 22nd annual CTR Cruisin' for Crustaceans tour will be held on Sunday, August 30th. Arrive by 10:00 at the Shell Station in Upper Marlboro to allow us to leave promptly at 10:15 to cruise some of Southern Maryland's back roads and byways heading for a not too far out-of-the-way restaurant for lunch.

Plans call for lunch at the Lighthouse Restaurant in Solomons Island, Maryland. After lunch, R.J. Fortwengler and Sheila Skipper have offered a follow-on get together for libations and snacks at their weekend home in Calvert Beach overlooking the Chesapeake Bay about 10 miles north of Solomons Island.

We will use the same rendezvous point that we did last year, the Shell station at the intersection of Route 301 and the Marlboro Pike in Upper Marlboro, Maryland. (From the Washington Beltway, take Exit 11 and go southeast on Route 4 (Pennsylvania Avenue) to Route 301 in Upper Marlboro. Take Route 301 north toward Baltimore and go just over a half mile to the Marlboro Pike (Route 725), the second traffic light. The Shell station will be on your left. There are also a Dunkin' Donuts, McDonalds and other gas stations at the intersection, so facilities, gas, coffee, and donuts should all be available to meet any pressing need!

Our route this year will cover just over 50 miles and will take just over an hour and a half to run. It's a scenic route that will begin on country roads through Prince George's, Charles, and Calvert Counties then end on a pleasant stretch of highway through southern Calvert County to Solomons.

Those of you who have been in CTR for some time may remember visiting the Lighthouse restaurant in 2002. A few years ago, it burned down. Fortunately, it has been rebuilt and is now owned by the brothers who had previously operated Clarke's Landing in St. Mary's County, which we visited during Cruisin' for Crustaceans tours in 2003 and 2011. For more on the restaurant and a look at their menu, check out their website: <http://www.lighthouserestaurantanddockbar.com/>. The restaurant will do individual checks with tip included.

Truth in Advertising #1: Crabs are in extremely limited supply this summer. It's unlikely the restaurant will have any, so you crab-pickers will have to satisfy yourselves with something off the menu. Their menu has a varied selection and includes excellent crabcakes and snow crab legs.

Truth in Advertising #2: Parking at the restaurant (and all of Solomons Island for that matter) is extremely limited. You

may very well have to walk a block or so to the restaurant.

Please respond to the CTR evite to let Art Fournier – artfournier@comcast.net or 410-535-0690 – know if you'll be attending no later than August 26th in order to give the restaurant a solid headcount. You don't need a Triumph to participate – we hope you'll come along no matter what you're driving. If you can, please bring a folding chair for the stop at RJ's.

We hope to see you at what is one of CTR's longest running (over 20 years and going strong) and best-attended annual events!

Cruisin' for Crustaceans
August 30, 2015

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Brits By The Bay

June 28th
Art Fournier

Let's get the jokes about this show's name out of the way first. Since the show moved from Downs Park in Pasadena to the Carroll County Farm Museum near Westminster, Maryland, people have called the Brits by the Bay show Brits by the Barn or Brits by the Hay. Amusing perhaps, but unfair to what is really a very nice show in a very nice location. Brits by the Bay (BBTB) is sponsored by Triumphs Around the Chesapeake (TRAC), the Baltimore-centered club just to our north. BBTB is different from other local British car and motorcycle shows in two significant ways. First, cars are grouped by year of manufacture rather than by marque. Typically, the classes are five-year blocks such as 1976 to 1981. This gives you the opportunity to meet and socialize with a wider variety of enthusiasts than is typically the case. The other major difference is that very few awards are given out. There are, for example, no class winners only awards such as best of show and best Triumph and a few others. CTR's Glenn Minucci won the "Intrepid Sailor" award for having traveled the farthest to get to the show. Glenn lives in Southern Maryland and beat out CTR member Stephen Oertwig of Fredericks-

burg, Virginia, by a whopping one-tenth of a mile to garner the award.

The Carroll County Farm Museum is a very nice show venue. The grounds are ample and the museum provides a distraction for those (spouses, for example) looking for something more to do than admire British cars. One British "car" that did receive a lot of attention from the kids was a Jaguar-powered Alvis Scorpion. This light tank came equipped with Maryland historical license plates and propelled itself down the highway at a respectable clip!

Triumphs were well represented on the show field. Dennis Kruse is used to having the only French blue TR6 on the field; however, there were at least five at BBTB, greatly outnumbering the normally more common pimento cars. There was also a healthy showing of Wedges, with four TR8s outnumbering the three TR7s.

There were several CTR members on hand for the show: René Burcksen, Tom and Mary Burke (TR8), Art Fournier (TR7), Dennis Kruse (TR6), Glenn Minucci (Stag), Stephen Oertwig (2000 Saloon), and Stan Olownia (TR7). Electrical gremlins pestered two of the CTR attendees. (Electrical problems in Triumphs? No way!) The battery René Burcksen's TR250 was dead so he drove his Porsche replica instead and Tom Burke's battery gave up the ghost due to a bad alternator just as he arrived at the show. René drove Tom to the local Walmart so he could buy a replacement battery to allow his TR8 to get home under its own power.

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Door prizes were handed out throughout the day and at the awards ceremony there were drawings for a basket of cheer and raffle prizes. CTR's Tom Burke won the 50/50 drawing, which helped defray the cost of his new battery. All in all, BBTB was a very nice way to spend an overcast (but not rainy!) Sunday. From where I live in Southern Maryland, the roads were enjoyable (i.e., not the Beltway, I-95, or I-270). I'm looking forward to going back in 2016, even if BBTB is far from the Bay!



*Previous page: Dennis Kruse and his French blue TR6
Above left top to bottom: Tom Burke and TRAC's Gary Klein discuss
their TR8s; the Alvis Scorpion light tank;
Stephen Oertwig's 2000 Saloon and a TR10
Right top to bottom: Tom Burke and René Burcksen; a row of
French blue TR6s; Stephen Oertwig and Glenn Minucci*

2015 TRA National Meet Comes to Chesapeake Country

June 16th-19th
RJ Fortwengler

The Triumph Register of America (TRA) was established to aid owners in the preservation, maintenance and enjoyment of their TR2, 3, 3A, 3B, 4 and 4A classic sports cars. The TRA is an umbrella national organization with 27 local centers across the U.S. and each year one of their chapters sponsors the National Meet. This year the Mason-Dixon chapter was host to four days of activities centered around the Holiday Inn in Solomon's Island, MD.

Participants took advantage of all the wonderful history, food, fun, and back roads available in Southern Maryland (and well-known to CTR members!). They had picnics, rallies, a poker run, tours, tech sessions, and a car show.

I went down for the car show, which had two components: the Concours d'Elegance and the Participants Choice Show. The

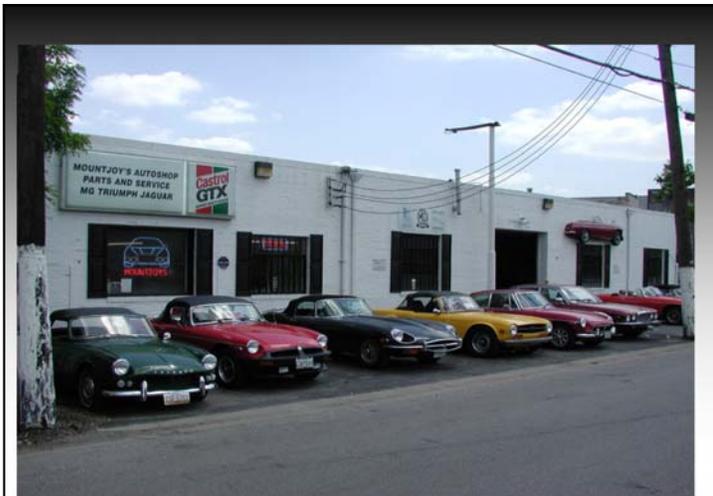
Concours is judged using the TRA Judging Standards and Restoration Guidelines, which are based on the Quality of Restoration (the condition of the various components) and Originality (the components presented match those specified for the model and commission number). The Concours is only open to the above-mentioned models.

The judging seemed quite serious and participants had clearly spent considerable time and money restoring their cars to exacting standards. TRA uses a 100-point scoring scheme with points allocated to four judging areas: Exterior (40 points), Underhood (20 points), Interior (25 points), and Chassis (15 points). In general, points are earned for quality and points are deducted for originality deviations.

The Participants Choice Show is open to all models of Triumph and was just that.....non-judged and based on the votes of participants. Winners of the Concours d'Elegance and the Participants Choice Shows were announced at the Awards Banquet on the last night of their gathering.

All in all, it looked like a successful and well-attended National Meet for the TRA.

For further information on the TRA go to: triumphregister.com



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CTR member Glenn Minucci lives nearby and attended several events in his Stag



A beautiful small-mouth TR2



This TR4 had a great look in Triumph (Conifer) Green



Recently restored, Serial #TS1 LO, is the first production TR2



Tool kit ready for inspection by the judges



Lots of early side curtain cars on display

The Vintage Triumph

Register was founded in 1974 and is dedicated to the maintenance, preservation and enjoyment of the Triumph marque. Membership benefits include a bi-monthly magazine, *The Vintage Triumph*. To join, send \$35 for a one-year US membership to:

The Vintage Triumph Register
PO Box 655
Howell, MI 48844



Or go to the Vintage Triumph Register website, www.vtr.org, for additional information and a membership application.



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Personal Triumphs: An Interview by and with Christopher Yurasko

I desperately need members to volunteer to be interviewed. I had to interview myself this month, which is a little awkward. Send me an email at cyurasko@yahoo.com.

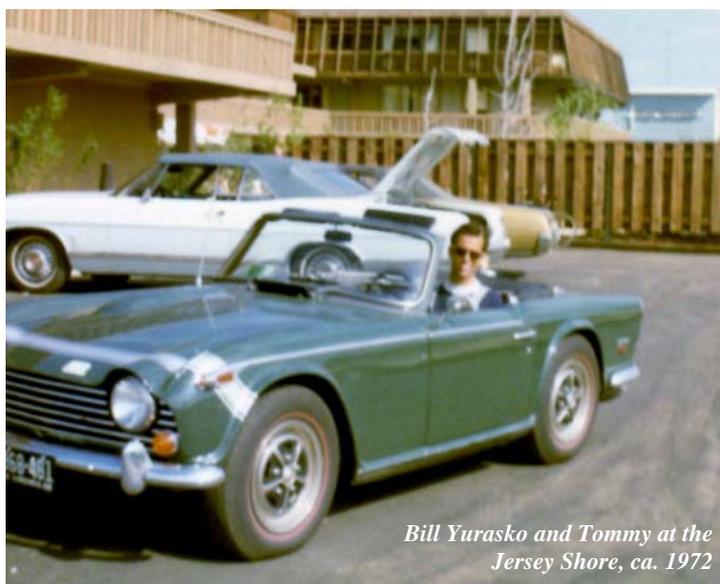
Tell us a little bit about yourself.

I am a local. I was born in Georgetown hospital and grew up in Vienna just off of Beulah Road where my mother still lives. Vienna in the first few years of my childhood was completing the transition from horse country to suburb. I remember biking past horse farms and there was even an old white three rail fence behind some bushes on our street from when our cul-de-sac was still horse country.

When I grew up and got married, I moved to the West End of Alexandria and bought a townhouse right before the market tanked. As the family grew we moved out to Burke, VA. My wife Sarah and I have three kids so far: Alexandra (7), Jonathan (3), and Elizabeth (6 months).

Do you have a favorite story or anecdote about Triumphs?

I grew up in a Triumph. My dad bought "Tommy," a green TR250, on July 10th, 1968 from the dealership in Arlington, VA. He moved up to New York, got married, and moved back to the area I was born. He used to strap my brother and me side by side into the front seat and take us on adventures. When I was very



Bill Yurasko and Tommy at the Jersey Shore, ca. 1972

little he would take my brother and me out early on Saturday mornings to watch the planes take off from Dulles airport. We would get donut holes and hot chocolate from the Mister Donut in Vienna and we wouldn't leave until the Concord took off.

He left Tommy to me when he passed in 2012. To this day, I think I've still spent more time holding the light for my dad while he fixed it than I have spent driving it. Still, my favorite times in Tommy are when I am driving my wife or kids around. I have three kids and two of them are just big enough for me to strap them in, separately of course, and go for a spin. Any time I get to take my wife for a ride is wonderful because it means there is a baby sitter and we can go have an adventure together, she is my favorite companion in driving and in life.



Christopher and Sarah at Assateague Island, VA, in 2015

How did the car get the name "Tommy"?

When my dad bought it his girlfriend at the time suggested that he name the car after her. He knew that he would have the car longer than the lady, so he quickly said it was a boy and gave it the first name that popped into his head. Within the family the car is always and only referred to by his proper name. My father even said it was his first son. To this day my brother and I still aren't sure whether or not he was joking.

What are your favorite drives in the area?

I love to explore the back roads of Clifton, VA. I put together an hour and a half route that keeps to the back roads and doesn't have any stop signs at the top of steep hills. I will have to write that up separately sometime or plan a driving event. There is a great ice cream stand in Clifton and a couple of fun restaurants.

When I am in Vienna, I love to drive up Beulah Road to Browns Mill, to Hunter Mill and then to Baron Cameron in Reston. From there I can head home via Rt. 7 or head on up into Great Falls.

What is your daily driver?

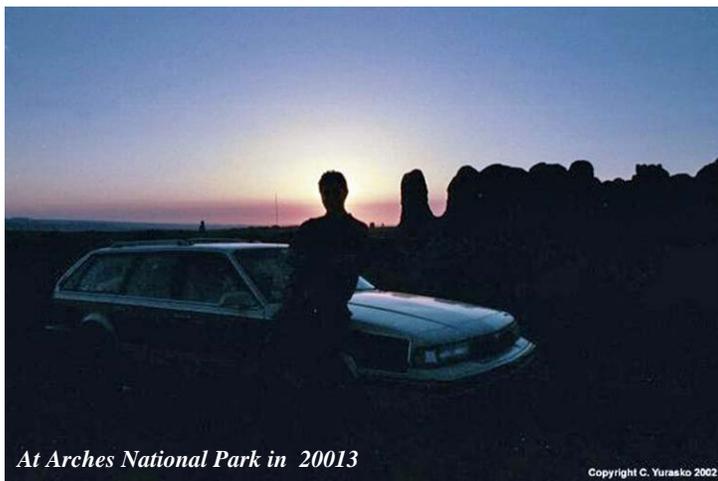
Until recently, it was a Honda Odyssey minivan that I tooted the kids around in when I was a stay at home dad. Now that I am working again, I drive my wife's old VW Jetta. I really tried to get her to buy into the idea of getting a TR7 for commuting, extolling its reliability, economic price, and good gas mileage, but she quickly saw through that and suggested that we just switch cars. I can't complain too much about the Jetta, it is small and peppy.

Do you want to get more Triumphs?

Someday... right now I barely get to drive the one car as it is, but I have a couple ideas. I would like to get a TR7 or 8 convertible while they are still cheap. I think there are some really great examples for sale out there that can be had for just a few grand. I am confident that you can't beat the fun factor of a TR7 or TR8 for the price. I also dream of doing a resto-mod on a navy TR6 with a tan interior. I think that is a handsome color combo on a 6.

What was your first car?

I bought a 1990 Oldsmobile Cutlass Cierra Wagon with fake wood paneling when I was in college. I took that thing everywhere. In the spring of 2002 I drove it across country with a couple of friends. We hit 37 states in just under 30 days and about 10,000 miles. I can't understate how important that trip was to my formation as a man. It really gave me an opportunity to make my own decisions, plot my own course, and stand on my own two feet. Plus I got to see the wonder of creation and how beautiful and diverse our country and her people are. I absolutely loved seeing the west and I can't tell you how proud I was to cross the Mississippi for the first time. I hadn't traveled much before that so every moment that I drove was the furthest west I had ever been and the furthest from home. I can't think about it without getting a severe bout of wanderlust. I saw the Badlands of South Dakota, the Pacific Ocean, Grand Canyon, Flatirons, and Arches. Plus all points between and met hundreds of people. I hope I get to do it again someday.



What are your other passions?

I have a few; I am fascinated by history and theology. I think most of my reading for pleasure goes into that. I've also been training and study martial arts for almost twenty years and really enjoy it. I didn't play a whole lot of sports as a kid, so when I started training in college I was very uncoordinated. It has been a huge challenge to develop the skills necessary to be successful at it and that has been one of the most rewarding things in my life. It is really fun to go onto the mat and just mix it up with someone. It is very invigorating and good reminder that you're alive. Plus there are just practical benefits, if I ever need to open a coconut, I can just place it on the ground and hit it.

What do you like about the club, what would you do differently?

I love this club. It is very well run and organized with active leadership. The folks who are involved are very passionate about sharing the joys of Triumphs. It's also a very open club, a lot of organizations tend to be insular and unwelcoming of new people and I have found that to be the exact opposite of the Capital Triumph Register. The only thing I would like to do differently is to actually get some free time on the weekends so I can go to events.





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

My 4th of July Journey Destination: Virginia Beach...Again!

Mark Shlien

Three years ago, I wrote an article for *The Standard* regarding my first drive to Virginia Beach in my 1970 TR6. I mentioned how upon arriving in Virginia Beach, I called Lionel Mitchell, then the President of Capital Triumph Register, to gloat of the effortless and trouble free ride I had. I clearly remember saying, "Lionel, I got 21 miles to the gallon, didn't have a single flat and didn't blow the engine!" The comments made by a few members relating to possible mechanical issues, although appreciated prior to my trip, did not materialize and so my call to Lionel was made with some pride and excitement!

Sadly, it wasn't until Day Two in Virginia Beach that my TR6 did in fact break down on the side of the road and with a little assistance from gravity made it into a parking lot. Sadly, I reached out to Lionel, less than a mere 24 hours later, this time without much swagger, to inform Lionel my car was "dead" and in a parking lot...did he know of anyone in the area that I could contact regarding repairs. I was able to get a couple of names of mechanics, but about this time a gentleman came up to me to let me a terrific garage a mile or two away worked primarily on British cars and he was going that way...he would inform the owner of my plight and have him contact me.

Such was the beginnings of my relations with Louis Foreign Car & Son (LFC). Less than one hour later, I was in the driveway of LFC, now owned and operated by Martin Vander Haeghe, Louis' son. Martin or as his friends call him "Tino," greeted me with a big handshake, a smile and a decency that allowed me to relax and feel I was in "good hands," as the commercial says. Louis Foreign Car was established in the 1970s and if you walk through LFC, whether the shop or the yard...you know that there is nothing that LFC hasn't seen as it relates to repairs...the garage is simply full of engine parts, fenders, there isn't a thing you can't find in the place...it's simply fun to walk around.



Well, Tino did a great job repairing my car and I've been heading down to VB to have him work on my car ever since. It's not always an easy drive, but LFC is only a couple of blocks from the beach, so I bring my towel, book and appetite, drop the car off in the morning and turn the entire day into a relaxing and enjoyable day.

As enjoyable as a day at the beach is...that's not the important part of the story. The important part of this story is that I'm not simply a customer at LFC anymore...I am a friend. On this 4th of July, when I pulled into LFC's lot, Tino didn't greet me with just a handshake or some question about my Triumph, he gave me a big hug, we laughed together and began talking about his family, cars, music, his shop and on and on the conversation went. Since my first "visit" to LFC, I've been to Tino's home, to one of his famous parties, met his lovely wife and daughters, and we have a friendship that came about all because of me buying an old car, breaking down in "VB" as the locals call it, and having the good fortune to end up at LFC.



Mark, Tino, and Mark's TR6

So, the moral of the story is...the next time you breakdown, don't be angry, don't be disgusted, see it as a chance to meet a new friend. There is something wonderful about owning a Triumph, you just have to "participate" to make the magic happen.

George Mason Day At Gunston Hall June 13th

On June 13th several members of the club represented CTR and our Britain on the Green show during Gunston Hall's George Mason Day celebration. In addition to answering questions about CTR and BOG, our cars participated in a small parade through the grounds. Bill Goodwin was on hand in his Herald convertible, Pete Farrell and Mark Shlien attended in TR6s, and Art Fournier and Lionel Mitchell showed off their TR7s. It was a great opportunity to repay Gunston Hall for some of the hospitality they've shown CTR at Britain on the Green.



Lionel Mitchell



Mark Shlien and Bill Goodwin relax in the shade



Mark Shlien in the TR6, Art Fournier and Lionel Mitchell, and Bill Goodwin in the Herald



A future gear head and Triumph driver in Mark's TR6

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

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

Lost and Found. If you loaned a California Duster to the McLaren representative at Britain on the Green, you may reclaim it (the duster, not the McLaren) by calling 202-415-1599

Wanted - TR250, looking for a driving car which has solid frame and floors, scruffy condition is fine. Contact Carleton at C.Brown579@btinternet.com

EVENTS

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

- Jul 25** - Horse Country Drive , Haymarket, VA *CTR*
- Aug 11-14** - VTR National Convention, Fontana, WI *CTR*
- Aug 14** - Deadline for the August edition of *The Standard*
- Aug 15** - Capital Driving Club Autocross, Winchester, VA
- Aug 29 (Note Date Change!)** - MG/Triumph Test Drive, Bull Run Regional Park *CTR*
- Aug 29** - White Post Restorations Open House and Car Show, White Post, VA, info@whitepost.com
- Aug 30** - Cruisin' for Crustaceans *CTR*
- Sep 8** - CTR ESB Meeting, Arlington, VA
- Sep 11** - Deadline for the September issue of *The Standard*
- Sep 19** - British Carr Club of Delaware show, Dover, DE
- Sep 19** - 40th Edgar Rohr Memorial Antique Car Meet, Manassas, VA, <http://www.bullrunaaca.org/>
- Sep 20** - Classics on the Green, Glen Allen, VA
- Sep 26** - MGs on the Rocks, Belair, MD
- Sep 26-27** - Meeting of the Marques, Carlisle, PA
- Oct 2-3** - SVBCC British Car Show, Waynesboro, VA
- Oct 11** - Hunt Country Classic, Middleburg, VA, and CTR Picnic *CTR*
- Oct 16-19** - America's British Reliability Run, Delaware Valley Triumphs
- Nov 1** - CTR Fall Foliage Run *CTR*
- Nov 7** - CTR T4 *CTR*
- Nov 10** - CTR ESB Meeting, Arlington, VA
- Nov 14** - CTR Swap Meet *CTR*

*** Much More to Come ***

Keep up to date on CTR events by visiting our on-line calendar: <http://capitaltriumphregister.com/events/> for details, updates, changes, and additions.




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in the
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THE STANDARD

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Triumph Trivia

Christopher Yurasko

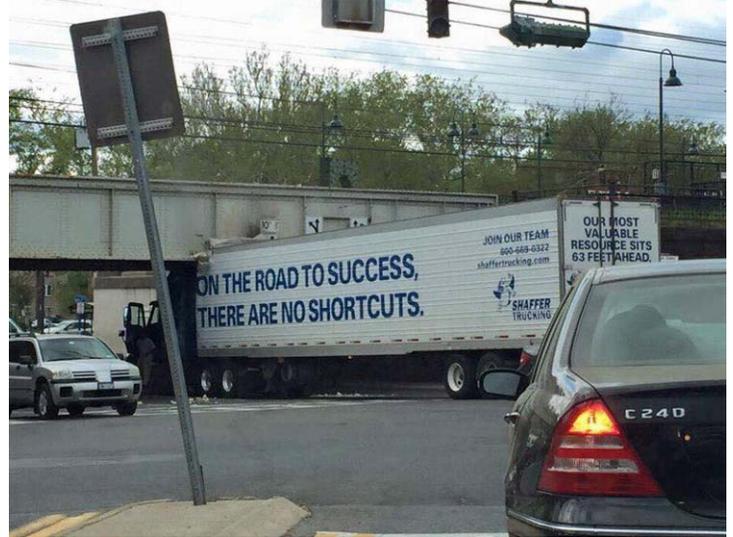
TRIUMPH TRIVIA: Which Triumph TR6 came first, the car or the motorcycle?

The TR6 Trophy was manufactured by Triumph Engineering Co Ltd from 1956 to 1973, but sadly never came in damson.

Answer: The motorcycle.



Signs of the Times



Apparently, the valuable resource sitting 63 feet ahead was looking for a shortcut on the road to success!

Photo credits: Pages 1, 4, and 6 Art Fournier; Page 7 Stephen Oertwig and Art Fournier; Pages 8 and 9 RJ Fortwengler; Pages 110 and 111 Christopher Yurasko; Page 12 Mark Shlien; Page 13 Pete Farrell and Art Fournier



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THE STANDARD





THE STANDARD

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*Scenic back roads were the order of the day for CTR's 4th annual Horse Country Gallop.
For more on this romp through Northern Virginia, see page 6.*

PAGES 1 and 6-8 - Horse Country Gallop; PAGE 2 - From the President; CTR Happenings;
PAGES 3 and 4 - Trending with CTR; PAGE 4 - MG / TR Test Drive; PAGE 5 - Cruisin' for
Crustaceans; PAGE 9 - The National Capital Sports Car Races; PAGE 10 - Events; Garage Sport
Gold: Window Crank Pins; PAGE 11 - CTR Regalia; PAGE 12 - Into the Woods;
PAGE 13 - Classics on the Green; PAGE 14 - Personal Triumphs: Interview with RJ
Fortwengler; PAGE 18 - Classified; PAGE 19 - Club Info; PAGE 20 - Odds and Ends

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From the President

By Stephen Oertwig

Drive On and Drive Often has been my mantra the past year. I took my words to heart and drove the 2000 to the Vintage Triumph Register convention in Fontana, Wisconsin. The many treks to area shows starting with Britain on the Green helped sort out issues with the saloon before hitting the road August 9.

Last thing I did was pull the plugs. We had leaned them out gradually over the summer, and they almost had that golden brown look. The magic penny tool leaned out 1/16 of a turn for good measure. I had new tires after replacing the 13-inch rims with 14-inch rims shod with 185-70 tires. I was not driving on 12-year-old tires.

I'm always thankful for Capital Triumph Register members. Our traveling partners were CTR members Jack and Carolyn Schmelyun, their car restoration friends, and Triumphs around the Chesapeake member Gary Klein with a TR8. We picked up another TR8 driver in Dayton, Ohio, and another TR8 driver in El Paso, Illinois. Jack and Carol were carrying a beautiful TR250. We saw only one other Triumph on the journey to Wisconsin.

I admire the Wedge owners for the fervor they have for the last of the Triumphs. As a former Wedge owner, I share the passion for a great car that is fun to drive. Don't sell the Wedges short; they offer just as much fun as any of the other Triumph sports cars.

It takes a lot of love to spend two days in a car that does not have air conditioning. My project for winter is to install AC.

Our moving time in the 2000 was 16 hours 15 minutes. That is moving time. Does not include gas stops when mileage was only 20 miles per gallon, stops to let the TR8 put tops up when it started to rain in Illinois, and studying the map when one interstate was closed.

Total driving distance was 932 miles. The big surprise was the average speed: 60.4 mph. That was a big improvement from when we drive the GT6 to the VTR convention in Rockford, Illinois, in 2005. Average speed then was about 45 mph.

It is an expensive commitment to attend a VTR convention. I do it because I am proud of CTR and its members. We do so much to help others, and we also do much to help keep Triumphs on the road.

The CTR banners will be flying proudly at Lake Geneva. It's not important that I win, but it is important to show we are a great VTR chapter.

It also is important to share the fellowship Triumph owners share. We do it often within CTR. Find the inspiration to get your Triumph ready, and get out on the road. We have the resources to help you.

Drive on and drive often.

Please welcome CTR's newest members:

- ◆ Michael and Linda Harris of Leesburg, VA, who drive a sapphire black 1972 TR6
- ◆ Robert Bardwell of Broad Run, VA, who drives a black 1958 TR3A
- ◆ Kathleen Malling of Ashburn, VA, who drives a 1968 TR250



CTR Happenings

Late Summer and Fall Events

On August 29th (new date), CTR will again participate in the MG Car Club Washington DC Centre Test Drive event to be held at the Bull Run Regional Park near Centreville, Virginia. Details are on page 4.

On August 30th, we will hold our 22nd annual Cruisin' for Crustaceans run through Southern Maryland. Details are on page 5.

September and October include several British car shows throughout the region. These are listed in our events calendar on page 10 of this issue. Links and details may be found on CTR's web site: <http://www.capitaltriumphregister.com/>

Looking ahead, on October 11th the MG Club will host its annual Hunt Country Classic show near Middleburg, which will be followed by the CTR post-show get together in Haymarket, Virginia.

November is shaping up to be very busy with the Fall Foliage Tour on the 1st, the T4 (Triumph, Taste, Tech, and Tour) on the 7th, and a Swap Meet in Haymarket, VA, on the 14th. The Swap Meet will give you a chance to sell your unneeded Triumph parts or trade them for someone else's.

We'll also try to schedule other events, including a rally on the Maryland side of the Potomac. We're also looking at the

possibility of tech sessions, additional drives, and Get Your Hands Dirty (GYHD) sessions. Speaking of GYHD sessions, if you have a project that requires a little help or expertise, consider hosting a GYHD. And if you just need a helping hand or bit of advice rather than a full blown GYHD, contact one of the board members or ask on our Facebook page.

Evites, Addresses, and Saving Trees

Please make sure CTR has an up-to-date e-mail address for you. We use Evites to pass along event details and reminders and need a good e-mail address to ensure you get the word.

Want to save paper, receive your newsletter more quickly, see it in full color, and save CTR a significant amount of money (about \$24 per member per year)? Contact Art Fournier about receiving your newsletter electronically rather than by regular mail.

And please don't forget to give us your new e-mail and mailing addresses and phone numbers when they change. It's hard to let you know about CTR events when we don't know how to contact you!

CTR You Tube Channel

Thanks to Christopher Yurasko, CTR now has its own You Tube channel where you may view BOG and CTR event videos. Here's the link: <https://www.youtube.com/channel/UCBXSxSCRFXkbEuK5z1tE5A/playlists> Post videos on You Tube, then send the link to Christopher (cyurasko@yahoo.com) to be included.

CTR Gift Memberships

Looking for a special present for that Triumph-loving friend? Consider a gift membership in CTR. Send in a membership application and indicate it's a gift from you. Your generosity will be recognized with a card enclosed with the first month's newsletter

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Trending with CTR

News of Members in Brief



Stephen Oertwig's 2000 Saloon gets serviced and a new set of 14" wheels and tires in preparation for the 2015 VTR National Convention



Stephen Prior takes a page from Tom Burke's play book to find a way to mount CTR and BOG "grill" badges on his TR7



Stephen Smalling's Spitfire in good company at Cars and Coffee at Dulles on August 2nd

MG / TR Test Drive

August 29th

Charlie Scott

MG Car Club Washington DC Centre

The Club's annual Test Drive event is scheduled for August 29, 2015, from 9:00 to 12:00 in the Special Events Center area of Bull Run Regional Park, a property of the Northern Virginia Regional Park Authority, in Centreville, VA.

If you've ever wanted to drive a classic British car ... other than your own ... this is your opportunity to do so, and that opportunity is only limited by your attendance and whoever else attends. Our brethren in the MG A & T clubs are welcome and we've invited our friends in the Capital Triumph Register to join us again this year so your choice of "other than your own" could include a Spitfire, TR6, TR7 (or whatever else the TR folks bring with them), in addition to a MGA, Midget, T-series, or just another version of your MGB (the most commonly owned car in our Club). In previous years we've had members bring other types of cars such as a Factory Five Cobra, Jaguar XJ8, and Porsche 911.

The way this works is I'll make a couple of brief opening remarks to welcome everyone and explain how little structure there is to this event and then we'll ask everyone to introduce themselves and their cars and then pair up for a little reciprocal driving (i.e., you drive mine, I drive yours). I'm certain the car I'll bring this year is my 74 Midget, unless I do something silly and then it will be a 2014 Prius (yeah, no fun). With my Midget, I'll hand you the keys and tell you to pretend that 2nd gear is NON-synchro when downshifting, otherwise to enjoy the ride.

We've reserved the special events sections of the Park where we have about a mile and a half out & back, and other than the occasional non-British car we pretty much have the road to ourselves. There is a **speed limit** (and that is **highlighted** in our contract with the park), so we won't be racing up and down the road, but rather a chance to work through the gears in a car similar to, but ultimately different than your own. Please make sure you have proof of insurance in your car -- just in case anyone asks (like someone in law enforcement) because we told the park that ALL of the cars will be legally licensed and registered (hence insured) to drive on public roads.

To get to Bull Run take exit 52 off I-66 and go approximately 2 miles South on Route 29. Turn left on Bull Run Post Office Road and follow the signs to the Special Events Center -- we'll be set-up in an area just off the main road so look for a growing collection of classic British cars.

If you have any questions, you can reach me at seescott@cox.net or 703-863-8707, and at that number the day of the event. CTR members should respond to the evite or RSVP to Bruce Hislop at bmhislop@hotmail.com. Look forward to seeing you there!

Trending with CTR

News of Members in Brief



Vince Zalenski's 1980 russet TR7, "Spud," in a local car show in Howard County, Maryland



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Cruisin' for Crustaceans

August 30th
Art Fournier



The 22nd annual CTR Cruisin' for Crustaceans tour will be held on Sunday, August 30th. Arrive by 9:45 at the Shell Station in Upper Marlboro to allow us to leave **promptly** at 10:15 to cruise some of Southern Maryland's back roads and byways heading for a not too far out-of-the-way restaurant for lunch.

Plans call for lunch at the Lighthouse Restaurant in Solomons Island, Maryland. After lunch, R.J. Fortwengler and Sheila Skipper have offered a follow-on get together for libations and snacks at their weekend home in Calvert Beach overlooking the Chesapeake Bay about 10 miles north of Solomons Island.

We will use the same rendezvous point that we did last year, the Shell station at the intersection of Route 301 and the Marlboro Pike in Upper Marlboro, Maryland. (From the Washington Beltway, take Exit 11 and go southeast on Route 4 (Pennsylvania Avenue) to Route 301 in Upper Marlboro. Take Route 301 north toward Baltimore and go just over a half mile to the Marlboro Pike (Route 725), the second traffic light. The Shell station will be on your left. There are also a Dunkin' Donuts, McDonalds and other gas stations at the intersection, so facilities, gas, coffee, and donuts should all be available to meet any pressing need!

Our route this year will cover just over 50 miles and will take just over an hour and a half to run. It's a scenic route that will begin on country roads through Prince George's, Charles, and Calvert Counties then end on a pleasant stretch of highway through southern Calvert County to Solomons.

Those of you who have been in CTR for some time may remember visiting the Lighthouse restaurant in 2002. A few years ago, it burned down. Fortunately, it has been rebuilt and is now owned by the brothers who had previously operated Clarke's Landing in St. Mary's County, which we visited during Cruisin' for Crustaceans tours in 2003 and 2011. For more on the restaurant and a look at their menu, check out their website: <http://www.lighthouserestaurantanddockbar.com/>. The restaurant will do individual checks with tip already included.

Truth in Advertising #1: Crabs are in extremely limited supply this summer. It's unlikely the restaurant will have any, so you crab-pickers will have to satisfy yourselves with something off the menu. Their menu has a varied selection and includes excellent crabcakes and snow crab legs.

Truth in Advertising #2: Parking at the restaurant (and all of Solomons Island for that matter) is extremely limited. You

may very well have to walk a block or so to the restaurant.

Please respond to the CTR evite or let Art Fournier – artfournier@comcast.net or 410-535-0690 – know if you'll be attending no later than August 26th in order to give the restaurant a solid headcount. You don't need a Triumph to participate – we hope you'll come along no matter what you're driving. If you can, please bring a folding chair for the stop at RJ's.

We hope to see you at what is one of CTR's longest running (over 20 years and going strong) and best-attended annual events!



Cruisin' for Crustaceans
August 30, 2015

410-231-2256

14636 South Solomons Island Rd • Solomons, MD 20688
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Horse Country Drive

July 25th

Art Fournier

Country lanes, stone walls and white fences, estates, and quaint villages all help define Virginia's horse country. But for CTR, it is mostly the roads that hold our interest. Narrow and winding with few stops and light traffic, these are the roads our cars were designed for. 2015 marked CTR's fourth annual Horse Country Gallop, a spritely romp through the scenic Virginia byways. Unlike earlier drives, this year's event offered an option: spirited or touring. Participants were given the option of following event organizer Lionel Mitchell at a challenging pace or they could follow Art Fournier at a more sedate pace to enjoy the scenery.

Nineteen Triumphs with 31 drivers and passengers took part, the largest turnout in the event's history. The cars ranged from TR3s to TR8s and from Spitfires to a 2000 Saloon. The group gathered in the parking lot of the Haymarket Walmart on a hot, but dry, July afternoon. As usual the Triumphs brought out on-lookers who reminisced about cars they (or their parents or even older relatives) once owned. After some socializing and a route overview from Lionel, the two groups were off. The first group quickly outpaced the second. And gained an even larger lead after "Wrong Way" Fournier took his group on an excursion down an unpaved and very dusty road.



The first stop was in Middleburg where the two groups joined back up. After a few drivers switched groups, the tour was off again for the second stop in Delaplane. There was more group switching before the tour was off on its third leg, which went through Marshall then on to some of the most challenging roads on the tour. Then it was back to Marshall and on to the

Northern Fauquier Community Park where most of the cars stopped for a BYO picnic. After dinner, CTR president Stephen Oertwig passed out tickets for door prizes from his seemingly endless supply of CTR grill badges, promotional tee shirts, ball caps, travel mugs, and gift certificates. Finally, a few of the participants challenged their Lucas electrical systems by proceeding back to Haymarket for ice cream as dusk approached.

The trip was not without mechanical issues. The first problem was a leaky TR6 radiator hose back at the Walmart. Lionel came to the rescue with a somewhat slightly used spare from his trunk. Along the way, there were also troubles with fuel filters and carburetors. But only one Triumph was unable to get home under its own power after it overheated. No names – we've all been there at one time or another.

Lionel's route is fantastic and goes through The Plains, Middleburg, Frogtown, Rectorstown, Marshall, Dudie, and villages places too small to have signs. The roads, as already noted, are great fun. And the scenery is beautiful. If you missed this year's Horse Country Gallop, be sure to add it to your calendar for 2016!



Left: Paul Edelstein reacts to Lionel Mitchell's driving instructions

*Above: Tom Burke with his TR8
and Joe and Rita Cannon in their TR6*

*Next page top left: Stan Olownia, Joe Cirigliano, Lionel Mitchell,
and Tim Shalvey chat at a rest stop*

*Center left: Sharon Edelstein reacts after winning one of Stephen
Oertwig's fabulous door prizes—reactions run in the family*

*Bottom left: The touring group waiting for a long, long freight train
to pass by*



*Above top: Robert Bardwell's TR3A
Above: Elyse Rinne, Stephen Smalling, and Rich Smalling
Talk with Joe Cannon at Northern Fauquier Community Park*



The Horse Country Drive (Continued from Page 7)



Top left and right: At the Middleburg rest stop
 Above: Triumphs at home on country roads
 Below: Rich Wilkins' TR3A and Tom Burke's TR3
 Bottom right: At the Delaplane rest stop



America's British Reliability Run
 October 16th - 18th
 Benefits St. Christopher's Foundation for Children
 Philadelphia, PA
<http://britishreliability.org>

The National Capital Sports Car Races, May 1954

Jeremy R. Kinney
(triumphsearch@yahoo.com)

Did you know that the U.S. Air Force saved sports car racing in the 1950s? The Sports Car Club of America (SCCA) began to sanction road racing in 1948. They wanted to galvanize the surge of enthusiasm for European two-seat performance cars. By 1952, sports car racing in the United States outgrew the original street courses like Watkins Glen, New York, especially in regard to providing a safe environment for spectators. U.S. Air Force Gen. Curtis E. LeMay offered the use of the runways of Strategic Air Command (SAC) air bases to the SCCA, which reflected his own enthusiasm and would raise money to improve living conditions for his personnel. Soon, sports cars raced down the same runways used by SAC bombers and fighters. LeMay and SAC provided the venue for sports car racing to grow.

The pinnacle of the SAC-SCCA partnership was the National Capital Sports Car Races held at Andrews Air Force Base on Sunday, May 2, 1954. Attendees could look forward to seeing America's front-line military jets and the latest cars from the General Motors Corporation on display. Dave Garroway, the host of NBC's *Today* morning television program, was the emcee while entertainer Bob Hope served as the Grand Marshal.

With 60,000 spectators in attendance, the Andrews races witnessed a record number of 165 registered drivers present to compete in six races over a three-mile long, nine-turn runway course. There were no accidents; just a spin-out every so often by a zealous driver. Air force officer Maj. Bill Kinchloe, stationed at the Pentagon, won three of the preliminary heats in an Austin-Healey 100 roadster, which was an example of how LeMay's wish for air force officers to go racing was fulfilled. Winning also served as great advertising fodder for British car dealers the following week. Washington area sports car dealer Manhattan Auto proudly displayed Kinchloe's car in its showroom as it invited potential owners to visit through newspaper advertising.

The final event was the 201 mile race for the SCCA's President's Cup at 4:00 pm. A *Washington Post* reporter joked that with names like Ferrari, Siata, Osca and Bandini, the cars entered "sound more like an Italian menu than familiar names of autos." The winner was wealthy amateur driver, Bill Spear, in his Ferrari 375MM, who edged out Chicago millionaire Jim Kimberly on the last lap. Spear received the trophy from President Eisenhower in

the Oval Office with air force personnel and SCCA officials in attendance. *Sports Illustrated* proclaimed it was the most exciting automobile race of 1954.

To see a small figment of what the Andrews race was like, take a look at this silent color home movie from the event: "Sports Car Racing 1950s," <https://www.youtube.com/watch?v=oj6AUuHNGmQ>. For more information, you can check out my article, "Racing on Runways: The Strategic Air Command and Sports Car Racing in the 1950s," in *ICON: Journal of the International Committee for the History of Technology* 19 (2013): 193-215.



Program cover for the National Capital Sports Car Races
(International Motor Racing Research Center)



CTR and BOG are on Facebook.

Search **Capital Triumph Register** and
Britain on the Green

EVENTS

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

Aug 29 (Note Date Change!) - MG/Triumph Test Drive, Bull Run Regional Park *CTR*

Aug 29 - White Post Restorations Open House and Car Show, White Post, VA, info@whitepost.com

Aug 30 - Cruisin' for Crustaceans *CTR*

Sep 4 - Deadline for the September issue of *The Standard*

Sep 5-6 - Virginia Scottish Games British Car Show, Great Meadow, The Plains, VA

Sep 8 - CTR ESB Meeting, Arlington, VA

Sep 10-12 - 6 Pack Trials, Galloway, NJ

Sep 19 - British Carr Club of Delaware show, Dover, DE

Sep 19 - 40th Edgar Rohr Memorial Antique Car Meet, Manassas, VA, <http://www.bullrunaaca.org/>

Sep 20 - Classics on the Green, Glen Allen, VA

Sep 26 - MGs on the Rocks, Belair, MD

Sep 26-27 - Meeting of the Marques, Carlisle, PA

Oct 2-3 - SVBCC British Car Show, Waynesboro, VA

Oct 9 - Deadline for the October issue of *The Standard*

Oct 11 - Hunt Country Classic, Middleburg, VA, and CTR Picnic *CTR*

Oct 16-19 - America's British Reliability Run, Delaware Valley Triumphs

Oct 17 - Rockville, MD, Antique and Classic Car Show

Nov 1 - CTR Fall Foliage Run *CTR*

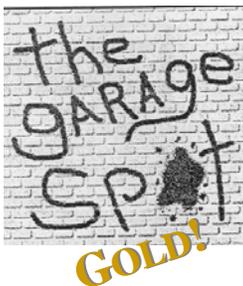
Nov 7 - CTR T4 *CTR*

Nov 10 - CTR ESB Meeting, Arlington, VA

Nov 14 - CTR Swap Meet *CTR*

*** Much More to Come ***

Keep up to date on CTR events by visiting our on-line calendar: <http://capitaltriumphregister.com/events/> for details, updates, changes, and additions.



Window Crank Pins

Paul Scuderi
Originally published in the
January 2001 edition of
The Standard

Here's a clever little tech tip that was in our newsletter back in 2001.

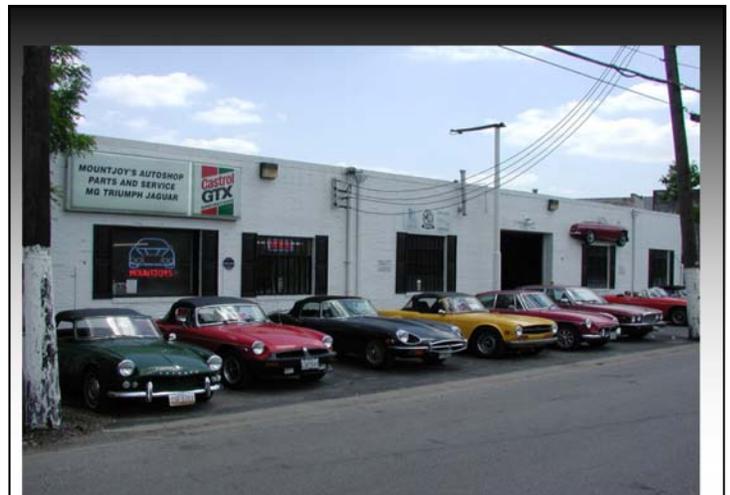
When designing the installation of the window crank handle, the folks in Triumph R&D seemed intent on making the pin installation as frustrating as possible. If one follows the manual, one must place the crank handle onto the shaft, and while one

compresses the vinyl panel away from the crank, one must slide a 1/8 inch by 3/4 inch pin between the handle and vinyl and through the crank hole, all without marring the vinyl with your pair of needle nose pliers. Invariably, one drops the pin, causing one to crawl around on one's hands and knees until one spots it (usually perfectly centered beneath one's car). One gets the idea, doesn't one?

Take comfort, there is an easier way. The problems with this procedure are A. the connection between pin and needle nose, and B. the narrow workspace between crank handle and vinyl panel.

Here's how one conquers this task:

The pin is almost the exact diameter of a piece of AWG #12 gauge solid wire. Measure the length of your original pin. Using a 6 inch piece of #12 wire (copper in my case, I'm an electrician by trade) gently compress with cutting pliers one end of the wire to create the original pin length. Don't cut it. Just mar it. Compress the vinyl away from the crank and, holding the "long" end of the copper wire, slide the short end through the crank hole. When you've centered (and while still holding the vinyl away), work the long end back and forth until the wire breaks at the mark. Voila! No fuss, no muss, no four-letter words to share with the neighborhood!



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We have our CTR club logo and the BOG logo on-file with Fourth Gear under the British Car Club Logo Gallery. These logos can be embroidered on the different items. Products such as polo shirts, sweatshirts, jackets, caps, patches, and tool bags, among other products, can be selected under the On-line Shopping link. Enter the logo code (CL003 for CTR or CL027 for BOG) as part of the item description and then check out as with any on-line web site. Ordering instructions are given on the home page. Embroidered items can be ordered in any quantity.

We are moving away from having to manage club regalia inventory. Having a supplier such as Fourth Gear allows us to do that while still having a source where members can order regalia on-demand.

When exploring the Fourth Gear web site, you'll also notice that they have other logo galleries for Triumph and other British cars as well as British marque logos. You could custom-design your own merchandise with more than one logo. Ralph at Fourth

Gear is very amenable to custom orders both in terms of the logos as well as products not show on the web site. So, feel free to call him if you want something completely different.

So, now there is no excuse for missing participation points at club events for not having club clothing.



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The Vintage Triumph Register was founded in 1974 and is dedicated to the maintenance, preservation and enjoyment of the Triumph marque. Membership benefits include a bi-monthly magazine, *The Vintage Triumph*. To join, send \$35 for a one-year US membership to:

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Or go to the Vintage Triumph Register website, www.vtr.org, for additional information and a membership application.



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Into the Woods

Tom Burke

There are many nice things about Pittsburgh, PA. However, all those nice things taken together would not get me to drive up there just to see them. I did that route many, many times for work and I know the scenery quite well enough, thank you. However, if you threw in about one thousand classic cars of many nationalities, arrayed on a golf course, surrounded by vintage race cars, chasing each other on public roads, bra-aaping and snorting through a beautiful park, then, OK, I guess I'd make an exception and drive to Pittsburgh once again.

So we did. My wife Mary and I and our son, Thomas (visiting from Portland, Oregon), left the TR8 behind and set out in the Honda Ridgeline to see the Pittsburgh Vintage Grand Prix, which has been held for thirty years, in the bosky dells, rolling hills, and verdant lawns of Schenley Park. Schenley is a Grand Prix location, if ever there was one, surrounded by architecturally striking residences and cool ethnic neighborhoods. It's good that we left the Silver Steed in the garage, as, just North of Frederick we were hit by a sudden, massive rainstorm that reduced traffic to a blinkers-on crawl all the way to Hagerstown. The TR8 interior would have been awash to the door handles before we could have gotten the top up.

We found our way through Pittsburgh and into the park, where we could hear the vintage racer-boys long before we saw them flashing through the woods. Parking is hard to come by in the park, unless you enter your car, and since I did not see a Ridgeline Class, we found a spot in one of the adjacent neighborhoods and we enjoyed walking through the neighborhoods that told you that America used to make steel, and Americans used to make money. Also, I think Pittsburgh used to be about ten degrees cooler in July than it was that weekend. Saturday was a lovely, sunny 90 degree plus day, with enough humidity to boil you in your shoes, but the crowds were there and so were the cars. I was delighted to see the AC Ace that some may recall from an episode of "Chasing Classic Cars." It was exquisitely restored to original racing condition by a gentleman's son, who then gave the car to his 80-something dad as a birthday gift. That same AC Ace, in fact, had once belonged to his dad, who had raced it in the early fifties. We watched as the son sped around the track, with his dad beside him in the passenger seat.

In the "British Car Day" area, there were easily 400-500 classics: Jags and Triumphs and Lotuses and MGs. The odd Bentley or Jensen here and there. I have to say the variety was not much different from your friendly neighborhood BOG. But there were some stunning Concours-quality cars, particularly the Jags, and, aside from the British cars, there were a couple hundred Italian classics, probably 50 or more Ferraris, as well as Lambos, Alfas, Fiats, Lancias, then another field full of Porsches, BMWs, Mercs and so on. All the high-roller dealerships had brought out their

McLarens, Aston-Martins and such. A full eighteen holes of car nerd Nirvana with a soundtrack of straight pipe music from cars of the 30s, 50s, and 60s. Pick a spot on the grass, enjoy your picnic lunch and watch the PVGP refuse to comply with modern race track rules. Heat stroke weather or not, this was the place to be.

We had booked rooms in the "Host Hotel," a "Hilton Garden Inn" some distance from the event. Sadly, this was NOT the place to be. While the clientele was certainly there for the GP, the hotel itself was old, stuffy, cramped, and under renovation, in a run-down part of town and it lacked a pool, which, given the temps, amounts to criminal negligence. Did I mention that this was Mary's and my 34th Anniversary? Best not to dwell on that. The cars were nice. And dinner, at a fine restaurant in "The Strip" District was very nice as well. I should say here, that CTR should gather as a group and make a pilgrimage to Pittsburgh for the PVGP. Our cars are as nice or nicer than the Triumphs I saw on the field, the scene is something from a bygone age, Pittsburgh has a lot of Industrial-grade charm, and having some other CTR ladies on hand to keep us boys out of the line of fire is always a good idea.

We returned the next day and toured the "Paddock," a woody glen, comparatively cool, where the racer boys set up shop and tinkered with some impressively fast and very rare cars. In fact, there were really more interesting cars there than on the show fields. Double-Bubble Fiat-Abarths, Lotus Formula Cars, Elvas, bug-eyes, TRs, and high-wheel Ford V8 racers from the '30s. A forest full of guys doing, in their 60s and 70s, what we all wanted to do in our 20s. God bless 'em. We watched a few races, hit an awesome Deli for a quick brunch and then set out for home, stopping on the way at Fallingwater, the Frank Lloyd Wright house tucked back in the woods near Ohiopyle, Pennsylvania.

I can't tell you that the Pittsburgh Vintage Grand Prix is the perfect spot to spend your 34th anniversary. It probably isn't, but just this once, it was worth the risk, and, definitely, worth the drive. (Note to self, next year, be sure the hotel has a damn pool. And get the Honeymoon Suite.)





Classics on the Green

Sports & Classic Car Show and Wine Festival

September 20th

Classic Automotive Events of Virginia, Inc. and the Central Virginia British Car Club (CVBCC) are pleased to announce its 31st annual Classics on the Green – Sports and Classic Car Show and Wine Festival. The show and wine festival will occur on Sunday, September 20, 2015, at the New Kent Winery, 8400 Old Church Road - just off Route I-64, Exit 211 - in New Kent, Virginia. The event opens to the public at 11:00 AM and will continue until 4:00 PM (rain or shine). Additional activities on Saturday, September 19th include driving tours, sightseeing, shopping, and dinner at the host hotel.

Last year's event was a huge success with approximately 250

automobiles and motorcycles on the show field and many vendors offering unique food, goods, services, fine art and crafts. This year promises to be even more spectacular, with our fourth year on the new show field, several new vendors along with our vendors from past years, and many other activities for the family's enjoyment. The New Kent Winery will feature a variety of exquisite Virginia wines from its own winery. Other Virginia wineries will be in attendance also.



This year's featured marque celebrates the heritage of the Morgan automobile.

Please join us with your family and friends for the 31st Annual Classics on the Green. Advance purchase admission to the car show and wine festival is \$25.00 (advance purchase will be available through the COTG website). Admission for the car show only is \$10.00 for adults (children 12 and under are free). A portion of the proceeds from the car show are donated to charity. Our charity again this year is the Richmond Fisher House at the McGuire Veterans Medical Center.

Additional information and ticket purchases will be available through the COTG website: www.classicsonthegreen.com Information about the *New Kent Winery* can be found at www.newkentwinery.com Additional information can also be obtained by e-mailing Kevin Allocca at Kevin@SellingRichmond.com



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Personal Triumphs: An Interview with RJ Fortwengler

Christopher Yurasko

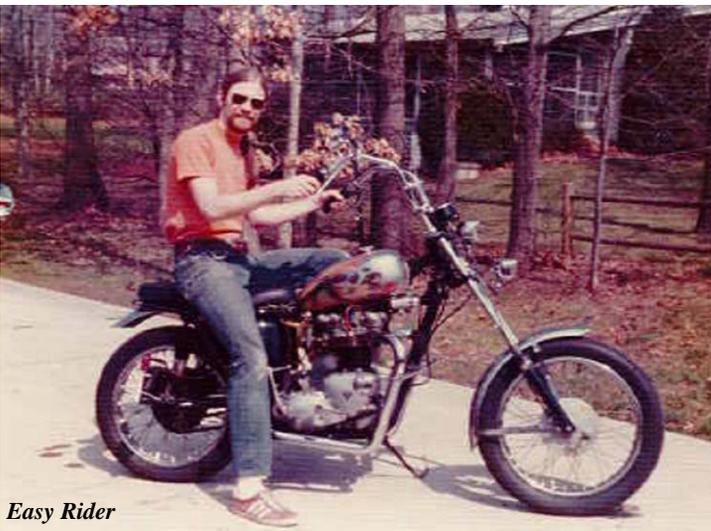
Tell us a little bit about yourself?

I'm proud to be a native Washingtonian (yes, we do exist)! I was born in Foggy Bottom at Columbia Hospital and attended school on Capital Hill and in Anacostia. Washington was a sleepy little southern town back in those days, not the metropolis of today. The National Mall was my backyard and my friends and I played around the monuments and the museums. The stairs at the Washington Monument were still open back in those days and I walked up and down the 888 steps many times.

My Mom always laughs that my first word was "car," uttered during a Sunday cruise through Rock Creek Park in our '47 Chevy. I really do like all kinds of cars, but Triumphs have been my favorite ever since an impressionable drive with my uncle when I was about 10 years old in what I now know was a Wedgewood Blue TR3. I can still remember those cut down doors and the wonderful sound!

When did you buy your first Triumph? Do you still have it?

I know it's not what you meant but I bought my first "Triumph" in 1973 shortly after graduating college.....a Triumph motorcycle that is. It was a 1966 TR6, which is the single-carb version of the 650cc twin-carb Bonneville. It had been chopped and had a flamed tank and big sissy bar.....very of the period! The bike was not suitable for daily transportation, however, so within a month or so I bought my first Triumph automobile, a 1968 TR250.....Valencia Blue with Tan interior, wire



Easy Rider

wheels and black factory hardtop. I had been looking at (and dreaming about) a new French Blue '73 TR6 on display at the Triumph dealer in Waldorf, but finally decided there was no way I could afford the \$3700 price. So I was thrilled to find the one-owner TR250 advertised in the Post for \$1500 and picked it up for \$500 down and a \$1000 note, my first ever bank loan.



Valencia Blue TR250
circa 1973

(Continued on Page 16)



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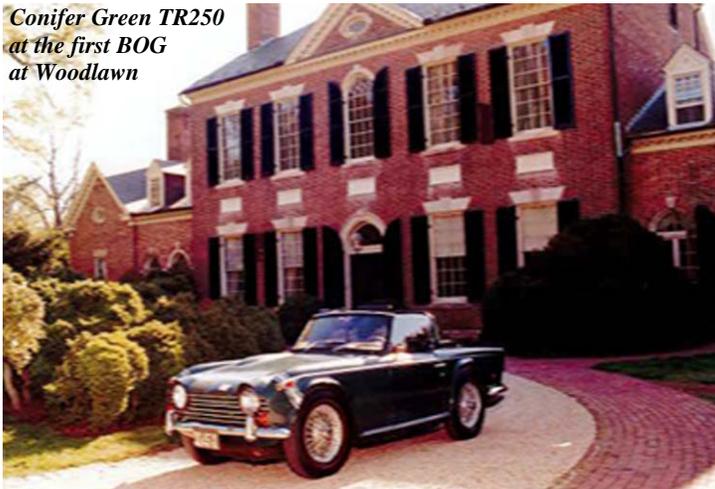
Personal Triumphs (Continued from Page 15)

It was my primary transportation for five years but unfortunately my roommate's Jaguar XKE Coupe rammed into the side of it one morning in our driveway (long story), and by the time I had suffered through a nightmare body shop experience I had moved on to the first of the many TR6s I've owned over the years, a '71 Damsen/Black with O/D and factory hardtop.

What Triumphs do you currently have? Do you have a favorite?

I currently have the 1968 Triumph TR250 I bought 26 years ago just before the forming of CTR so I guess it would be one of the oldest cars in the club. It's Triumph (Conifer) Green with Black interior. While many Triumphs and other cars have come and gone during that time I have always held on to this one. I guess I worried I wouldn't ever find another one, and second, it has always been a favorite of my wife Sheila.

*Conifer Green TR250
at the first BOG
at Woodlawn*



Obviously the TR250 is my favorite Triumph model and I've owned three in all. In addition to my first one and current one, a few years back I owned a beautiful Signal Red TR250 that was the subject of a 10 year every nut and bolt restoration. I sold it when I realized it was so perfect I was too scared to drive it and enjoy it!

You and I share a love of the TR250, what is it about the TR250 that draws you?

I guess I'm drawn to the uniqueness and relative rarity of it with only 8484 made. I like the blending of the older style Micholetti body of the TR4 and the stout 6 cylinder drive train of the TR6. For a lot of years we didn't have many (any) other TR250s in the club, but now we have at least 5 or 6 active members with 250s so we are not alone in our appreciation. Interestingly, in all the British car shows I've attended the best line-up of TR250s I've ever seen was at our own Britain on the Green where we have had six on display at least twice.



Signal Red TR250

As one of the two club experts on the TR250 what advice do you have for other TR250 owners or someone who is looking to buy one?

If you are looking for a Triumph with a distinct personality the TR250 is a great choice, but it may not be easy to find and buy one. The model has become quite well-known and desired and owners are not typically anxious to let them go. It does seem like more cars have come out of the barns in recent years so with the help of the internet and a little patience you should be able to find one. Parts availability, as with all Triumph models, has improved tremendously over the years.

Your current TR250 is a "survivor," what makes a car a survivor? Why are survivors garnering so much attention recently?

"It's only original once" seems to be the mantra these days. It used to be that a survivor was just a good candidate for a full restoration. But it seems that as more and more cars were restored or over-restored to much better than new people began to get a little bored with all the perfection. Plus they began to appreciate that the provenance or history of a car can be wiped out when a car is restored.....while an original un-restored car tells a story through its wear and patina. And as I found out a survivor is much more likely to be driven and used without worry than a restored car.

It is interesting how sentiments have changed though: for years everyone said why don't you restore that old TR250 and now most seem to tell me not to touch it! But restored or un-restored, I like them either way.

I must say it was a thrill to have my TR250 Survivor grace the BOG poster in 2014.

You're also an auction enthusiast, are auctions just for the high end collector or are there drivers available too?

I spent my career in the stock market, which is the biggest auction of them all, so it is only natural I would be interested in

car auctions. I've been to many open outcry auctions including Barrett-Jackson, RM, Gooding, Bonham, Auctions America, and Mecum in a number of venues including Scottsdale, Pebble Beach, Amelia Island, Palm Beach, etc.

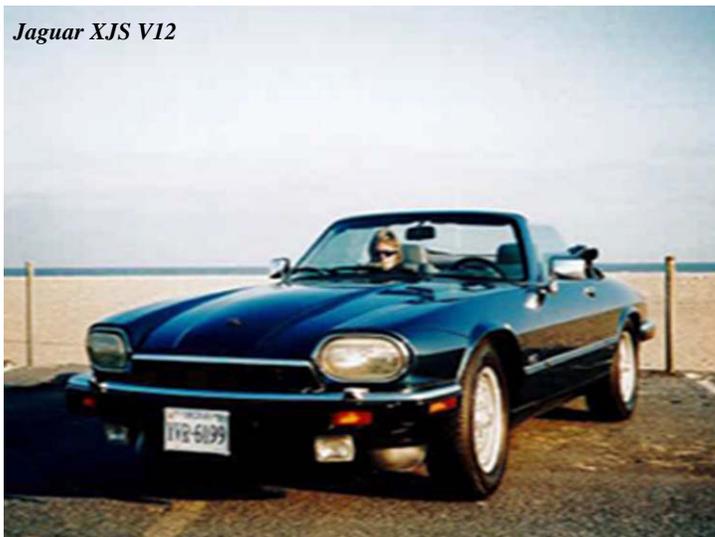
So far the auctions have been a spectator sport for me, but I enjoy the dynamics, gamesmanship, and immediacy of the live auction and one day I hope to sell a car at auction. As for buying at auction, there are always a few (relatively) affordable cars available, and if you're lucky you might get a screaming deal!

It was fun a couple of years ago when I got to play Auctioneer when CTR auctioned off the '59 Triumph TR3 donated by a member to CTR.

What is your daily driver?

Though I don't own one at the moment, BMWs have been my favorite daily drivers (633CSi, 318iC, 530i). They run great and you can really pile on the miles. I've also had a variety of other cars from Cadillacs (Coupe deVille and Eldorado), Jaguars (XJS and XK8), MGs (2 BGTs), and a Saab 900 Turbo Convertible. Last year I bought my first Porsche, a 911 Carrera Cabriolet.

Jaguar XJS V12



Do you have a favorite story or anecdote about Triumphs?

As for stories, after 45 years of owning Triumphs I got million of 'em! Ask me sometime about the wheel falling off my TR6 on the Bay Bridge in the pouring rain on New Years Eve!

What are your other passions?

I guess the one other passion I would mention would be the water. I love to be near the water and Sheila and I have a getaway place on the Chesapeake Bay where we relax as often as we can. It often creates a dilemma as we are torn whether to go down to the water for the weekend or stay home for a CTR event. It is nice when we can combine our passions and have CTR come to our place such as after Cruisin' for Crustaceans.



*MGBGT and Jaguar XK8
at Calvert Beach*

What do you like about the club, what would you do differently

I must say it has been a great joy to have been around CTR since the beginning. It has served a network for finding parts, a haven for advice and encouragement, and a platform for enjoying our cars with each other. And it has been a place to make long-standing friendships and to enjoy the camaraderie of those that share a passion for Triumphs.

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

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

For Sale. Really good condition TR4 solid axle rolling frame \$400.00. Also, TR7 engines and 5-speed transmission, four TR8 alloy wheels, brand new TR7 rear bumper, and TR7 seats [tan]. Contact David White, cell 703-898-7041.

Lost and Found. If you loaned a California Duster to the McLaren representative at Britain on the Green, you may reclaim it (the duster, not the McLaren) by calling 202-415-1599

Wanted - TR250, looking for a driving car which has solid frame and floors, scruffy condition is fine. Contact Carleton at C.Brown579@btinternet.com

For Sale or take it. Hobbyist chrome plating set-up. Professional type plating, 3 tanks: Copper, Nickel, Chrome. Small parts only - 9" diameter tanks. All the chemicals for ferrous and non-ferrous metals. Plating manual and all accessory stuff included. Purchased from Caswell Inc. Lyons NY (caswellplating.com) Over \$500.00 in chemicals and apparatus. Make an offer or just take it. Contact Joe Cannon 703-280-4104

For Sale 1972 Triumph TR6 – One owner car, I have had it since 2004. Over \$32,000 invested, front end rebuilt, new custom dash, interior, carpet, trunk carpet, carbs rebuilt, fuel pump rebuilt, alternator exchanged, gear box and entire clutch rebuilt in 2013. Can provide document with a list of all work done since I purchased the car, and I have all the previous owner's paperwork. \$20,000 or make offer. Contact Craig 703-216-4423



1980 Spitfire and Parts for Sale. I have a 1980 Spitfire for sale as well as innumerable parts for late model (79-80) Spits. The car could be restored or it could be a good parts donor. Has title; needs tires, brake lines, carb rebuild, rust repair and much more love than I can give it. It has a rebuilt motor, good 4-speed transmission, hardtop and soft top and good seats. \$500

I also have the following parts: late model Spitfire windshield \$50, 4-speed transmission \$25, 1500 engine (condition unknown) \$40, rear axles \$20 each, pumpkin \$30, cylinder heads \$25 each, radiator \$30, numerous late model Spitfire gauges, interior parts, carpets, suspension components, and carbs (Z-S only). If you need a part for a 1500 Spitfire, it's probably here somewhere. All priced to sell. Contact Tom Burke 703-354-1361

For Sale. Four TR7 steel wheels \$80.00 (sold as set only). Contact Tom Burke 703-354-1361

Factory Original TR6 Hardtop for Sale. All glass is in excellent shape...no cracks, scratches, etc. Structurally very sound... has been in my shed for the last five years and has not been used in that time due to owner laziness. Can be easily repainted to match the color of your car as the roof is free of dents, scratches, etc. Liner is in decent shape but faded. Can deliver to you if you are in DC, Maryland, or Virginia. If you are interested, please call Mark at 202-415-1599 or e-mail me at tr6@comcast.net. Asking \$925.00.



Show your club pride with stunning door magnets proudly displaying the CTR logo. These magnets are approximately 8"x12" to fit even the smallest TR3 door!!! \$18 for the pair - contact Patrick Carter (202-285-7031) to arrange delivery or pick them up at the next CTR event. These magnets are always a big hit at the parades in which CTR participates.



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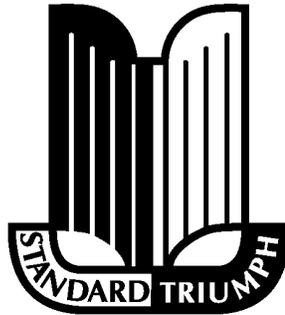
Triumph Trivia

Christopher Yurasko

TRIUMPH TRIVIA: The Triumph Renown, built between 1949 and 1954, featured front doors that were hinged in the back. Known in the United States as “suicide doors,” what are these types of doors called in the UK?

- A. Queensberry doors
- B. Coach doors
- C. Bonnet doors
- D. Crumpet doors

Answer: B. Coach doors.



Signs of the Times



Whatever happened to truth in advertising?

Photo credits: Page 1 Elyse Rinne; Page 3 Stephen Oertwig, Stephen Prior, and Stephen Smalling; Page 4 Vince Zalenski; Page 6 Stephen Oertwig and Mary Burke; Page 7 Art Fournier and Stephen Oertwig; Page 8 Mary Burke and Stephen Oertwig; Pages 12 and 13 Tom Burke; Pages 15-17 RJ Fortwengler



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THE STANDARD





THE STANDARD

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Volume XXVII, Number 9, September 2015



Mark Shlien admires Diane Page's TR3A at RJ Fortwengler's Calvert Beach home during the 2015 Cruisin' for Crustaceans run on August 30th. Diane is at the wheel with Helen Onufrak in the passenger seat. For more, turn to page 6.

PAGES 1 and 6-9 - Cruisin' for Crustaceans; PAGE 2 - From the President; CTR Happenings; PAGE 3 - Hunt Country Classic and CTR Get Together; Trending with CTR; PAGE 4 - MG / TR Test Drive; PAGE 10 - Events; Treasured Motorcars Open House; PAGE 11 - CTR Regalia; PAGE 12 - Mountjoy Auto Shop; PAGE 13 - Garage Spot: Restoring a TR6 Spare Tire Cover Board; PAGE 14 - Virginia Scottish Games and British Car Show; PAGE 16 - VTR National Convention; PAGE 18 - Classified; PAGE 19 - Club Info; PAGE 20 - Odds and Ends



From the President

By Stephen Oertwig

Toolbox time machine holds Triumph memories

There is a time machine in my toolbox. The tools inside remind me of my life with Triumphs.

When I opened it to do some work on the 2000, the socket set I bought in 1973 took me back to the time of working on the TR3. The combination wrench used on the 2000's air cleaner housing also had worked on the TR3. The most vivid memory was when I adjusted the valves on the 2000 recently with a feeler gauge this at least 30 years old. I remember when I used the feeler gauge in 1989 to adjust the valves on the 2000 the first time.

As reliable as Triumphs are, it still pays to carry a few tools when traveling. You may not need them, but you may need them to help a fellow Triumph owner. That was the case during the Cruisin' for Crustaceans drive. One driver had a problem, and my trusty tool bag had enough tools to fix the problem and get him running again.

A big toolbox is not needed for local driving. A small bag with a few common sizes of wrenches and screwdrivers will cover most emergencies. Throw in a handful of zip ties and a roll of emergency rubber tape and the odds of being stranded are reduced. A spares kit for all emergencies would include spare belt, radiator hoses, gallon of coolant, extra points, condenser and coil, spark plugs, gas can, oil, bulbs, and the most important item – a cellphone.

We all hope to never be stranded, but there has been a run of perished radiator hoses at recent CTR events. It is worth the time to check all the hoses.

I am considering driving the 2000 in America's British Reliability Run October 16-18. The 600-mile run starts in Quak-



Stephen and Ho Yong Oertwig show off the CTR banner at the 2015 Vintage Triumph Register convention at Lake Geneva, Wisconsin

ertown, Pennsylvania, and ends in New Jersey. The 2,500 miles driven for the Vintage Triumph Register convention was a good reliability run test. I just have to figure out what spares to carry and how many tools.

Drive on, and drive often.

Please welcome CTR's newest member:

- ◆ David Rogers of Fairfax, VA, who drives a TR3



CTR Happenings

Fall Events

September and October include several British car shows throughout the region. These are listed in our events calendar on page 10 of this issue. Links and details may be found on CTR's web site: <http://www.capitaltriumphregister.com/>

Looking ahead, on October 11th the MG Club will host its annual Hunt Country Classic show near Middleburg, which will be followed by the CTR post-show get together in Haymarket, Virginia. Details are on page 3.

November is shaping up to be very busy with the Fall Foliage Tour on the 1st, the T4 (Triumph, Taste, Tech, and Tour) on the 7th, and a Swap Meet in Haymarket, VA, on the 14th. The Swap Meet will give you a chance to sell your unneeded Triumph parts or trade them for someone else's.

We'll also try to schedule other events. Something we hosted two years ago was a Fall wine tour in Northern Virginia. This event was very well attended and Mark Shlien and Pete Farrell are looking into the possibility of reviving it for 2015. Last year, Tom Burke hosted a Wedge Workshop in Maryland and is considering the possibility of a follow up. Stay tuned. And we are always looking for opportunities including a rally on the Maryland side of the Potomac, tech sessions, additional drives, and Get Your Hands Dirty (GYHD) sessions. Speaking of GYHD sessions, if you have a project that requires a little help or expertise, consider hosting a GYHD. And if you just need a helping hand or bit of advice rather than a full blown GYHD, contact one of the board members or ask on our Facebook page.

Evites, Addresses, and Saving Trees

Please make sure CTR has an up-to-date e-mail address for you. We use Evites to pass along event details and reminders and need a good e-mail address to ensure you get the word.

Want to save paper, receive your newsletter more quickly, see it in full color, and save CTR a significant amount of money (\$24 or more per member per year)? Contact Art Fournier about receiving your newsletter electronically rather than by regular mail.

And once again, please don't forget to give us your new e-mail and mailing addresses and phone numbers when they change. It's hard to let you know about CTR events when we don't know how to contact you!

Hunt Country Classic and CTR Post-Show Gathering October 11th, 2015

By now, you should have your calendars marked for Sunday, October 11th, the date of the annual Hunt Country Classic organized by our friends in the MG Car Club Washington, DC, Centre or, as we like to call them, the MG Club. But wait, there's more! After the car show, CTR holds its own event, a post-show gathering at Nancy and Lionel Mitchell's home in Haymarket, Virginia. This has become the second-largest British car show (after the Hunt Country Classic, of course) in Northern Virginia on Columbus Day weekend. Put them together and it's an occasion you won't want to miss.



The Hunt Country Classic is one of the final British car (and motorcycle) events of the driving season. The show is held on the beautiful Willoughby Farm located between Middleburg and Marshall, Virginia. There is entertainment for everyone, including apple pressing and hay rides along with the skirl of bagpipes in the air.

The MG Club has mailed out application brochures and has on-line registration available on their website (http://www.mgcarclubdc.com/hcc/hcc_main.html). Please help them out by pre-registering. Not only do you save \$5.00 by registering prior to October 1st, you help maximize the number of Triumph classes and ensure that adequate room the field layout is reserved for our cars.

The area in front of Lionel and Nancy Mitchell's wide veranda turns into a British car show after the Hunt Country Classic winds down. Join the many members and friends of CTR who participate whether or not they have entered a car in the Hunt Country Classic. It's a chance to socialize and enjoy few libations and a fine buffet. Please look for the evite or contact Lionel at haymarket4@verizon.net for additional details.

Trending with CTR News of Members in Brief



Conner Desforge's Spitfire, Spot, at Katie's cars and Coffee in Great Falls, Virginia, on September 5th



René Burcksen's latest project: a 1961 Autopianchi Bianchina Transformabile. A big name for a small car!

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MG / TR Test Drive

August 29th

It's a MG Car Club, Washington, DC, Centre event, but CTR members bring out nearly as many cars as the MG Club does. And, if you include non-Triumphs, CTR members brought out more cars than the MG Club. There were eight MGs on hand, all MGBs and Midgets, but CTR members brought out a 2000 Saloon, a TR3A, a TR4, three TR6s, a TR7, a Morris Minor sedan (say what?), and a Jaguar XKR – a very nice showing indeed! And what were all these fine automobiles doing at Bull Run Regional Park in Centreville, Virginia, on August 29th? Why, they were taking part in the MG Club's annual test drive event. The premise is simple. You get to drive a variety of cars while other people drive your car. The cars are driven gently over a mile and a half section of speed-limited road within the park. Not only do you get to drive an interesting selection of cars, you can compare variations within models. For example, how does your TR6 compare to a MGB and how does it compare to other the other TR6s on hand. Great fun!

Our thanks go to the MG Club, and event organizer Charlie Scott, for inviting CTR to take part in this event each year. It's one we really look forward to!



*Left above: Lionel Mitchell in Heath Bjordahl's TR4
Left bottom: Scott Tilton and Melissa Highley check out Steele Lipe's far-from-stock TR3A
Above: Pete Farrell and his TR6*



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Top left: Steele Lipe and the “stay back” sign he keeps in his TR3A. The other side of the sign says “too close.” Steele claims they’re effective with tailgaters trying to check out his car.



Left center: Steele Lipe tries out Melissa Highley’s Morris Minor sedan. The right hand drive, standard shift Morris was one of the most driven cars of the day.

Left bottom: Craig Nicholls test drives Art Fournier’s TR7

Above: Heath Bjordahl takes a MG Midget for a test drive at Bull Run Regional Park

Below: Stephen Oertwig and Craig Nicholls between test drives





Cruisin' for Crustaceans

August 30th
Art Fournier



Cruisin' for Crustaceans has been an annual CTR event for an amazing 22 years. It's obviously a popular event since it's always well-attended. This year we had 17 vehicles (13 of which were Triumphs) and 27 people take part as we made our way from Upper Marlboro, Maryland, to Solomons Island for lunch then on to RJ Fortwengler and Sheila Skipper's weekend home in Calvert Beach for libations, desserts, and some additional socializing. The route is planned as a fairly leisurely run over back roads and quiet highways with opportunity to enjoy the scenery. However, part of the drive became even more leisurely when one of the TR6s developed engine trouble and had difficulty maintaining speed. The car eventually stalled completely, but limped into Solomons and eventually home under its own power after some TLC from fellow CTR members. The problems may have been caused by a clogged fuel filter and corroded battery terminals.

This year's lunch destination, the Lighthouse Restaurant, overlooks the water, but didn't have blue crabs available for picking. Crabs have been expensive and in short supply this season and have only recently become readily available at reasonable prices. Next year!

Parking is always in short supply in Solomons; however, RJ made arrangements with JW and Janet Langley and Ken and Lynne Page to use their driveways. Problem solved! JW and Janet joined us for lunch and the after lunch drive to RJ's in their V8-powered TR6, a car that won a best resto-mod award at BOG a few years ago. Another car with a decidedly non-stock V8 was the TR8 belonging to Dave Ferris who came along as a guest of Arleigh Cottrell. And while we're talking about non-stock engines, we got a peek under the hood of Tim Cornish's Spitfire which has a Mazda Miata power train – a bit spritelier than the average Spitfire!

At RJ's we were joined by CTR alumni Jeff and Marci Knepp who, like Lionel Mitchell, drove a Jaguar XKR. (As is the case for all our events, a Triumph isn't necessary to participate.) It was fun catching up with Jeff and Marci. Sooner or later, we'll convince him to get his TR6 back on the road!

The weather was great, the food was delicious, the roads were pleasant, and the company was outstanding! Thanks to Art Fournier and RJ Fortwengler for organizing this year's event. We hope to see everyone at next year's 23rd annual Cruisin' for Crustaceans run!





Previous page top: Tim Cornish, Jay Donn, Lionel Mitchell, Arleigh Cottrell, and Dave Ferris check out the non-standard engine in Tim's Spitfire

Center: Lionel Mitchell, Dave Ferris, and Arleigh Cottrell
Bottom: Maureen Donn, Rita Cannon, Sharon Edelstein, Ho Yong Oertwig, and Penny Johnson

This page top left: Karl Johnson and Joe Cannon

Center left: Mark Shlien, Patrick Carter, and Stephen Oertwig
Below right: Jay Donn bestows some TLC on Joe Cannon's TR6 while Art Fournier looks on



(Continued on Page 8)



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Cruisin' (Continued from Page 7)



Top left: JW and Janet Langley's TR6
Above left: Ho Yong and Stephen Oertwig at the Lighthouse
Top right: Parking at the Page's in Solomons Island
Center right: Dining at the Lighthouse
Bottom right: A few of the Triumphs on the lawn at RJ's



*Top left: Patrick Carter, Sheila Skipper, and Mark Shlien
Center left: Lionel Mitchell, Karl Johnson, and Paul Edelstein
Bottom left: Traffic as it should be!
Top right: Stephen and Ho Yong Oertwig take the scenic route home
through Amish country in St. Mary's County*

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EVENTS

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

- Sep 8 - CTR ESB Meeting, Arlington, VA
 Sep 10-12 - 6 Pack Trials, Galloway, NJ
 Sep 19 - British Carr Club of Delaware show, Dover, DE
 Sep 19 - 40th Edgar Rohr Memorial Antique Car Meet, Manassas, VA, <http://www.bullrunaaca.org/>
 Sep 20 - Classics on the Green, Glen Allen, VA
 Sep 26 - MGs on the Rocks, Belair, MD
 Sep 26-27 - Meeting of the Marques, Carlisle, PA
 Oct 2-3 - SVBCC British Car Show, Waynesboro, VA
 Oct 3 - Treasured Motorcars Open House and Car Show, Reisterstown, MD
 Oct 9 - Deadline for the October issue of *The Standard*
 Oct 11 - Hunt Country Classic, Middleburg, VA, and CTR Picnic *CTR*
 Oct 16-19 - America’s British Reliability Run, Delaware Valley Triumphs
 Oct 17 - Rockville, MD, Antique and Classic Car Show
 Nov 1 - CTR Fall Foliage Run *CTR*
 Nov 7 - CTR T4 *CTR*
 Nov 10 - CTR ESB Meeting, Arlington, VA
 Nov 13 - Deadline for the November issue of *The Standard*
 Nov 14 - CTR Swap Meet, Haymarket, VA *CTR*
 Dec 5 - Middleburg, VA, Christmas Parade *CTR*
 Dec 6 - CTR Holiday Party, VA location *CTR*
 Dec 11 - Deadline for the December issue of *The Standard*
 Dec 12 - St Michaels, MD, Christmas Parade *CTR*

*** Much More to Come ***

Keep up to date on CTR events by visiting our on-line calendar: <http://capitaltriumphregister.com/events/> for details, updates, changes, and additions.



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



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Treasured Motorcar Services, Ltd. will hold its Fall Car Show and Open House on Saturday, October 3rd, from 9:00 AM to 3:00 PM, rain or shine. Bring your own treasured vehicle - all makes and models are welcome. Registration will run from 9:00 AM until noon with awards at 1:00 PM. Take a tour of their facility and see the vehicles they service. Treasured Motorcar Services is located at 12340 Owings Mills Blvd, Reisterstown, MD 21136. They can be reached at 410-833-2329 or visit their website www.treasuredmotorcars.com

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We have our CTR club logo and the BOG logo on-file with Fourth Gear under the British Car Club Logo Gallery. These logos can be embroidered on the different items. Products such as polo shirts, sweatshirts, jackets, caps, patches, and tool bags, among other products, can be selected under the On-line Shopping link. Enter the logo code (CL003 for CTR or CL027 for BOG) as part of the item description and then check out as with any on-line web site. Ordering instructions are given on the home page. Embroidered items can be ordered in any quantity.

We are moving away from having to manage club regalia inventory. Having a supplier such as Fourth Gear allows us to do that while still having a source where members can order regalia on-demand.

When exploring the Fourth Gear web site, you'll also notice that they have other logo galleries for Triumph and other British cars as well as British marque logos. You could custom-design your own merchandise with more than one logo. Ralph at Fourth

Gear is very amenable to custom orders both in terms of the logos as well as products not show on the web site. So, feel free to call him if you want something completely different.

So, now there is no excuse for missing participation points at club events for not having club clothing.



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Mountjoy Auto Shop Moving Forward

Mark Shlien

Back in the '70s, when The Dow Jones was at 842, Jim Plunket was the Heisman Trophy winner and Life Expectancy was 70.8 years, Tim Mountjoy opened Mountjoy's Auto Shop. Years later, Judy Mountjoy took the reins of the "shop" and owned and managed it for many years. As like everything in life, things change and Judy thought it was time to move on...she retired and sold the shop to a couple of local guys that happen to have a body shop right next store to Mountjoy's.

Just over a year ago, Alberto Radua and Recardo Radua purchased Mountjoy's from Judy. The long-time employees of Mountjoy's remained and you'll still find Pat and John waiting to assist you in whatever

mechanical challenges your automobile may have. Whether it's an oil change or something really sinister...like a transmission issue, or worse, you will find Pat and John capable happy to provide their years of experience to address your car's ills.

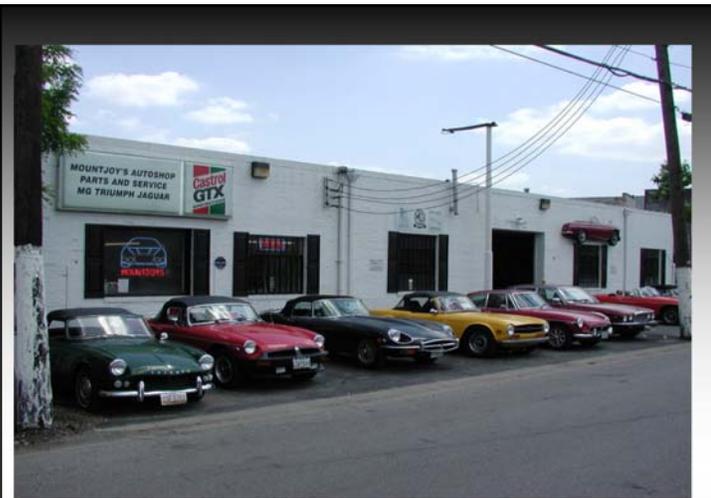
Mountjoy's continues to specialize in servicing and restoring classic British automobiles, but now, after the sale to Alberto and Recardo, they offer full body shop repairs. Whether you require a fender repair or a full paint job, it can now be done with peace of mind. Alberto and Recardo have owned the body shop right next to Mountjoy's (J&R Radua Body Shop) for over a decade, so now you can get both your mechanical work and body work done at the same place!

Rich Radua now mans the front desk and is Mountjoy's new Parts and Service Manager. Rich will insure your parts are available or order them, and he'll see to it that your service is done on time. Rich can order most of the necessary parts for your British car project and Mountjoy's technicians have the necessary skills and background to solve your British car's mechanical needs. Mountjoy's can also service your other car(s).

The Mountjoy's Parts Department is stocked with most of the necessary parts for your British car project and its helpful staff is there to answer your questions. Along with the standard parts offered, the Parts Department also contains many accessory items to dress up your automobile. And for those of you with a taste for performance, Mountjoy's can offer you the parts needed to satisfy your hunger.

If you attended Britain on the Green this year, you may have seen Mountjoy's in attendance. As a sponsor of our event, Alberto and Recardo were kind enough to bring along a beautifully restored Triumph...it's clear they commit to providing a first class product based on looking at their work.

Although Judy is gone, Mountjoy's continues to improve by providing British car enthusiast more services and with an optimistic eye towards the future.



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Restoring a TR6 Spare Tire Cover Board

Lionel Mitchell

The spare tire cover board in the trunk of a TR6, or any other car, is rarely seen by anyone other than the owner. Maybe you open your trunk at a car show. But still, it's covered by a carpet. Why not just get a new carpet and be done with it? Silence. You'll know it's tatty underneath that carpet. If yours is like my old one, the board is warped; the metal pieces are scratched and rusty; the felt strips are missing or raggedy; the rivets are missing or have pulled through the board; and the snaps holding the carpet in place are missing. So, what to do? Look on-line: TRF has them for \$150; Moss has them for \$158. That's pretty stiff. It's just a fiber board. A piece of plywood could replace it and be much better for a fraction of the cost. That's the ticket. I'll reuse the bits from the old board. It was really very easy and only cost about \$30.



First, I removed all the bits from the old board. Fortunately, the metal and felt bits from my old board were reusable. So, it was just a matter of stripping and repainting the metal pieces (primer \$5, gloss black \$6) and cleaning the felt strips. I bought a 2' x 4' x 1/2" birch plywood piece (\$16). I traced the shape of the old board onto the plywood and marked the holes for the metal pieces and snaps. The shape is not exactly rectangular – the back edge is curved to allow easy fit. I used a circular saw to make the straight cuts, guiding the saw with the saw rip fence up against a metal straight edge clamped to the plywood board. I used a jig saw to cut the curved line by free hand. After sanding the edges, I painted it top and bottom with flat black paint (\$5). I still have some paint and wood left over, but not enough to do



another board. I reinstalled the metal pieces onto the board with 3/8" x 5 mm rivets. I installed the four snaps for the carpet with 6 x 32 machine screws, nuts, and washers instead of rivets, only because I drilled the holes a little too large for the rivets. The screws could be used exclusively and are probably a better solution than the rivets. The cost of these fasteners is in the noise. I had these on hand in my garage.

It fits just like the original. No one will ever know, but I will. And I can be smug knowing that it's better than the alternatives at a fifth of the cost. Priceless.



*Left: the old TR6 trunk board
Top: the old (left) and new trunk boards
Above: the new trunk board*



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Virginia Scottish Games British Car Show

Christopher Yurasko

For many of us, Labor Day weekend is a last hurrah for summer when we naturally take to the roads in search of the last gasps of sun and surf. But for my family we have a different yearning and for years now we've searched for kilts, cabers, and haggis.

On Labor Day weekend The Plains, Virginia, is home to the Scottish Games and Festival, a two-day long celebration of Scotland and to a much lesser extent the British Isles. It features the Scottish Games themselves, a strong man competition like no other, food, music, sword play, and a small British car show.

The games are a sight to behold. A large group of enormous sweaty men resplendent in kilts big enough to use as tents (and thankfully bicycle shorts) take turns throwing heavy objects including a tree across the field of honor. Events include throwing the following: hammers, stones, weights, a heavy bag with a pitchfork, and the caber. The caber is a 19 ft. 6 in. beam weighing about 175 lbs. that the competitor must pick up by himself, throw it so that it rotates end over end and land in the 12 o'clock position. Organizers claim in the past the caber was used as a makeshift bridge for crossing chasms and creeks.

The soundtrack for the day is bagpiping and drums. In the afternoon various bands of pipers take their turns marching up

and down the field playing their pipes with drum accompaniment in the fashion of a half time show. It is truly delightful.

The British Car show was sadly underwhelming this year. There were only about fifteen cars with MGs having the largest turnout. The nicest car was a bright red E-Type Jag coupe which I understand won the day. One of the benefits of this show is entry is free: if you bring a car you get two free tickets to the Games which are normally \$20 apiece. In order to display your car you have to drive about a mile on a dusty dirt road, so it is not necessary to spend a lot of time washing and waxing which makes getting ready for the event a lot easier. Plus with all of the things to do and each it is a very laid back atmosphere.

This is by far the most family friendly car show you can go to. There are tons of events for kids including archery, face painting, children's plays, and dancing. There are more food vendors than you can shake a fried Oreo at and all are somewhat reasonable priced. There are vendors of all types and numerous historical reenactors. A fun time was had by all and I hope that next year the Capital Triumph Register will invade the games.



America's British Reliability Run

October 16th - 18th

Benefits St. Christopher's Foundation for Children
Philadelphia, PA

<http://britishreliability.org>



Previous page top: Jonathan Yurasko competing in the sheaf toss
Bottom: Jonathan's godfather, Fr. Jaffe, demonstrates proper sheaf toss form

This page top left: Elizabeth Yurasko, CTR's youngest member, greets a competitor

Center left: Clan Yurasko (Alexandra, Jonathan, and Elizabeth with their mother Sarah) with a reenactor (or so he claims)

Bottom left: Superb late model V-12 Jaguar E-Type

Below: What can we say, several MGs with not a Triumph in sight



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Drive to the Heartland for VTR Convention Tests Triumph's Reliability

Stephen Oertwig



Triumphs
in the
Heartland



VTR 2015 - Fontana, WI
August 11-15, 2015
Celebrating Fifty Years of the
Spitfire Mark II and the TR4A

Hosted by the
Illinois Sports Owners Association



2015vtr.com

Air conditioning is nice to have when driving across country in August. Not having air conditioning stretches the miles out. Relying on 470 air conditioning – four windows down and 70 miles per hour – during four days of driving reminds one of the old days.

Months of preparation paid off our quest to drive a 1970 Triumph 2000 to Fontana, Wisconsin, for the Vintage Triumph Register convention. The convention was held August 11-15 at the Abbey Resort on Lake Geneva, Wisconsin. There were about 200 Triumphs at the convention.

Members of the Illinois Sports Owners Association maintained their reputation for hosting VTR conventions. The theme for the 2015 was “Triumphs in the Heartland.”

Driving the 2000 across the Midwest was not much different than it was driving a TR4A or a Spitfire Mk II in 1965 when both Triumph models were released. What was different is that many Triumphs were better than they were 50 years ago. Many of the cars in the concours were better than they day they rolled off the factor line. The treat this year was looking at the cars that had gathered at Lake Geneva.

The first production Triumph TR, TS1 LO, which toured the North American the auto show circuit in 1953, was displayed prominently during the convention. Other rarities on display were a 1955 Swallow Doretti, a 1960 Italia 2000 GT, and a 1966 Herald 1200. The Doretti and Italia were exceptional restorations, but it was remarkable that the Herald had been owned by the previous owner for 50 years.



The concours and participant's choice shows were held on resort grounds, which made it very convenient to enjoy the cars and yet go back to the room to rest. The cars may be restored, but their owners have worn out.





Illinois Sports Owners Association members kept everyone busy with events. VTR mandates specific events and presents awards to the top participant. Driving events included the gimmick rallye, ice cream run, pub crawl, time-speed-distance rallye, funkhana, and autocross. Lake Geneva is very rural, so drives through the Wisconsin countryside were common. For the breakfast run we cross the border back in to Illinois to dine in Big Foot. Triumphs invaded a local drive-in for burgers and ice cream. The parking lot full of Triumphs drew a lot of interest from people traveling by.

A legend of Triumph history was a highlight of the week. R.W. "Kas" Kastner was interviewed by Mike Cook, editor of *The Vintage Triumph* magazine, and discussed early days with Triumph. Kas Kastner also was presented the T.S.I. Sweat Equity Award at the banquet.

Safety in numbers is good advice when traveling long distance in a 45-year-old Triumph. We made the westward journey with Jack and Carol Schmelyun and Gary and Priscilla Klein from the Triumphs Around the Chesapeake club. We missed the meeting point but caught up with Jack who trailered a TR250. Gary drove a 1980 TR8.

For day two, John Clifford in a 1981 TR8 joined the group. In El Paso, Illinois, we picked up another TR8 owner. Driving time to Lake Geneva was 16 hours. That was time moving and did not count stops for gas or to eat.

The 2000 ran great until the autocross. All the jostling of junk in the fuel tank caused the 2000 to act like it was starved for fuel and bellowing black smoke. Changing the fuel filter and cleaning the fuel pump restored performance some, but it still ran rough. I thought the 2000 would do pretty good in the autocross; however, a Herald won the historic class to prove swing axles work.

We didn't expect to win the gimmick rallye, but had fun looking for clues. When all else fails, make up the answers.

The 2000 faired better by winning the participant's choice showing. There was competition in the special interest class, which was not an easy classic because of the variety. There was a 2000 Mk1, two Sports 6s and a Herald.

Jack Schmelyun took first in the concours preservation class with the TR250. Paul Billings, a member of the Richmond Triumph Register, took second the in TR4A concours judging.

Returning home was a relaxing drive. Instead of traveling as a group, we all took different routes. We drove the cornfields of Illinois before picking up the interstate to Indianapolis. Just out outside of Indianapolis, the speedometer stopped working. We took the back roads of West Virginia, Maryland and Virginia just to see different scenery. The mountains were tough on the Borg Warner 35 automatic, and required just as much shifting as a manual transmission to make it up the steep climbs.

It was a real test of faith to drive the 2000 more than 2000 miles. We received many thumbs up on the trip, but when the location for the 2016 VTR convention was announced, it may be time to trailer

"Bigger in Texas – Better in a Triumph" in the theme for gathering in Pottsboro, Texas, which is a few hours north of Dallas. The Red River Triumph Club is hosting the convention October 3-7, 2016. Details are at http://www.vtr2016.org/vtr2016_index.html.

See you in Texas. It is only 20 hours driving to get there. It should be cooler.



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 the period. Other ads are space available only.

For Sale. Really good condition TR4 solid axle rolling frame \$400.00. Also, TR7 engines and 5-speed transmission, four TR8 alloy wheels, brand new TR7 rear bumper, and TR7 seats [tan]. Contact David White, cell 703-898-7041.

Lost and Found. If you loaned a California Duster to the McLaren representative at Britain on the Green, you may reclaim it (the duster, not the McLaren) by calling 202-415-1599

Wanted - TR250, looking for a driving car which has solid frame and floors, scruffy condition is fine. Contact Carleton at C.Brown579@btinternet.com

For Sale or take it. Hobbyist chrome plating set-up. Professional type plating, 3 tanks: Copper, Nickel, Chrome. Small parts only - 9" diameter tanks. All the chemicals for ferrous and non-ferrous metals. Plating manual and all accessory stuff included. Purchased from Caswell Inc. Lyons NY (caswellplating.com) Over \$500.00 in chemicals and apparatus. Make an offer or just take it. Contact Joe Cannon 703-280-4104

For Sale 1972 Triumph TR6 – One owner car, I have had it since 2004. Over \$32,000 invested, front end rebuilt, new custom dash, interior, carpet, trunk carpet, carbs rebuilt, fuel pump rebuilt, alternator exchanged, gear box and entire clutch rebuilt in 2013. Can provide document with a list of all work done since I purchased the car, and I have all the previous owner's paperwork. \$20,000 or make offer. Contact Craig 703-216-4423



1980 Spitfire and Parts for Sale. I have a 1980 Spitfire for sale as well as innumerable parts for late model (79-80) Spits. The car could be restored or it could be a good parts donor. Has title; needs tires, brake lines, carb rebuild, rust repair and much more love than I can give it. It has a rebuilt motor, good 4-speed transmission, hardtop and soft top and good seats. \$500

I also have the following parts: late model Spitfire windshield \$50, 4-speed transmission \$25, 1500 engine (condition unknown) \$40, rear axles \$20 each, pumpkin \$30, cylinder heads \$25 each, radiator \$30, numerous late model Spitfire gauges, interior parts, carpets, suspension components, and carbs (Z-S only). If you need a part for a 1500 Spitfire, it's probably here somewhere. All priced to sell. Contact Tom Burke 703-354-1361

For Sale. Four TR7 steel wheels \$80.00 (sold as set only). Contact Tom Burke 703-354-1361

Factory Original TR6 Hardtop for Sale. All glass is in excellent shape...no cracks, scratches, etc. Structurally very sound... has been in my shed for the last five years and has not been used in that time due to owner laziness. Can be easily repainted to match the color of your car as the roof is free of dents, scratches, etc. Liner is in decent shape but faded. Can deliver to you if you are in DC, Maryland, or Virginia. If you are interested, please call Mark at 202-415-1599 or e-mail me at tr6@comcast.net. Asking \$925.00.



Show your club pride with stunning door magnets proudly displaying the CTR logo. These magnets are approximately 8"x12" to fit even the smallest TR3 door!!! \$18 for the pair - contact Patrick Carter (202-285-7031) to arrange delivery or pick them up at the next CTR event. These magnets are always a big hit at the parades in which CTR participates.



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THE STANDARD

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Triumph Trivia

Christopher Yurasko

TRIUMPH TRIVIA: What Triumph shares a name with a Spanish city famous for its swords?

Answer: The Triumph Toledo was a compact family sedan introduced in August 1970. It used the same 1300cc engine as the Triumph 1300 and pushed out 58 horsepower. It came in both two and four door models.



Signs of the Times



Unless, of course, it's a senior citizen driving

Photo credits: Pages 1 and 2 Stephen Oertwig; Page 3 Greg Desforge (top) and René Burcksen (bottom); Pages 4 and 5 Stephen Oertwig and Art Fournier; Page 6 Art Fournier; Page 7 Stephen Oertwig and Art Fournier; Page 8 Arleigh Cottrell, Stephen Oertwig, and Art Fournier; Page 9 Stephen Oertwig and Art Fournier; Page 13 Lionel Mitchell; Pages 14 and 15 Christopher Yurasko; Page 16 Stephen Oertwig (top) and Jeffrey Rust (bottom); Page 17 Stephen Oertwig



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THE STANDARD



THE STANDARD

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Patrick Carter and Stephen Oertwig raise CTR's banner at the Hunt Country Classic near Middleburg, Virginia, on October 11th. For more on the show and CTR's post show picnic, turn to page 6.

PAGES 1, 6-9, and 13 - Hunt Country Classic and CTR Get Together; PAGE 2 - From the President; PAGE 3 - CTR Happenings; William C. Goodwin; PAGE 4 - Fall Foliage Tour; Wedge Workshop; PAGE 5 - Flea Market; PAGE 10 - Events; Treasured Motorcars Open House; PAGE 11 - CTR Regalia; PAGE 12 - Classics on the Green; PAGE 13 - CTR Point System; PAGE 14 - GYHD - TR7 Starter; PAGE 16 - America's British Reliability Run; Garage Spot Gold - TR6 Ground Connection; PAGE 17 - Trending; PAGE 18 - Classified; PAGE 19 - Club Info; PAGE 20 - Odds and Ends



From the President

By Stephen Oertwig

CTR gatherings bond fellowships, provide time to re-member friends

Gatherings with Capital Triumph Register friends always are memorable occasions. Most events are celebrations. Sometimes we must gather for solemn reasons. We've done both the past month.

We had a grand time October 11 at the Hunt Country Classic show sponsored by the MG Car Club Washington D.C. Centre in Middleburg, Virginia. The weather was perfect this year for a change. This brought out some of the highest quality Triumphs I have seen at a British car show in a long time.

Triumphs filled a large section of the show field. It was like Triumph World. There were clusters of CTR members enjoying the sun, talking with people and showing off their cars. Most of the Triumph awards went to CTR members.

I even scored workshop manuals and handbooks from a gentleman who worked for a Triumph dealer in Arlington years ago. Yes, years ago there were many Triumph dealers, who later became Jaguar-Rover-Triumph dealerships. Then there were none. That hasn't stopped people still enjoying Triumphs. I was delighted to meet new member Andrew McGinley who just bought a TR250.

The awards ceremony was full of suspense as we all waited to hear who would take home first place in the various Triumph classes. Capping off a great show was the annual gathering hosted by Lionel and Nancy Mitchell. There were so many people there that I had not seen in a long time, and there were new friends as well.

There was a solemn moment at the feast at Mitchell Mountain. We took a few minutes to talk about Bill Goodwin and grieve his passing and note the absence of his Heralds this year.

Bill Goodwin passed away in England in September. Carol Goodwin held a memorial service for Bill October 1. Many CTR members attended the memorial service, and helped comfort Carol.

Bill was one of the first CTR members I ever met when we moved to Virginia. We went to the 2004 holiday party at Karl and Penny Johnson's house, and there was a Herald in the driveway. I knew that Herald because I had been bidding on it online. Bill was the lucky winner of the auction.

That was the start of a great friendship. Bill was the source of knowledge about Heralds, and an inspiration to all.

Bill had never driven a 2000. CTR's George Washington Parkway run this spring was when we made it happen. He drove the 2000 with Ho Yong and I drove the Herald with Carol.

Bill was going to run America's British Reliability Run with me this year in the 2000. I am thankful there is another brave person who wants to drive the Big Six, and that is CTR member Dennis Kruse. Dennis and I leave October 16 from Quakertown, Pennsylvania, to drive 550 miles of scenic byways in New York before ending in New Jersey October 18. Our team name is Big Six. 2000s are called big sixes in England because they were the largest of the six-cylinder Triumphs. Dennis has a TR6.

The ABBR is a charity event to benefit St. Christopher's Hospital for Children. We have a goal of raising \$500 for the charity. We made great progress toward that goal with pledges from CTR members, but still are short. Donations are tax deductible, and the hospital will acknowledge those who donate.

We didn't go the crowd sourcing route yet, but would appreciate donations from other CTR members. You may email me at oertwig@mac.com to pledge while we figure out the contribution process.

Watch Facebook for reports on our progress during the reliability run.

Planning has started for the annual awards ceremony and winter gathering. This year's awards ceremony also coincides with CTR officer elections. There are two positions that the membership votes on: president and vice president. I am honored to be CTR's president, and thankful that John Buescher works so hard as vice president. Sometimes I feel like the bowtie wearing clown who goes on first at the circus to warm the crowd up before the main attraction starts. CTR's Executive Steering Board and the whole CTR membership are the main attraction of this show. Nominations are open from anyone interested in running for president or vice president. John and I are willing to serve another two-year term if membership approves, but serve only with your approval.

Drive on, and drive often.

Please welcome CTR's newest member:

- ◆ Andrew McGinley of Purcellville, VA, who drives a jasmine yellow 1968 TR250

And please welcome back a long time former CTR member:

- ◆ Paul Scuderi who has served as CTR's newsletter editor and president and whose Triumphs include a Stag, TR6, and GT6



CTR Happenings

Fall and Winter Events

November is shaping up to be very busy with the Fall Foliage Tour on the 1st, the Wedge Workshop on the 7th, and a Flea Market in Haymarket, VA, on the 14th. Specifics on these events may be found on pages 4 and 5 of the newsletter.

CTR's annual T4 (Triumph Tasty Tech Tour) was to have been held on November 7th, but has been put off to 2016 while we come up with some fresh ideas for the event.

A Winery Tour is also under consideration for late October or November, but as of yet, plans have not been formalized. If the Tour occurs it will be a pop up event with details sent out by evite, so make sure CTR has your current email address.

In December, CTR has signed up to participate in two Christmas parades: Middleburg, Virginia, on the 5th and St. Michaels, Maryland, on the 12th. Both these towns are great destinations with fine shops and restaurants. Take advantage of the parades as an excuse to show off your Triumphs and do a little late season touring.

The CTR Holiday Party will be hosted by Bob Fox on December 6th in Lorton, Virginia.

Looking further ahead to 2016, expect the Awards Brunch (with brief business meeting and elections) in January and the Winter Dinner in February.

The fun rally discussed for Southern Maryland will probably be put off until the spring of 2016. But we'll try to schedule other events as we can. We are always looking for opportunities including additional drives and Get Your Hands Dirty (GYHD) sessions. Speaking of GYHD sessions, if you have a project that requires a little help or expertise, consider hosting a GYHD. And if you just need a helping hand or bit of advice rather than a full blown GYHD, contact one of the board members or ask on our Facebook page.

Evites, Addresses, and Saving Trees

Please make sure CTR has an up-to-date e-mail address for you. We use Evites to pass along event details and reminders and need a good e-mail address to ensure you get the word.

Want to save paper, receive your newsletter more quickly, see it in full color, and save CTR a significant amount of money (\$24 or more per member per year)? Contact Art Fournier about receiving your newsletter electronically rather than by regular mail.

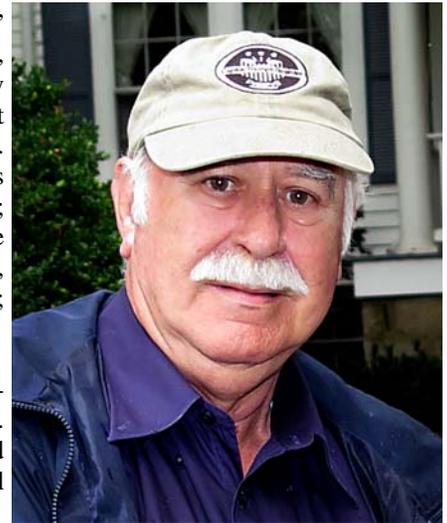
Newsletter Articles and Photos

If you have an item for the newsletter, please send it in to the editor. Technical articles as well as updates on events you've attended, and items of general interest to our members are always welcome, as are photographs of Triumph related activities. Almost any format is acceptable, although electronic is preferred.

William C. Goodwin October 10, 1948 – September 14, 2015

William "Bill" Goodwin of Waldorf, Maryland, passed away September 14, 2015, at the age of 66 in England. Bill is survived by his wife, Carol Goodwin; sisters-in-law Alice Swyney, Joann Aldrich, and Sheila Sakamoto; and many friends.

A memorial gathering was held October 1. Many CTR members and friends of Bill and Carol attended.



Bill was in to England to drive the 10-Country Run sponsored by Club Triumph when he died suddenly. Bill had a Triumph Dolomite stored in England that he used to drive the 10-Country Run and the Round Britain Reliability Run annually.

Bill was known to Capital Triumph Register members for his three Heralds. One Herald was a rare estate he imported from England. Bill also collected other cars and frequently took them to shows.

Bill served for a number of years as a CTR events coordinator and was active at all CTR events. He was a key figure in Britain on the Green every year, and hosted after-BOG celebrations at his house. Most recently, Bill and Carol hosted the 2014 CTR holiday party.

His garage was the frequent focal point for CTR technical sessions. His generosity toward CTR members was equal to his knowledge of Triumphs and willingness to help members.

Bill also was more than happy to entertain people with his massive model train collection. The multitrack layout featured a collection of model cars and even a Triumph garage. Watching the trains was the highlight of every visit.

Fall Foliage Tour 2015

November 1st
Patrick Carter



The recent windy/chilly/wet nor'easter really stirred up the seasonal change. As I write this looking out the window I see the trees beginning to change... Much to my dismay, summer has left us..... The one silver lining to the cloud of cold temperatures is the beauty this season bestows on our area. CTR will once again celebrate the colors of Fall with the Fall Foliage Tour through the Shenandoah Valley.

This year's tour will take place on Sunday, November 1st. This is one of CTR's most well attended events; so why mess with a good thing? Our tour will be similar to last year with perhaps a little different route from Manassas to Luray and we will repeat Sunday Brunch at Joe's Steakhouse in Front Royal, VA near the north entrance to Skyline Drive. (www.joessteak.com) Some details are still being nailed down, but Joe's will provide separate checks.

The group will assemble at NVCC's Manassas Campus at 6901 Sudley Road, Manassas, VA 20109-2305. This is right off the Manassas I-66 exit. **PLEASE MEET AT 9:00 AM FOR THE DRIVERS MEETING SO WE CAN MAKE OUR SCHEDULED DEPARTURE AT 9:15 AM.** The route is still in a bit of flux, but the plan is to take more back roads from Manassas/Haymarket to Sperryville, cross Skyline Drive to Luray for a fuel/potty/coffee stop in Luray. Then we will continue up Fort Valley Road to Front Royal for brunch at Joe's Steakhouse. Fort Valley Road is one of Virginia's best "drive's" roads for fall views.

After a buffet brunch of prime rib and various other yummy options, participants are free to travel home as a group or individually to your respective destinations.

PLEASE NOTE: November 1st is the end of Daylight Savings – so PLEASE change your clocks as to not be late to this event.

As the event approaches, keep your eyes peeled for the Evite which will contain more details. Your RSVP to the Evite is critical so we can supply the restaurant with an accurate head count. Your response is greatly appreciated. I look forward to another successful event and conclusion to the 2015 driving season.

A rain date for the event is Sunday, November 8th (pending availability of the restaurant.)

If you have any questions, please contact me at pcarter.dc@gmail.com

Second Annual Wedge Workshop

November 7th
Tom Burke

Once again, on Saturday, November 7th, at 10 am, we are gathering in my Laytonsville, Maryland garage for a discussion and demonstration of a popular repair job on Triumph's somewhat less-than-popular vectored vexations, the TR7 and TR8.

Last year, we explored the mysteries that lay beneath the Triumph Wedge's vast dashboard, replacing the stock bulbs with LEDs and trying to turn back the hands of time by getting the dash clock to work. This year, we hope to replace the front struts on my TR8 and, unlike last year, get it back together on the same day we take it apart. I will also review the past Summer's worth of Wedgework that I put into the Silver Steed, including: lowered rear springs, shocks, new alternator, paint job, 15" wheels/tires, and a complete replacement of the cooling system, including a new radiator, fans, and wiring, to name but a few of the



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items that kept my hands and clothes looking like I spent the Summer sorting coal on a conveyor belt.

As before, you need not be so blessed as to own a Wedge in order to attend. We welcome Spitfires, TRs of whatever numeration, and even those peculiar sedans.

The grease-monkeyshines will be preceded by doughnuts and coffee and followed by chili and beer or sodas. Those so inclined can then join us for a drive across the fields and forests of the Upper Counties to visit a nearby Winery and Farm Brewery.

There will be all kinds of fun and all kinds of car chatter, so I hope you can attend. Look for an invite. The details are below...

The Wedge Workshop, Saturday November 7th, 2015 10 am until ?

The Burkes, 21710 Laytonsville Road, Laytonsville, MD 20882

Triumph Parts Flea Market at Haymarket November 14th Lionel Mitchell

*Bring your used, your new parts,
Your muddled carburetors yearning to find a new home.
The wretched refuse of your teeming garage.
Send me these, the homeless brake pads, often lost, to me,
I lift my light beside my Haymarket House door.
(with apologies to Emma Lazarus)*

On Saturday, November 14, I will host a Triumph Parts Flea Market at my house in Haymarket, Virginia. We will begin around 10 AM. Caffeine and juice drinks, as well as doughnuts will be provided for early arrivers and deli sandwiches and soft drinks will be provided for lunch. I will provide tables for parts display.

Here are the basic rules:

- ◆ Bring only clean parts, tools, books, and other car relat-

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ed paraphernalia

- ◆ All transactions are between individuals
- ◆ It's advisable to put price stickers on your items
- ◆ CTR assumes no liability and does not warrant the fitness of any items
- ◆ CTR will not charge a fee for participation
- ◆ Only CTR members may sell parts and items
- ◆ You must RSVP one week ahead of the event to reserve a space
- ◆ Also please RSVP if you plan to attend but not sell items so I can plan for food and drinks

So, look around your garage and collect all those extra parts, car books, magazines, etc. that you don't want or need any more. I plan to make a list of my extra parts and will make the list available by email to whomever is interested. You might want to do the same.

Please RSVP to me at: haymarket4@verizon.net



Hunt Country Classic and CTR Post-Show Gathering

October 11th, 2015

The 20th annual Hunt Country Classic British car and motorcycle show took place on Sunday, October 11th, at Barbara Scott's Willoughby Farm near Middleburg, Virginia. After a number of rainy years, the MG Car Club Washington, DC, Centre was rewarded with a brilliantly clear fall day for this year's show. While it was chilly in the morning, the air soon warmed up and jackets and sweatshirts came off as more and more British cars arrived. Triumphs were very well represented and were divided into six classes: Spitfire and GT6; TR2 and TR3; TR4 and TR250; TR6; TR7 and TR8; and Other Triumph, a catchall class that had a very eclectic mix of vehicles. Among the Other Triumphs were Stags, a 2000 Saloon, an Acclaim, and Al Ames' Special, a speedster based on Spitfire Mk IV running gear under a custom lightweight body.



The Capital Triumph Register was well represented and did well when it came to prizes. In the Spitfire and GT6 class, Patrick Carter's, Stephen Smalling's, and Bruce Mundie's Spitfires swept the class placing 1st, 2nd, and 3rd respectively. In the TR2 and TR3 class, Rich Wilkins' and Bill Olson's TR3As finished 2nd and 3rd. In the TR4 and TR250 class, Sandy and JoAnne Thomson's TR250 and Christopher Gentile's TR4 placed 2nd and 3rd. In the TR6 class, Craig Nicholls' and Bob Fox's TR6s finished 1st and 2nd. In the Wedge class, Tom Burke's TR8 came in 2nd. And in the Other Triumph class Glenn Minucci's Stag and Stephen Oertwig's 2000 Saloon placed 1st and 2nd. But the biggest prize of all went to Paul Edelstein whose TR8 placed 1st in the Prince of Wales class where it competed against the other 2014 class winners, i.e., the best of the best. And CTR member Gregg Bachner took a 1st place in the Austin Healy Sprite class with his 1959 Bugeye. Well done!

Throughout the day, there was ample opportunity to view cars, visit with old and new friends, wander the grounds and enjoy the vistas of Northern Virginia's beautiful Hunt Country. But the best was yet to come. After the show many of us – 45 people with 24 British cars by one count – made our way to Lionel and Nancy Mitchell's home in Haymarket for what has become a very traditional post-show get together and picnic. British cars were everywhere. And not just Triumphs: the occasional MG and Jaguar was to be seen as well. Renowned artist Joseph Craig English was on hand to show and get feedback on his concepts for the Britain on the Green 2016 commemorative poster – no surprise, it's going to be very, very nice! Conversation on the wide veranda spilled over to the garage where Lionel showed off his nearly complete maple TR6 restoration.

The Hunt Country Classic is traditionally the final British show of the season; however, CTR still has lots of events in the works for the fall and winter. While we all had a great time at the Hunt Country Classic, we hope to see you and, if possible, your Triumphs a few more times this year!



*Above top: Bill and Holly Olson and Rich Wilkins
Above: JoAnne Thomson, Sharon Edelstein, Sandy Thomson,
and Paul Edelstein*

*Next page top left: Jay Christopher, Patrick Carter, and Al Ames
Center left: Lionel Mitchell and Bob Fox*

*Bottom: Some of the Triumphs on the show field
Top right: Mary Burke, Ho Yong Oertwig, and Sharon Edelstein*



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Hunt Country Classic (Continued from Page 7)



*Top: Bruce and Sue Mundie in their RHD Spitfire Mk 3
Center: Stephen Oertwig, Sandy Thomson, Bob Fox, Paul Scuderi,
and Mary and Ira Schoen
Bottom: Joseph Craig English presents his concepts for the Bog 2016
commemorative poster*

*Top: Harvey Lee and others talk Triumphs
Center: Kelly Alford with his TR6
Bottom: Bob Fox, Stephen Smalling, and Rich Smalling
with Stephen's Spitfire, the Green Weenie*



*Above top: Stephen Oertwig remembers Bill Goodwin during the CTR get together at the Mitchells
Center: Beverly and David Daugherty with the Jade Knight
Bottom: Don Sheehan, Paul Edelstein, and Melodee Sheehan check out Lionel Mitchell's maple TR6 restoration
Top right: New member Andrew McGinley with RJ Fortwengler*

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EVENTS

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

Oct 16-19 - America’s British Reliability Run, Delaware Valley Triumphs

Oct 17 - Rockville, MD, Antique and Classic Car Show

Oct 24 - Treasured Motorcars Open House and Car Show, Reisterstown, MD

Nov 1 - CTR Fall Foliage Run *CTR*

Nov 7 - CTR T4 *CTR*

Nov 10 - CTR ESB Meeting, Arlington, VA

Nov 13 - Deadline for the November issue of *The Standard*

Nov 14 - CTR Swap Meet, Haymarket, VA *CTR*

Dec 5 - Middleburg, VA, Christmas Parade *CTR*

Dec 6 - CTR Holiday Party, Lorton, VA *CTR*

Dec 11 - Deadline for the December issue of *The Standard*

Dec 12 - St Michaels, MD, Christmas Parade *CTR*

Jan TBD - Awards Brunch *CTR*

Feb TBD - Winter Dinner *CTR*

Apr 24 - Britain on the Green 2016 *CTR*

*** Much More to Come ***

Keep up to date on CTR events by visiting our on-line calendar: <http://capitaltriumphregister.com/events/> for details, updates, changes, and additions.



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



OPEN HOUSE AND CAR SHOW RESCHEDULED TO OCTOBER 24TH

Due to bad weather, Treasured Motorcar Services, Ltd. Rescheduled its Fall Car Show and Open House to Saturday, October 24th, from 9:00 AM to 3:00 PM. Bring your own treasured vehicle - all makes and models are welcome. Registration will run from 9:00 AM until noon with awards at 1:00 PM. Take a tour of their facility and see the vehicles they service. Treasured Motorcar Services is located at 12340 Owings Mills Blvd, Reisterstown, MD 21136. They can be reached at 410-833-2329 or visit their website www.treasuredmotorcars.com

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Follow CTR on Twitter:

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CTR and BOG Regalia

CTR and BOG Regalia is available through Fourth Gear Ltd on-line! No more waiting to find out if the club has a shirt or cap in stock and more importantly, in your size. Just go to the Fourth Gear web site (<http://www.fourth-gear-ltd.com/>) and order what you want. Merchandise cost and shipping cost are reasonable and service is prompt. Product selection and colors are good as is product quality.

We have our CTR club logo and the BOG logo on-file with Fourth Gear under the British Car Club Logo Gallery. These logos can be embroidered on the different items. Products such as polo shirts, sweatshirts, jackets, caps, patches, and tool bags, among other products, can be selected under the On-line Shopping link. Enter the logo code (CL003 for CTR or CL027 for BOG) as part of the item description and then check out as with any on-line web site. Ordering instructions are given on the home page. Embroidered items can be ordered in any quantity.

We are moving away from having to manage club regalia inventory. Having a supplier such as Fourth Gear allows us to do that while still having a source where members can order regalia on-demand.

When exploring the Fourth Gear web site, you'll also notice that they have other logo galleries for Triumph and other British cars as well as British marque logos. You could custom-design your own merchandise with more than one logo. Ralph at Fourth

Gear is very amenable to custom orders both in terms of the logos as well as products not show on the web site. So, feel free to call him if you want something completely different.

So, now there is no excuse for missing participation points at club events for not having club clothing.



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Or call 704-351-0864



Order Codes for Embroidered Hats, Shirts, Jackets, Bags, etc.

CL027

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The Vintage Triumph Register was founded in 1974 and is dedicated to the maintenance, preservation and enjoyment of the Triumph marque. Membership benefits include a bi-monthly magazine, *The Vintage Triumph*. To join, send \$35 for a one-year US membership to:

The Vintage Triumph Register
PO Box 655
Howell, MI 48844



Or go to the Vintage Triumph Register website, www.vtr.org, for additional information and a membership application.



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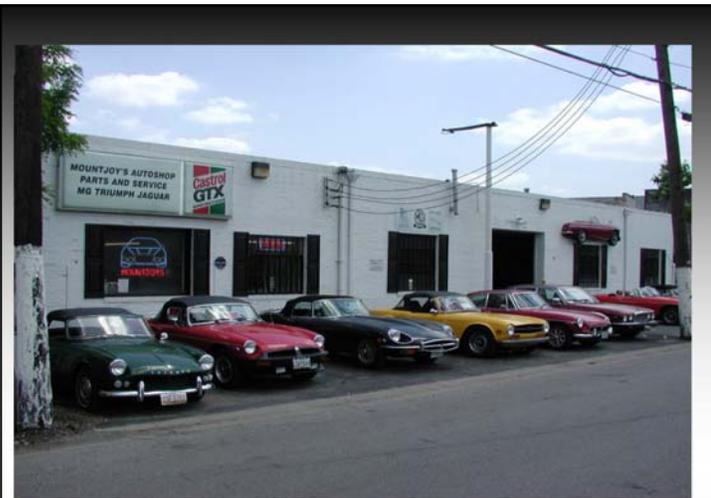


Stephen Oertwig's Triumph 2000 Saloon at New Kent Winery

Classics on the Green

Stephen Oertwig

Triumphs were scattered across the field at the 31st annual Classics on the Green held September 20th. The Central Virginia British Car Club hosted Classics on the Green, which is a British and European car show with more than 300 cars on display at the New Kent Winery east of Richmond. Not surprisingly, wine tasting was a major feature of the show. Former CTR member Joe Beene of Williamsburg won the vintage Triumph class with his 1962 Triumph TR3B he has owned since new. Next year's show will be on September 18, 2016.



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Looking back at **THE STANDARD:**
Volume IX, Number 8
October 1997

The October 1997 edition of *The Standard* led off with an article on CTR's first annual T4 (Triumph Tasty Tech Tour) event hosted by Cathy Sopher, Keith Dunklee, Ira Schoen, Karl Johnson, and Charlie Brown. The event featured a progressive meal and tech sessions at four different locations. Over the years, the T4 has backed off from four to three and finally two locations in 2014. The event has been tabled for 2015, but will hopefully find new life in 2016.

The October edition also featured an article on the Hunt County Classic. CTR award winners included Pete McHugh in his 1800 Roadster, Terry and Cathy Sopher in their Spitfire, and Dave Monroe in his GT6. Dave and his GT6 were also at this year's Hunt Country Classic.

Other articles included recaps of The Roadster Factory Summer Party by Paul Scuderi and the Meeting of the Marques by Pete McHugh. Finally, in speculation that never materialized, Dennis Eckhout discussed the possible acquisition of the Rover Group, which then included MG and Triumph, from BMW. And now, of course, Fiat owns Chrysler.

A Few of CTR's Hunt Country Classic Award Winners



Here are some of the CTR members who took home awards at the Hunt Country Classic. Shown with MGCCWDCC president Chris Kintner are from top left Tom Burke, Sandy and JoAnne Thomson, Stephen Oertwig, and Paul Edelstein; and from top right Glenn Minucci, Patrick Carter, Stephen Smalling, and Bob Fox

The CTR Points System

Longtime members are familiar with CTR's point system, but it might be something of a mystery to our newer members who are confronted with sign-in sheets at the club's events. The point system was initiated several years ago as a means of encouraging and rewarding participation in club events and activities. At the end of the year, each member's points are tallied and those with the most points recognized at the annual awards event in January. Recognition may be in the form of a certificate or something more substantial such as a prize.

Points are earned by attending a CTR-sponsored event (20 points), driving a Triumph (automobile, not motorcycle) to the event (15 points), or wearing an item with a club logo (either CTR or BOG) (10 points). Points are also awarded for organizing or staging a CTR event (70 points shared among the organizers) or acting as the CTR point of contact for an event held by a third party (25 points). Writing an article for the club's newsletter, *The Standard*, earns 25 points. And recruiting a new member for CTR will earn 20 points.

But wait, there's more. Britain on the Green, our annual British car and motorcycle show, requires a huge investment of time and effort on the part of many CTR members to ensure its success. As such, significant points are awarded to BOG chairs (or co-chairs as the case may be) (100 points), subcommittee chairs (50 points), and committee members (25 points). Additionally, 15 points are awarded to BOG volunteers in addition to the normal points they would earn by attending BOG as a CTR-sponsored event. Helping at the BOG "Stuffing Party" or with set up activities the day before BOG earns points as well (10 points).

The Capital Triumph Register's goal is to enjoy our cars in the company of like-minded people. The points system is a method of encouraging participation in our events by offering the added incentives of recognition and reward for doing so.

Get Your Hands Dirty: Stephen Prior's TR7 Starter

September 26th, 2015

Bruce Hislop

Replacing the starter motor on Steve Prior's TR7 (We came, we saw, we started)

For those who may not be aware, Steve Prior had back surgery at the end of August, likely putting an end to his Wedge driving for the season. Undaunted, he still had plans for his yellow TR7 – replacing the starter. And so we amassed at his garage September 26th with the promise of coffee and donuts, and lunch to be served later. By 10:30 or so, our intrepid pit crew consisted of Tom Burke (winning the First to Arrive award), J. P. Pucket and his daughter Emma, Stephen Oertwig and myself. Having recently replaced the starter on my own TR7, I had hoped to be the wise sage, just offering advice, keeping my hands clean enough to wrap around a donut, and being all sagacious and what-not. This was not to be. Having successfully completed a job does not earn one the right to be excused from the next, rather it now becomes “your” job in perpetuity.

The funny thing about replacing the starter on a Wedge (and by Wedge, I mean TR7; I have no clue what information herein is transferrable to the TR8) is the seeming inability to either remove the old starter or attach the new one. Thus, by “funny thing,” I really mean, “curseable thing.” The Repair Operator's Manual (ROM), which Steve thankfully owns, makes it sound easy – as it does for most jobs. There are only nine real steps listed (eight if you don't count the heat shield removal, since most Wedges lost this years ago*), but the experienced Wedge owner never judges the difficulty of a job by the number of steps listed in the ROM. One of the steps reads, “Lower the complete exhaust system.” Yes, this includes removing the three bolts at the manifold flange – you know, the ones that have welded themselves to the manifold over the past 35 years, and are likely to either round off or shear at the mere sight of a wrench. The ones that mock WD-40 and drink Liquid Wrench for breakfast. (We began to wonder if the request to replace the starter was timed perfectly with Steve's surgery.)

But there's a better way! By removing the intermediate steering shaft (the one running from the firewall to the steering rack), an “easy” path of starter egress is created. Simply remove the two pinch bolts from the universal joint couplings at either end of the intermediate shaft, and pry the couplings open a bit. With some lubricant, a lot of wiggling and a few choice words, the shaft can be moved off the steering rack and then down from

the steering mast. The opening left is barely large enough for the old starter to be removed and the new starter to be lowered into place. We all took turns on various wrenches getting greasy – even Emma! She's going to be quite the Car Queen!

Steve's new starter was much smaller than stock, and supposedly more powerful (or some kind of “better” than before). He may write a piece on the replacement starter, but we found it interesting that the manufacturer said that it would be bolted to the housing in only two places. We later found out why; the starter looked like it came off another car and had some bits ground away for clearance. The result was a path that was too short to hold the middle bolt. Anyway, we were able to lower the new starter into position and bolt it in. After considerable problems with hooking up the Lucar connector (the wire did not want to maneuver into the orientation necessary to make the connection) all was right with the world. Steve's car started beautifully and we let it run for a few minutes. With forethought, we would not have let it run so long, since the manifold was too hot to replace the steering shaft. No worries, as this was the perfect time to munch on chicken wings – spicy or barbecue. After cleaning ourselves up, we replaced the steering shaft and enjoyed a very hearty round of self-congratulating.

Here's wishing Steve a quick recovery and return to Wedge driving!

*It should be noted that Steve's Wedge still had heat shield, and it was harder to remove than expected.



Above: Emma Puckett, Stephen Oertwig, Stephen Prior, and Bruce Hislop. Bruce holds the drop cord light for Tom Burke who's nowhere to be seen in this picture, but you'll see him under the TR7 in the top left photo on the next page



Center left: Bruce Hislop, John Puckett, Tom Burke, and Emma Puckett compare starter motors
Bottom left: Host Stephen Prior with Bruce Hislop and Emma Puckett

Above: From the shoes, this must be Bruce Hislop under the TR7. Most of us have had intimate moments like this with our Triumphs.





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America's British Reliability Run

October 16th - 18th

(adapted from the ABRR Website)

Begun in 2002 by Blake Discher of Detroit with help from John Macartney (author of "In the Shadow of My Father" and "Turn Left at the Pacific"), and based on similar events in the UK, America's British Reliability Run is a challenging, but fun, driving event that so far has raised more than \$160,000 for worthy children's charities. This year's run will start in Quakertown, Pennsylvania, and cover some 550 miles of scenic byways in New York before ending in New Jersey, and will benefit the St. Christopher's Foundation in support of the C.O.R.E Palliative Care Team at St. Christopher's Hospital for Children. Each two-person team pays its own expenses out-of-pocket and has a goal of raising \$500 for the charity.

The ABRR is not a race. The run is conducted on public roads at posted speeds. It is not a typical road rally either, in that there are no checkpoints or deliberately vague and misleading instructions, but this year, participants have a choice in how they run the route. They can either choose to run in the Touring Division, with a follow-the-leader caravan format as we have done in the past, or the Rally Division, which will be run as a competitive Time Speed Distance event.

The Touring folks will take care to keep the cars together, making group stops as necessary. The Rally folks will be on their own; no group stops for fuel or potty breaks; just the driver, navi-



America's British Reliability Run

October 16th - 18th

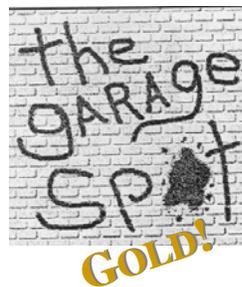
Benefits St. Christopher's Foundation for Children
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<http://britishreliability.org>

gator, and the open road. Either way, the ABRR is a fun drive on great roads through beautiful countryside in the company of fellow British car hobbyists, and all for a good cause. Both groups will gather daily for lunch stops and dinner.

Up to 30 British cars of any marque or vintage will participate in the run. The Capital Triumph Register will be represented by Stephen Oertwig and Dennis Kruse in Steve's Triumph 2000 saloon. Their team will be known as "Big Six," a British nickname for Triumph's six-cylinder sedans (saloons). Expect updates from them on CTR's Facebook page along with a follow-up article in an upcoming issue of *The Standard*. To help Steve and Dennis in their fund-raising goal, e-mail Steve. Remember, teams pay their own expenses, so 100% of your donation goes to the charity and is 100% tax deductible. Please help them meet their goal!

For more on the ABRR, see its website: <http://www.britishreliability.org/>



TR6 Ground Connection

Paul Edelstein

Originally published in the
December 2008 edition of
The Standard

The original TR6 configuration uses an uninsulated braided strap to ground the battery to the engine block, using one of the transmission bell housing bolts. The cable is held in place with a clip screwed into the firewall, which serves a second purpose of connecting the battery ground to the body. If you think about it, without this clip, the engine is not really grounded to the body or frame, since the engine mounts are rubber. Thus, without the clip, anything that is trying to ground to the engine will ground through anything else that contacts both the engine and the body, such as a choke cable.

I discovered this during my restoration as I tried to diagnose my dim lights problem. I had previously replaced the battery ground cable with the insulated kind. There were about 20 ohms of resistance between the engine block and the body. So, the lights were grounded to the body properly, but had to find a path to the engine to ground to the battery! Rather than use a braided cable, I made a simple jumper ground cable from the engine to the body, using the same connection points (transmission bolt and bolt holding the clip in place). Voila, bright lights and no more resistance.

So, I recommend that all TR6 folks check the integrity of this connection and refurbish as necessary. Of course, a similar analysis applies to other models as well.

Trending with CTR

News of Members in Brief



Ben Cheshire's TR6 at the Dulles Plane Pull on September 19th where it won a Top 20 Award



One of Dennis Eckhout's TR6s at the Brits in the Ozarks show on September 12th in Fayetteville, Arkansas



Dennis Eckhout in his 1966 Mercury Colony Park station wagon on his way to a Cars and Coffee in Oklahoma City. Unlike our local events, this one also featured a Cirrus aircraft.



Jay Christopher's GT6 on its way to Luray for brake work on September 24th. Jay had the car back in time to be in the Prince of Wales class at the Hunt Country Classic on October 11th.



Patrick Carter shows the difference between an LED brake light bulb (left) and a conventional one (right) on his Spitfire

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 the period. Other ads are space available only.

For Sale. Really good condition TR4 solid axle rolling frame \$400.00. Also, TR7 engines and 5-speed transmission, four TR8 alloy wheels, brand new TR7 rear bumper, and TR7 seats [tan]. Contact David White, cell 703-898-7041.

Lost and Found. If you loaned a California Duster to the McLaren representative at Britain on the Green, you may reclaim it (the duster, not the McLaren) by calling 202-415-1599

Wanted - TR250, looking for a driving car which has solid frame and floors, scruffy condition is fine. Contact Carleton at C.Brown579@btinternet.com

For Sale or take it. Hobbyist chrome plating set-up. Professional type plating, 3 tanks: Copper, Nickel, Chrome. Small parts only - 9" diameter tanks. All the chemicals for ferrous and non-ferrous metals. Plating manual and all accessory stuff included. Purchased from Caswell Inc. Lyons NY (caswellplating.com) Over \$500.00 in chemicals and apparatus. Make an offer or just take it. Contact Joe Cannon 703-280-4104

For Sale 1972 Triumph TR6 – One owner car, I have had it since 2004. Over \$32,000 invested, front end rebuilt, new custom dash, interior, carpet, trunk carpet, carbs rebuilt, fuel pump rebuilt, alternator exchanged, gear box and entire clutch rebuilt in 2013. Can provide document with a list of all work done since I purchased the car, and I have all the previous owner's paperwork. \$20,000 or make offer. Contact Craig 703-216-4423



1980 Spitfire and Parts for Sale. I have a 1980 Spitfire for sale as well as innumerable parts for late model (79-80) Spits. The car could be restored or it could be a good parts donor. Has title; needs tires, brake lines, carb rebuild, rust repair and much more love than I can give it. It has a rebuilt motor, good 4-speed transmission, hardtop and soft top and good seats. \$500

I also have the following parts: late model Spitfire windshield \$50, 4-speed transmission \$25, 1500 engine (condition unknown) \$40, rear axles \$20 each, pumpkin \$30, cylinder heads \$25 each, radiator \$30, numerous late model Spitfire gauges, interior parts, carpets, suspension components, and carbs (Z-S only). If you need a part for a 1500 Spitfire, it's probably here somewhere. All priced to sell. Contact Tom Burke 703-354-1361

For Sale. Four TR7 steel wheels \$80.00 (sold as set only). Contact Tom Burke 703-354-1361

Factory Original TR6 Hardtop for Sale. All glass is in excellent shape...no cracks, scratches, etc. Structurally very sound... has been in my shed for the last five years and has not been used in that time due to owner laziness. Can be easily repainted to match the color of your car as the roof is free of dents, scratches, etc. Liner is in decent shape but faded. Can deliver to you if you are in DC, Maryland, or Virginia. If you are interested, please call Mark at 202-415-1599 or e-mail me at tr6@comcast.net. Asking \$925.00.



Show your club pride with stunning door magnets proudly displaying the CTR logo. These magnets are approximately 8"x12" to fit even the smallest TR3 door!!! \$18 for the pair - contact Patrick Carter (202-285-7031) to arrange delivery or pick them up at the next CTR event. These magnets are always a big hit at the parades in which CTR participates.



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- Spitfire	Al Ames	540-742-0700	alames@embarqmail.com
- GT6 & 2000 Saloon	Matt Schipani	703-724-1573	matt@ashburnsoftware.com
- Herald & Dolomite	Bill Goodwin	301-870-8594	redrag@outlook.com
- Stag	Paul Scuderi	240-876-7222	trsix_guy@yahoo.com
- Autocross	Lionel Mitchell	703-754-7362	haymarket4@verizon.net
- Racing	Ira Schoen	703-698-1691	Pterodactyl711@aol.com

THE STANDARD

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Triumph Trivia

Christopher Yurasko

TRIUMPH TRIVIA: Triumph also made the engine for which notable automobile?

- A. Lotus Espirit
- B. Opel GT
- C. Amphicar
- D. Dual Ghia

Answer: C. Amphicar. As the name suggests it was both a car and boat and had a Triumph Herald engine.



Automotive Accessories



Air conditioning—never leave home without it!

Photo credits: Pages 1, 6, and 7 Art Fournier; Pages 8 and 9 Lionel Mitchell, Stephen Oertwig, and Art Fournier; Pages 12 and 13 Stephen Oertwig; Pages 14 and 15 John Puckett and Stephen Oertwig



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THE STANDARD



THE STANDARD

The Official Publication of the
Capital Triumph Register, Ltd.
Volume XXVII, Number 11, November 2015



Jay Christopher, Patrick Carter, Steele Lipe, Mike Harris, Lionel Mitchell, Pete Farrell, Paul and Sharon Edelstein, Diane Page, and Bruce Mundie at a stop at a scenic overlook during CTR's annual Fall Foliage Tour on November 1st. For more on the tour, turn to page 8.

PAGES 1 and 8 - Fall Foliage Tour; PAGE 2 - From the President; Hunt Country Classic Update; PAGE 3 - CTR Happenings; Trending; PAGE 4 - Holiday Party; Middleburg Christmas Parade; PAGE 5 - St. Michaels Christmas Parade; PAGE 6 - American British Reliability Run; PAGE 10 - Events; PAGE 11 - CTR Regalia; PAGE 12 - 2nd Annual Wedge Workshop; PAGE 14 - Mary Burke's Summer of Golden Memories; PAGE 16 - California Cars; PAGE 18 - Classified; PAGE 19 - Club Info; PAGE 20 - Odds and Ends



From the President

By Stephen Oertwig

Take time to drive before winter takes the fun away

November is supposed to be when Triumph drivers tuck their cars away for the winter. Not so with Capital Triumph Register members.

November 1 saw CTR members make a spirited drive through the woods for the annual foliage run. The threat of rain dampened the tires of a few cars, but the day was another perfect event and a great lunch.

Wedge owners showed their cars are all-weather sports cars at the Wedge Weekend repair session, which was held during typical British weather. This event also had members of Triumphs Around the Chesapeake sharing information about keeping TR7s and TR8s on the road.

It is a given that our cars don't run forever without love and care. I found that out at the foliage run with the GT6. I knew the alternator was not up to par anymore, but neglected fixing it because it was fine for daylight drives. Using running lights and wipers were too much for the battery.

Luckily, I grew up on a farm and know how to roll-start a tractor – and car. That is a reason to always park on a hill. I had to roll start three times and Ho Yong had to give me a push on the last start.

I had a Spitfire alternator handy and in less than 15 minutes I was charging again. There are many alternatives to the standard Lucas alternator. I will investigate more after hearing from the local alternator shop if the old alternator is shot.

I missed the CTR parts yard sale. What I missed the most was seeing people I don't get to see often: meeting new members and longtime CTR members again. Just to make sure everyone is recognized, we may go back to short introductions at each event. We have many longtime members I've never met, and cover a lot of area. I want to meet all our members and see your cars. Nametags help bridge the gap for identifying CTR members.

We have many events in the next few months to meet again on a social basis instead of a driving or workshop venue. That is a chance to see many people again.

The holiday party is December 6 at Robert Fox's house in Lorton, Virginia. The awards ceremony, elections and brunch is January 10 at Chad's in Friendship Heights, Washington D.C. The Washington Auto show is in late January. And the winter

lunch or dinner is planned in February. Planning meetings for Britain on the Green 2016 begin in January as well.

By the time these events roll around, most Triumphs will be tucked away until spring. Don't forget a good wax on the paint, install a battery tender, neutralize the ethanol in the petrol and dream about the first drive of the New Year.

We're supposed to have 50 inches of snow this season. Drive on, and drive often – while you can.

CTR Awards and Elections Brunch

The CTR awards brunch and election is scheduled 11 a.m. January 10, 2016, at Chads Friendship Heights. Chads, formally Chadwick's, is located at 5247 Wisconsin Avenue NW, Washington, D.C. 20015. This is just inside the District line at Wisconsin Avenue and Jenifer Street. It is also directly across Wisconsin Avenue from the Friendship Heights Metro stop on the Red Line, a convenient option in the event of inclement weather. For more info on Chads please go to www.chadsdc.com.

Hunt Country Classic Update



Michael Rea's beautiful TR3A was awarded first place in the TR2/TR3 class at the Hunt Country Classic on October 11th, leading the sweep of awards in that class by CTR members. Congratulations to Michael and to CTR's many other Hunt Country Classic award recipients! *[Editor's note: In my haste to include the names of the CTR members who took prizes at the Hunt Country Classic in last month's issue of the newsletter, I left out Michael Rea. The mistake was inadvertent, and I sincerely apologize for any embarrassment or annoyance my omission caused.]*



CTR Happenings

Trending with CTR

News of Members in Brief

Winter Events

In December, CTR has signed up to participate in two Christmas parades: Middleburg, Virginia, on the 5th and St. Michaels, Maryland, on the 12th. Both these towns are great destinations with fine shops and restaurants. Take advantage of the parades as an excuse to show off your Triumphs and do a little late season touring. Details are on pages 4 and 5 of this issue.

The CTR Holiday Party will be hosted by Bob Fox on December 6th in Lorton, Virginia. Details are on page 4.

Looking ahead to 2016, the Awards Brunch (with brief business meeting and elections) will be held on January 10th at Chad's in Friendship Heights. On January 23rd, we will hold a Britain on the Green planning meeting at Gunston Hall at 9:30 AM. On January 29th, CTR will once again visit the Washington Auto Show at the Convention Center in the District.

Our Winter Dinner is tentatively planned for February 28th at the Irish Inn in Glen Echo, MD. Our 2015 Winter Dinner at this location was snowed out; hopefully, the weather will be kinder in 2016.

On March 5th we plan to participate in the Alexandria St. Patrick's Day Parade, while in April our more-or-less annual George Washington Parkway Run on the 10th. And, of course, Britain on the Green will be on April 24th. 2016 will mark our 19th BOG and our 4th year at Gunston Hall.

We are always looking for opportunities for other events, including additional drives and Get Your Hands Dirty (GYHD) sessions. Speaking of GYHD sessions, if you have a project that requires a little help or expertise, consider hosting a GYHD. And if you just need a helping hand or bit of advice rather than a full blown GYHD, contact one of the board members or ask on our Facebook page.

Parts for Sale

Lionel Mitchell hosted CTR's first Swap Meet on November 14th. He is looking at ways of establishing a continuing forum for CTR members to list parts they would like to sell. One possibility is to create a members only Facebook page for CTR classified ads. There will be more on this project as details are worked out.

Evite and RSVP Courtesy

If you RSVP for an event or sign up using CTR's evite noti-

(Continued on Page 5)



Stephen Prior drove his TR7 on November 7th for the first time since his back surgery in August—way to go!



Matt Offen's 1960 TR3A on November 15th fresh from a 15 month restoration



CTR Holiday Party

December 6th
Bob Fox



Dear CTR Members and Families

It's that time of year for us to come together and celebrate the holidays with good company, plenty of cheer and more food than you can eat. Reminisce over past events, stories and good times. So, please come join us for the CTR's Annual Holiday Party!!!

When: December 6, 2015 at 2:00 PM

Where: 8859 Western Hemlock Way, Lorton, VA 22079

Gift Exchange: Please bring a \$10.00 to \$15.00 gift for the traditional free-for-all, take-no-prisoners gift exchange.

Turkey, Ham and drinks will be provided and we ask that our guests bring dishes according to their last name initial.

- ◆ A-H – Appetizers
- ◆ I-Q – Side Dishes
- ◆ R-Z – Desserts

Please RSVP no later than December 1st to ensure adequate food and drink is available. And please e-mail me at foxr-54@hotmail.com to let me know what you plan to bring so that we don't wind up with too many duplicates.

Parking is permitted on both sides of the street with additional parking located at the Elementary School at the intersection of Laurel Crest Drive and Western Hemlock Way.

This will be a great way to start off the Holiday Season. So come join us for some fun, food, and cheer!

Bob Fox
703-646-4103

Middleburg Christmas Parade

December 5th
Lionel Mitchell

Join fellow CTR members in the Middleburg, VA Christmas Parade on Saturday, December 5th. Be sure to dress warmly. On the day of the parade you have two options. Meet at the Wal-Mart parking lot in Haymarket near the intersection of Routes VA 55 and US 15 (near the Sheetz gas station) at 10:30

AM, then motor over back roads through The Plains to Middleburg. Dennis Kruse is coordinating the drive. Or meet us separately at the American Legion Post building on Route 626 in Middleburg where the parade lines up. Lunch is on your own or with the group in Middleburg. The parade steps off at 2:00

PM. For those interested, there will be a return drive to Haymarket over challenging roads. In the event of inclement weather, our participation will be cancelled. As you might recall, our participation was cancelled last year due to rain. So, you might want to write a letter to Santa asking for good weather this year. Please sign up on the E-vite. For more information on the parade see <http://www.christmasinmiddleburg.org/>



One of the reasons for participating in this parade is for the exposure for the club and our Britain on the Green car show. Many of us use the CTR door magnets on our cars during the parade. This is an excellent way to show the crowd who we are. I've heard comments from people in the crowd when they see the magnets. If you're attending the parade and want to get a pair of the magnets, we will have them for sale at the parade. A pair of the magnets is \$18 from Patrick Carter.



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St. Michael's Christmas Parade

December 12th



Who doesn't love a traditional Christmas parade complete with marching bands, antique cars and boats, fire engines, horses, kazoo bands and llamas?! Perhaps you may even see a calliope or a penny farthing. And Santa and Mrs. Claus will arrive on an antique sleigh. Come early on Saturday morning for the largest holiday parade on Maryland's Eastern Shore. The parade forms at Perry Cabin on Talbot Street on the far side of St. Michaels at 9:30 AM and steps off at 10:30 AM. The route will take you through historic St. Michaels on Talbot Street before ending at Seymour Avenue. Look for an e-vite and additional information from Mark Shlien. For more information on the parade see <https://christmasinstmichaels.org/> As with the Middleburg parade, CTR's participation will be weather dependent. Bring your Triumph and join the fun!

Show your club pride with stunning door magnets proudly displaying the CTR logo. These magnets are approximately 8"x12" to fit even the smallest TR3 door!!! \$18 for the pair - contact Patrick Carter (202-285-7031) to arrange delivery or pick them up at the next CTR event. These magnets are always a big hit at the parades in which CTR participates.



Looking back at **THE STANDARD:**

Volume VIII, Number 9
November 1996

In November 1996 as now, plans were underway for the club's annual Holiday Party. In 1996 it would be held at Rosemary and Abe Kooiman's home in Lanham, Maryland.

In other news, Karl Johnson reported on a club dinner held at Primo's Restaurant near Alexandria, Virginia, and Ray Aranda relayed his experience at the 2nd Annual Wild Goose Classic show in Chestertown, Maryland.

In the Personal Triumphs column, Martin Secrest described his father's purchase of a TR3A and his own eventual purchase of a Triumph as well.

And in the Garage Spot, Rich Wilkins detailed replacing the generator in his TR4 with an alternator.

CTR Happenings (Continued from Page 3)

fiction and for some reason—weather, mechanical problems, or whatever—please take a moment to let the event host know you will not be attending. This is especially important in cases where CTR has made a group reservation at a restaurant or other venue. Plus if we expect you and you don't show up, we don't want to delay the event waiting for you unnecessarily.

Evites, Addresses, and Saving Trees

Please make sure CTR has an up-to-date e-mail address for you. We use Evites to pass along event details and reminders and need a good e-mail address to ensure you get the word.

Want to save paper, receive your newsletter more quickly, see it in full color, and save CTR a significant amount of money (\$24 or more per member per year)? Contact Art Fournier about receiving your newsletter electronically rather than by regular mail.

Newsletter Articles and Photos

If you have an item for the newsletter, please send it in to the editor. Technical articles as well as updates on events you've attended, and items of general interest to our members are always welcome, as are photographs of Triumph related activities. Almost any format is acceptable, although electronic is preferred.

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CTR Members Drive for Charity in Reliability Run

Stephen Oertwig

British car owners have big dreams. Some dreams are the idea that a British car is reliable and comfortable and can drive 600 miles in a weekend.

Dennis Kruse and I lived the dream October 16-18 by driving a 1970 Triumph 2000 Mk 2 in America's British Reliability Run. The ABBR is a charity drive that tests cars and drivers over some of the most scenic and twisty roads the East has to offer.



Team "Big Six" - Stephen Oertwig and Dennis Kruse

12 Triumphs in the run

Thirty-two teams participated in this year's ABBR and was the largest number of cars to date. All the teams had names. We were Big Six, a reference to a large six-cylinder Triumph saloon. Beside the 2000, other Triumphs included two TR4s, three TR6s, one TR7, two TR8's, a GT6, a Spitfire Mk2, and a Vitesse. The oldest car running the ABBR was a 1950 Rover 75.

Dennis and I made the trip up from Northern Virginia to Quakertown, Pennsylvania, the starting point. The home of Dave and Charlene Hutchison of Delaware Valley Triumphs was busy getting everyone ready to take off for three days of driving. Dave and DVT's Bob De Lucia were the driving force behind this year's ABBR.

The first day's route took us north up Pennsylvania's country roads to Watkins Glen, New York. We set off in blocks of cars so we never were at a loss to follow another British car. Dennis and I often were behind a MG Midget. Team Thana never put the top up, but weathered the trip with layers of clothes. It was great to make the stop the first night at the rustic Seneca Lodge for a dinner and delightful company. The lodge was filled with British cars and their drivers.



Leaving the Seneca Lodge

Racing at Watkins Glen

Day two started with two laps around the old Watkins Glen street racing circuit. From there we headed up Finger Lakes, and eventually southeast to Norwich, New York. We saw snowflakes on this leg of the drive. At Norwich we had lunch at The Northeast Classic Car Museum that has more than 150 cars of all marques. It is worth a visit if in Norwich.



The Team "Big Six" Triumph 2000 at Watkins Glen

After touring the car museum, we hit the road toward Chester, New York. Our dinner stop was at the Lotus Shack, a private garage with enough space for about 20 cars. It provided new meaning about how to keep British cars dry.

Day three saw Dennis and I separated from the main group. We were not able to stay at the same hotel as everyone at the last night. On the way to the meeting point, we met the group head on. By the time we got back on track, we had lost them. We made a wrong turn, which was lucky, because the leader of that that group also made a wrong turn and was reversing course. From there we were on the way to the finish in Milford, New Jersey.

611 miles later

Thirty-two British cars started, and 611 miles later 32 British cars pulled into Milford. It was a smooth trip for most everyone. There were only a couple of electrical problems, bad suspension bushings, carb linkage adjustment and a bad throttle cable, all of which were repaired on the road. Total mileage of all the cars was about 19,550 miles driven in three days.

Big Six drove 1,300 miles round trip. The automatic transmission shifter had a work out to make all the mountains in New York. We followed a combine for a few miles, saw snow and scrapped ice off the windows, listened to an Iowa football game, and toured all the Sunoco restrooms. Dennis and I had plenty of room in a warm saloon and the power steering made the drive a pleasure.

Participants were from many area British car clubs: Austin Healey Sports and Touring Club, British Motor Club of Southern New Jersey, Capital Triumph Register, Delaware Valley Triumph, Delaware Valley Jaguar Club, Lanco MG Club, New Jersey Triumph Association, North American Spitfire Squadron, Philadelphia MG Club, Philly MINI Car Club, Positive Earth Driver's Club, Triumph Wedge Owners Association, TVRCC-NA, and the Vintage Triumph Register.

In memory of Bill Goodwin

Each team had a goal of raising at least \$500. Thanks to the generosity of everyone who supported Big Six, we raised \$505 in memory of Bill Goodwin. The 2015 ABRR raised \$23,807 for St. Christopher's Foundation, Palliative Care Unit.

Also thanks to Dennis Kruse, I had a great time and enjoyed the many hours on the road.

The ABRR is to be commended for the superb logistics and planning. The ABRR team conducted a professional event and had many sponsors. Sponsors include Sunoco, which powered the run with gas cards; Hagerty Insurance who provided roadside assistance packages, if needed; Motorcar Garage, which provided hats for entrants; and Ragtops & Roadsters which provided the support van and trailer. Other contributors were Victoria British, Moss Motors, Little British Car Company, The Roadster Factory, Hemmings Sports & Exotic, Morhy Auctions, Cargo Trailers,



Whispering Hill Studio, Luxury Brokers International, and Motorcar Studios.

Look for more photos and a complete story about the run in an upcoming issue of *Hemmings Sports & Exotic Car* magazine.

The next ABRR is scheduled October 14-16, 2016.



Dennis Kruse prepares to get back on the road during the final day of the ABRR. The group stopped in Harriman State Park, which is in the lower corner of New York

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Fall Foliage Tour 2015 November 1st



CTR's Fall Foliage Tour is always one of our most looked forward to events. The roads are great and brunch at Joe's in Front Royal is always a treat. This year, the weather was a bit less than cooperative with some light early morning showers that discouraged a few of CTR's less hardy souls. (Hey, our cars won't melt if they get a bit damp, honestly they won't!) But we still had a good turn out and the weather got better as the day progressed. Most tops were up for the trip, but Steele Lipe won iron man honors by leaving the top on his TR3A down the whole way.

Patrick Carter, our intrepid trip organizer, mapped out a new route from the Manassas rallying point up to Sperryville, Virginia. Nice road! And probably even more challenging than the run through Fort Valley. After crossing Skyline Drive, we made a pit stop near Luray then took our now traditional route through Fort Valley to Front Royal where we once again enjoyed a hearty brunch at Joe's Steak House.

The crew included Patrick Carter, Jay Christopher, Paul and Sharon Edelstein, Pete Farrell and British-speaking friend David Gray, Art Fournier, new members Mike and Linda Harris, Lionel Mitchell, Bruce Mundie, Stephen and Ho Yong Oertwig, Diane Page, and Steele Lipe. The cars ran well and there were no unforeseen problems along the way. Well, Stephen Oertwig did need Ho Yong to help push start his GT6, but that's another story.

If you weren't there, you missed a great time: great roads, great scenery, great food, and most importantly great company!



Above: The merry band at the start of the Fall Foliage Tour at the Manassas campus of the Northern Virginia Community College

Top: Pete Farrell and CTR iron man Steele Lipe
Center: Hitting the road
Bottom: Winding roads, dry pavement, and even some fall colors — a great way to spend a Sunday morning!



Top: Up from Sperryville to cross Skyline Drive

Above: Bruce Mundie with his RHD Spitfire Mk III

Below: Enjoying brunch at Joe's Steak House in Front Royal

Right top: Patrick Carter's new route from Manassas to Sperryville added enervating roads to the early part of the tour

Right bottom: Joe's Steak House had a private room reserved for us







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EVENTS

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

- Nov 14 - CTR Swap Meet, Haymarket, VA *CTR*
- Dec 5 - Middleburg, VA, Christmas Parade *CTR*
- Dec 6 - CTR Holiday Party, Lorton, VA *CTR*
- Dec 11 - Deadline for the December issue of *The Standard*
- Dec 12 - St Michaels, MD, Christmas Parade *CTR*
- Jan 8 - Deadline for the January issue of *The Standard*
- Jan 10 - Awards Brunch, Chad’s, Washington, DC *CTR*
- Jan 12 - CTR ESB Meeting, Arlington, VA
- Jan 22-31 - Washington Auto Show
- Jan 23 - Britain on the Green Planning Meeting, Gunston Hall, Lorton, VA
- Jan 29 - CTR Night at the Washington Auto Show *CTR*
- Feb 12 - Deadline for the February issue of *The Standard*
- Feb 28 - Winter Dinner *CTR*
- Mar 5 - Alexandria St. Patrick’s Day Parade *CTR*
- Mar 8 - CTR ESB Meeting, Arlington, VA
- Mar 11 - Deadline for the March issue of *The Standard*
- Apr 10 - George Washington Parkway Run *CTR*
- Apr 24 - Britain on the Green 2016 *CTR*

*** Much More to Come ***

Keep up to date on CTR events by visiting our on-line calendar: <http://capitaltriumphregister.com/events/> for details, updates, changes, and additions.



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



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CTR and BOG Regalia

CTR and BOG Regalia is available through Fourth Gear Ltd on-line! No more waiting to find out if the club has a shirt or cap in stock and more importantly, in your size. Just go to the Fourth Gear web site (<http://www.fourth-gear-ltd.com/>) and order what you want. Merchandise cost and shipping cost are reasonable and service is prompt. Product selection and colors are good as is product quality.

We have our CTR club logo and the BOG logo on-file with Fourth Gear under the British Car Club Logo Gallery. These logos can be embroidered on the different items. Products such as polo shirts, sweatshirts, jackets, caps, patches, and tool bags, among other products, can be selected under the On-line Shopping link. Enter the logo code (CL003 for CTR or CL027 for BOG) as part of the item description and then check out as with any on-line web site. Ordering instructions are given on the home page. Embroidered items can be ordered in any quantity.

We are moving away from having to manage club regalia inventory. Having a supplier such as Fourth Gear allows us to do that while still having a source where members can order regalia on-demand.

When exploring the Fourth Gear web site, you'll also notice that they have other logo galleries for Triumph and other British cars as well as British marque logos. You could custom-design you own merchandise with more than one logo. Ralph at Fourth

Gear is very amenable to custom orders both in terms of the logos as well as products not show on the web site. So, feel free to call him if you want something completely different.

So, now there is no excuse for missing participation points at club events for not having club clothing.



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CL027

CL003

The Vintage Triumph Register was founded in 1974 and is dedicated to the maintenance, preservation and enjoyment of the Triumph marque. Membership benefits include a bi-monthly magazine, *The Vintage Triumph*. To join, send \$35 for a one-year US membership to:

The Vintage Triumph Register
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Or go to the Vintage Triumph Register website, www.vtr.org, for additional information and a membership application.



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Second Annual Wedge Workshop November 7th

This fall has been marked by unseasonably warm days and lots of sunshine, but CTR managed to host two events on damp days: the Fall Foliage Tour and Tom Burke's second annual Wedge Workshop. Hopefully, that's our share of less than perfect weather for the year. Tom's goal was to replace the front struts on his TR8 and get the car reassembled for a brief road tour to a local winery/brewery. It didn't go quite according to plan. The front strut assemblies came out readily enough, but in taking them apart it was discovered that some esoteric parts, namely the rubber bump stops, were missing. And while Tom had the front end apart, he decided he might as well replace the bushings before reassembly. His part-day project would turn into a multi-day effort. And the rainy weather we mentioned put a damper on the late afternoon drive. Such is life.

The day started with coffee, doughnuts, and conversation for the CTR and TRiumphs Around the Chesapeake (TRAC) members that attended. In the garage several of us shared tidbits of technical knowhow while others worked at dismantling Tom's TR8. Despite caution, a spring proved its inherent power when released from a spring compressor – fortunately, no one was hurt and nothing was damaged when it launched a part across the garage. Time for a lunch of homemade chili with a Schlitz beer toast in honor of Bill Goodwin.

Later in the week a few of us turned out at Tom's Laytonsville, MD, garage to help complete disassembly of the front

suspension. However, a particularly recalcitrant bolt frozen inside a control arm bushing resisted the best efforts of wrenches, breaker bars, chisels, hammers, a torch, angle grinder, and saws to complete the job. Two days and countless saw blades later, the bolt was finally removed and Tom can begin reassembly. Some jobs, it turns out, aren't meant to be completed in a single morning!

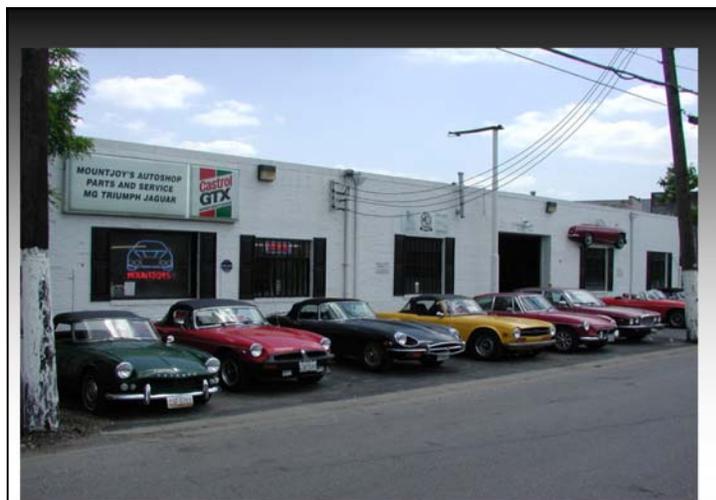


The wedge Workshop crew: Andy Peak (TRAC), Art Fournier, Paul Scuderi, Tom Burke, Bruce Hislop, Don Clarke, Lionel Mitchell, Stephen Oertwig, and Gary Klein (TRAC)





Above: Vince Zalenski and Tom Burke during the second day of what was intended to be a half-day project



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Mary Burke's Summer of Golden Memories

Tom Burke

Those of you who know me are aware that, while I have owned Triumphs for many years, my actual driving experience has been, shall we say, “sporadic,” (or perhaps even, “momentary”?) But, last year, all that changed, and I joined the ranks of the running and driving of CTR’s membership, with all the attendant blessings and curses. I brought home our “Silver Steed” in late July of 2014, under the dubious gaze of my beloved wife, Mary. A few shakedown cruises revealed the usual (for a Triumph) issues, which I promptly fixed, then fun ensued, and we even took it to the VTR Convention in North Carolina without incident. *No, wait, there was an incident, well, two incidents, actually.*

Well, anyhow, in early 2015, after a winter of fiddling with this and that, the restoration game began in earnest. Mary’s dubious gaze had been replaced by something closer to approval (or maybe resignation, it’s hard to tell), and I began to work through a laundry list of tasks meant to make the TR8 into a reliable car



we could take to BOG with, at least, minimal embarrassment, if not outright pride. This included banishing a few electrical gremlins, new wheels and tires, brake work and getting it re-painted in the original Platinum Metallic Silver at nearby Damascus Motors. So, as we arrived at the 2015 BOG, I was giddy about finally having a car on the field, and Mary was totally on board (*that's what she looks like when she's totally on board, right?*)

She had even brought a bespoke display of British Picnicky items and the day was great fun. We laughed, we ate, we even placed second! Here was a new, joyful chapter in our married life. Surely, like was said on our wedding day, goodness and mercy will follow us the rest of our days?

Well, our Triumph came with options, but mercy wasn't one of them.

In May, we headed for Summit Point to enjoy the Kastner Cup, a day of Triumphs, vintage racing, car chat and West by-God Virginia sunshine. Lots and lots of sunshine, complete with 100 degree temperatures, staggering humidity, and gully-washing thunderstorms. We dodged the T-storms, but the drive home was not “almost Heaven.” The temperature gauge climbed as we drove home. TR8s have an electric fan system that is a meltdown waiting to happen. Maybe it is was the hot parade laps I took around the track, maybe it was the long drive to WV, but we weren't out of the state before we stopped and I burned my fingers pulling the circuit breakers, while explaining to my understanding and surprisingly not overheated spouse, in more detail than she might care to hear, how Ohm's Law and the First Law of Thermodynamics start at the radiator and meet in the fuseblock of our blistering monument to British Engineering. The afternoon approached evening as we drove, and we stopped, and we drove, and we stopped. I swapped fuses and Mary made helpful suggestions like, “Stop here, I'm going to buy a bottle of wine.”

“Problems are opportunities,” I always say. So, as the Long, Hot, Summer stretched into June, I stayed cool by lying under the Triumph, replacing the radiator, the rear shocks, the rear springs, even the alternator, but not the fans, which, I believed, could be rehabilitated through a bigger rad, cleaner ground connections, a healthy stock of fuses, and the power of positive thinking. Mid-June brought a little fuss with the battery, but I re-charged it, and, I headed to nearby Westminster, MD for the Brits By The Bay Show with Mary by my side, lovely as always, perhaps a bit concerned, but trying not show it. We arrived at the show, pulled onto the field, and the car just died. Mary settled into a chair, and I headed for the only source of car batteries on Sunday in Westminster, the frickin' Walmart. \$125.00 later, we had some hope of getting home in our enjoyable Summertime hobby, with its defective, brand new alternator, installed three weeks earlier. “Problems are opportunities”...to spend money.

July brings our Anniversary. I had made plans for us to spend it in idyllic Pittsburgh. By sheer coincidence, our Anniversary fell on the same weekend as the Pittsburgh Vintage Grand Prix. Our son, Thomas, even came home from the West Coast to

make the trip and see what was truly a great panorama of cars, and racing, and, since it was July 2015, more sweltering Summer heat. So determined was I to make this a great trip, that I booked the Host Hotel of the Pittsburgh Vintage GP. I spared no expense. No second rate, dingy, dirty hotel for us, only the best for a memorable Anniversary. SO... when we pulled into the second rate, dingy, dirty Host Hotel of the PVGP, things went downhill fast, Anniversary-wise. The only good news was that the Triumph stayed home on this trip, so it couldn't get me into a hole even deeper than the one I was already in.

By August, thermometers in the Washington area were apparently broken, unable to drop below 80 and mostly stuck above 90 by noon each day. But, we had been driving the TR8 regularly, without overheating incidents, building our trust, so, when Lionel Mitchell's famed (or infamous) Horse Country Gallop rolled around, against all odds, there again was Mary by my side, with an occasional smile, no less. But, as I flogged the Silver Steed across the Horse Country, somewhere on the high side of the speedometer, trying to keep up with the rest of the Gallop, Mary was the one that began to overheat. "I am NOT having FUN!" she remarked. And, of course, it turned out, neither was the TR8, whose temperature quickly exceeded Mary's. As the frickin' fans packed it in one more time, we rolled to a stop in a cool, shady glen. Mary's temp gauge receded quickly, even as the 8 spewed its coolant onto the roadside. It was nice place to stop. Aside from the circumstances, it would have been perfect for a picnic stop; however, it lacked one thing you need for a car breakdown, that is, cellphone reception. But, I had the help of several fine CTR folk, who, aside from providing advice and one working cellphone, also probably kept Mary from murdering me and leaving me there, in the cool, shady glen.



You talk about a lot of things when you're riding home, 70 miles, in a flatbed towtruck. The driver and I talked cars, cellphone reception, towtrucks, cars, people we knew in Northern Virginia, cars, more about cars. Mary, back in the jumpseat, was mostly quiet. I think she didn't want to talk about cars. But, I kept thinking, as I had been thinking all summer, how incredibly blessed I was, maybe not with cars, but with the woman I had married, who had stood with me through two kids, through cancer, through a huge house restoration, and through my determination to have "fun" with this frickin' TR8. When we got the car, I just thought we would get to share some time with our friends, feel the wind in our hair, enjoy a picnic or two and spend the summer in the sun. But, while she was living through her Summer of Golden Memories, I was realizing that the only memory that matters to me, is the time I spend with her, on the road, off the road, anywhere, anytime. And, I promise, before all of you, my CTR friends, that the summer of 2016 will be a summer where Mary makes our plans, and we go where she wants to go, all spring and all summer, and we will make it Mary's REAL Summer of Golden Memories, going to the places she wants to go, doing the things she wants to do, in the car she wants to go in. Absolutely NO exceptions! (Except, of course, for BOG, and maybe Pittsburgh??)



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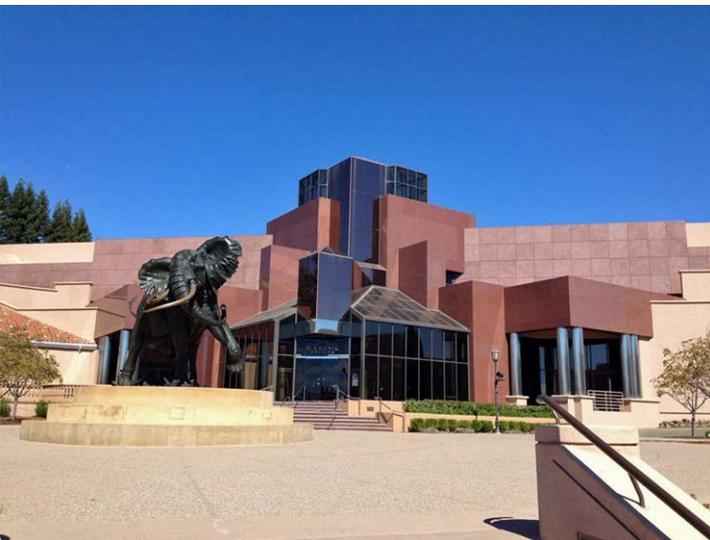
Lionel Mitchell

Some, of you know that I recently returned from a trip to northern California. As I suspect with many (all?) of you, whenever and wherever I travel, I take notice of the cars, especially classic cars. And so it was on the trip to California. But this turned out to be a far greater treasure trove than I had any idea it would be. I did an internet search prior to the trip to see if there were any car shows or car museums in the area where we would be touring. This turned out to be pivotal.

On the road up through the Napa valley to Mendocino, I saw a classic Mini, two VW Microbuses, and an MGB. In a garage in the town of Napa, peaking out, was a Mark 2 Spitfire. Going south from Mendocino on the Pacific Coast Highway, we passed a '74 TR6 going north. That was really it for classic cars for the entire trip. I was disappointed.

There were other modern cars of interest on the highways: many Porsches and a Bentley Continental convertible in the Napa Valley – no surprise there. The Tesla Model S cars were numerous. But the two cars that were ubiquitous were new Mustangs and Camaros, mostly convertibles. My take was that these were rental cars.

But enough of the prosaic. The real cars were in the Blackhawk Museum in Danville about an hour east of San Francisco. This is the museum that I had located in my pre-trip search. The Blackhawk is located at the edge of what could be described as a suburban shopping center, albeit a very upscale one. The museum building itself is in a separate building and has a very grand façade. But walking inside can best be described as being blown away if you're a car guy. The museum is affiliated with the Smithsonian Institution and houses cars some of which are Best-



of-Show winners from the Pebble Beach Concours, but all of the cars are just stupendous! On display in the main gallery were 60+ cars, all phenomenal. I read somewhere that they have around 120 cars, some are on loan from individuals.

There are so many outstanding cars there that it's hard to pick out a handful to describe. Cars ranged from pre-war classics such as Hispano Suiza, Delahaye, Delage, Rolls Royce, Pierce Arrow, and on and on to cars from the 1950s including numerous Ferraris, Maseratis, Alfa Romeos, Aston Martins, and Jaguars and even a couple Bizzarrinis. And I'm leaving out many marques. So many cars, so little time. I spent about three hours and could have stayed longer. Nancy realized when we walked into the museum that we would be there for a while. So she explored other parts of the museum, which includes an eclectic collection of non-car stuff.

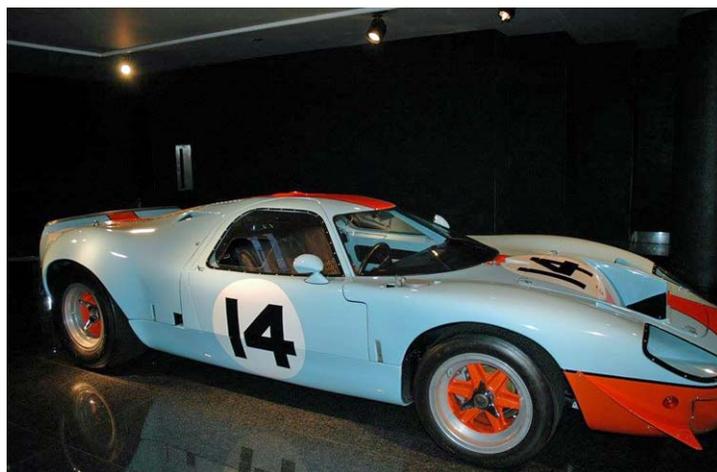
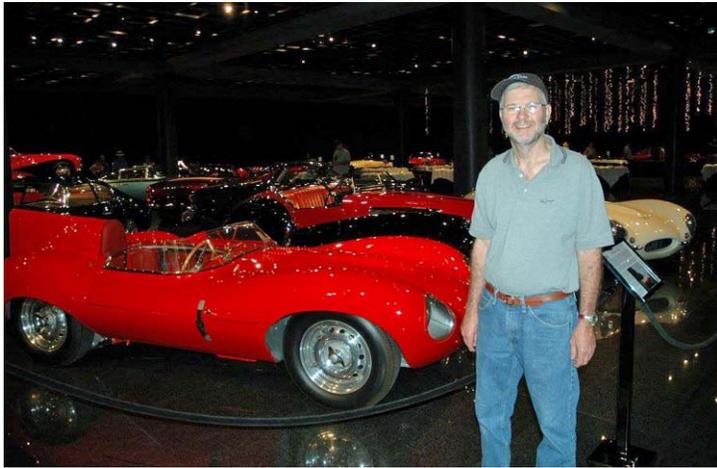


One of my favorites was the 1955 Nardi Lancia Blue Ray, a concept car from Enrico Nardi. Yes, the same Nardi who designed the Nardi steering wheel in my TR7. Several aspects drew me to this car: the striking design of a coupe with an alloy body and a Perspex roof; the two-tone blue and light blue paint; and the crossed-flag emblem on the sides of the rear wings. The body was designed by none other than Michelotti and built by Vignale. The crossed-flag emblem is very similar to the one on the Triumph Italia. Of course, the Triumph intelligential know that the same team designed and built the Italia.

Another favorite was a trio of Alfa Romero concept cars called Berlinetta Aerodinamica Tecnica, or B.A.T. cars. These were aptly named because their shapes are reminiscent of bats. These are fabulous cars and have to be seen! They were designed by Franco Scaglione and Nuccio Bertone, who a couple of decades later designed the lowly Fiat X/19 among other production cars.

Of course, you know that I would be drawn to the Jaguars in the collection, given my penchant for the Coventry Cats. Three of the four Jags are extremely rare: a Cunningham aluminum

(light weight) racing E-Type coupe; an XK-SS (1 of only 16 made); and a D-Type.



I bought their museum catalog, which is actually just a 40 page high quality brochure, but I took well over 100 photos while I was there. I am glad to share those photos with any of you who are interested. Some of them are posted on my personal Facebook page. The Museum web site is quite pitiful in terms of showing the car collection. I had no idea how significant this collection really was from looking at the web site and almost did not go to the museum because of the lack of photos on the web site. How they can have this astounding collection of cars and not want to show them off on the web site is beyond me. Here is the link to the web site: <http://www.blackhawkmuseum.org/>. But my advice is to put this museum on your bucket list and make the pilgrimage. Give yourself a good half day to look at these cars. You won't regret it.



*Previous page: 1955 Nardi Lancia Blue Ray
 This page top left: Lionel Mitchell at home with the Jaguars
 Middle left: Cunningham light weight E Type coupe
 Bottom left: Gulf Mirage by Ford
 Above: Two views of the Alfa Romeo B.A.T. cars*

Another car with a storied racing history in the collection is the 1967 Gulf Mirage built by Ford. It can be mistaken for a GT40, but on closer inspection, it's clear that it has a different body.

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 the period. Other ads are space available only.

For Sale. Really good condition TR4 solid axle rolling frame \$400.00. Also, TR7 engines and 5-speed transmission, four TR8 alloy wheels, brand new TR7 rear bumper, and TR7 seats [tan]. Contact David White, cell 703-898-7041.

Wanted - TR250, looking for a driving car which has solid frame and floors, scruffy condition is fine. Contact Carleton at C.Brown579@btinternet.com

For Sale or take it. Hobbyist chrome plating set-up. Professional type plating, 3 tanks: Copper, Nickel, Chrome. Small parts only - 9" diameter tanks. All the chemicals for ferrous and non-ferrous metals. Plating manual and all accessory stuff included. Purchased from Caswell Inc. Lyons NY (caswellplating.com) Over \$500.00 in chemicals and apparatus. Make an offer or just take it. Contact Joe Cannon 703-280-4104

For Sale 1972 Triumph TR6 – One owner car, I have had it since 2004. Over \$32,000 invested, front end rebuilt, new custom dash, interior, carpet, trunk carpet, carbs rebuilt, fuel pump rebuilt, alternator exchanged, gear box and entire clutch rebuilt in 2013. Can provide document with a list of all work done since I purchased the car, and I have all the previous owner's paperwork. \$20,000 or make offer. Contact Craig 703-216-4423



1980 Spitfire and Parts for Sale. I have a 1980 Spitfire for sale as well as innumerable parts for late model (79-80) Spits. The car could be restored or it could be a good parts donor. Has title; needs tires, brake lines, carb rebuild, rust repair and much more love than I can give it. It has a rebuilt motor, good 4-speed

transmission, hardtop and soft top and good seats. \$500

I also have the following parts: late model Spitfire windshield \$50, 4-speed transmission \$25, 1500 engine (condition unknown) \$40, rear axles \$20 each, pumpkin \$30, cylinder heads \$25 each, radiator \$30, numerous late model Spitfire gauges, interior parts, carpets, suspension components, and carbs (Z-S only). If you need a part for a 1500 Spitfire, it's probably here somewhere. All priced to sell. Contact Tom Burke 703-354-1361

For Sale. Four TR7 steel wheels \$80.00 (sold as set only). Contact Tom Burke 703-354-1361

Factory Original TR6 Hardtop for Sale. All glass is in excellent shape...no cracks, scratches, etc. Structurally very sound... has been in my shed for the last five years and has not been used in that time due to owner laziness. Can be easily repainted to match the color of your car as the roof is free of dents, scratches, etc. Liner is in decent shape but faded. Can deliver to you if you are in DC, Maryland, or Virginia. If you are interested, please call Mark at 202-415-1599 or e-mail me at tr6@comcast.net. Asking \$925.00.



FREE! Tire chains for your Triumph tow vehicle. Never used set of tire chains fits 235/70-15, 235/85-16, and many other sizes. Contact Hank at 703-534-7860 or seiff@verizon.net.

FREE! Kerosene heater to keep your garage toasty. Worked fine the last time I used it (many moons ago). Contact Hank at 703-534-7860 or seiff@verizon.net.

For Sale Steel OE wheels for early Spitfire. Four for \$100 OBO. Contact Hank at 703-534-7860 or seiff@verizon.net.

For Sale OE hubcaps for early Spitfire (fit wheels above). Four for \$40 OBO. Contact Hank at 703-534-7860 or seiff@verizon.net.

For Sale 1960 TR3A Project. - 90% solid and complete; sitting in neighbor's carport last 30 years; needs floors/outer sills etc.; missing seats, trans, front bumper; in Newington \$2800/OBO. Contact Frenchy (Brian) LeBlanc at 703-919-7125

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- Herald & Dolomite	Bill Goodwin	301-870-8594	redrag@outlook.com
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THE STANDARD

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Triumph Trivia

Christopher Yurasko

TRIUMPH TRIVIA: Which Triumph did not feature a power bulge?

- A. TR5
- B. GT6
- C. TR2
- D. Italia

Answer: C. TR2. A power bulge is a bump on the hood that allows for a larger engine or components and gives the car the appearance of being more powerful.



Automotive Accessories



Air Conditioning, Take 2: This aftermarket accessory seems to be a popular addition to fine cars!

Photo credits: Pages 1, 2, and 13 Art Fournier; Page 3 upper Stephen Prior; Page 3 lower Matt Offen; Pages 6, 7, and 12 Stephen Oertwig; Pages 8 and 9 Sharon Edelstein, Art Fournier, and Stephen Oertwig; Pages 14 and 15 Tom Burke; Pages 16 and 17 Lionel Mitchell



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THE STANDARD



THE STANDARD

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*Bill and Holly Olson get their TR3A ready for the Middleburg, VA, Christmas Parade.
For more on the parade, see page 8.*

PAGES 1 and 8 - Middleburg Christmas Parade; PAGE 2 - From the President; CTR Happenings; PAGE 3 - Awards Brunch; Washington Auto Show; PAGE 4 - CTR Gives; PAGE 6 - Garage Spot: Fix Those Grounds; PAGE 9 - St. Michaels Christmas Parade; PAGE 10 - Events; PAGE 11 - CTR Regalia; PAGE 12 - GYHD "Wedge Werks"; PAGE 13 - GYHD TR3A Tires; PAGE 14 - CTR Interview with Lionel Mitchell; PAGE 17 - CTR Classifieds Facebook Group Page; PAGE 18 - Classified; PAGE 19 - Club Info; PAGE 20 - Odds and Ends



From the President

By Stephen Oertwig

Vintage Triumph owner yearns for return to 1977

Lucas Shortcircuiter has returned in the latest Car Wars episode. "TR4 Awakens" promises to blast all Triumph owners back to 1977 when Car Wars first appeared.

I was driving a 1959 TR3A when Lucas Shortcircuiter first appeared on the big screen. I drove the TR3 everywhere and was fearless in keeping it on the road at the same time of watching for Ford Galaxys. In 1984, I heard the words "Trust the TR4, Lucas, wiring is good," from a friend. I should have listened because the TR4 was more civilized than the TR3 and had the elegant and timeless styling by Master Michelloti.

Princess Leyland later would bring new hope with a TR7 Spider and the 2000. More than once I have had to say, "Help me overnight shipping. You're my only hope."

December traditionally is the time we put Triumphs away for winter hibernation. This year has been an anomaly. CTR's holiday party at Robert Fox's house featured perfect weather and gave me a chance to get the 2000 out. It has been even warmer throughout December. I spent a Saturday driving the GT6, and even with the windows down it was too hot.

I don't mind not having snow on the ground. It's just hard making New Year's resolutions for Triumph projects that need to be done.

There is one resolution I do want to see fulfilled, and that is to have more technical sessions and driving events in 2016. CTR ended the year with a couple Wedge Weekends that helped put Triumphs on the road. I know there are projects out there. Tell us about your projects and how we can help.

CTR's exciting and entertaining awards luncheon is January 10. CTR will hold elections for president and vice president for the next two-year term. Your voice in the direction of CTR is important.

Britain on the Green 2016 planning is in motion. The kick-off meeting is January 23, 2016, at Gunston Hall in Lorton. Hope to see you there.

CTR members packed Robert Fox's house for the holiday party. Thank you to everyone who came and made this feast a success. And, thank you to Robert for hosting this gathering of

friends. It was great to see everyone, and I look forward to seeing you in the year ahead.

May the holidays bring only happiness and joy to you and your loved ones.

Drive on and drive often.

Please welcome CTR's newest member:

◆ Brian LeBlanc of Falls Church, VA



CTR Happenings

Winter Events

The CTR Holiday Party was hosted by Bob Fox on December 6th in Lorton, Virginia. Coverage will be in the January edition of *The Standard*.

Looking ahead to 2016, the Awards Brunch (with brief business meeting and election of president and vice president for a two-year term) will be held on January 10th at Chad's in Friendship Heights. On January 23rd, we will hold a Britain on the Green planning meeting at Gunston Hall at 9:30 AM. On January 29th, CTR will once again visit the Washington Auto Show at the Convention Center in the District.

Our Winter Dinner is tentatively planned for February 28th at the Irish Inn in Glen Echo, MD. Our 2015 Winter Dinner at this location was snowed out; hopefully, the weather will be kinder in 2016.

On March 5th we plan to participate in the Alexandria St. Patrick's Day Parade, while in April our more-or-less annual George Washington Parkway Run on the 10th. And, of course, Britain on the Green will be on April 24th. 2016 will mark our 19th BOG and our 4th year at Gunston Hall.

We are always looking for opportunities for other events, including additional drives and Get Your Hands Dirty (GYHD) sessions. Speaking of GYHD sessions, if you have a project that requires a little help or expertise, consider hosting a GYHD. And if you just need a helping hand or bit of advice rather than a full blown GYHD, contact one of the board members or ask on our Facebook page.

2016 CTR Wall Calendars

Christopher Yurasko has a very limited supply of 2016 wall calendars available. The calendars feature CTR members, cars,

and activities. If you're interested in one of these full-color calendars, contact Christopher who has them available at his cost. The calendars, along with CTR regalia (page 11), would make excellent last minute holiday gifts for a Triumph enthusiast.

Parts for Sale

Lionel Mitchell hosted CTR's first Swap Meet on November 14th. He has considered ways of establishing a continuing forum for CTR members to list parts they would like to sell. To this end, he has created a members only Facebook page for CTR classified ads. Details on this may be found on page 17 of this edition of *The Standard*.

Joseph Craig English Exhibit at Strathmore

Our Britain on the Green poster artist, Joseph Craig English, is having an exhibition of his work at the Strathmore Mansion Art Center in North Bethesda, Maryland through January 3rd.

Evites, Addresses, and Saving Trees

Please make sure CTR has an up-to-date e-mail address for you. We use Evites to pass along event details and reminders and need a good e-mail address to ensure you get the word.

Want to save paper, receive your newsletter more quickly, see it in full color, and save CTR a significant amount of money (\$24 or more per member per year)? Contact Art Fournier about receiving your newsletter electronically rather than by regular mail.

CTR Awards Brunch January 10th RJ Fortwengler

Looking for a break from the gloom and cold of Washington's winter? If so, you'll want to come out to the warm and friendly confines of Chads Friendship Heights on January 10th for CTR's Annual Awards Brunch. Each year we gather in January to recognize the participation and contributions of CTR members during the preceding year. A lot of time and hard work goes into planning and organizing, conducting events, publishing this newsletter, putting on Britain on the Green, and all of the other tasks large and small associated with a successful club like ours. So it's important to take time to recognize all the members who support the Capital Triumph Register with their attendance and participation in all of the above.

The Awards Brunch is also a great way to keep in touch during the months where we are not as busy with driving events so plan to join us at Chads Friendship Heights on January 10th be-

ginning at 11 a.m. Chads is conveniently located at 5247 Wisconsin Avenue NW, Washington, DC 20015. This is just inside the District line at Wisconsin Avenue and Jenifer Street. It is also directly across Wisconsin Avenue from the Friendship Heights Metro stop on the Red Line, a convenient option in the event of inclement weather. If you drive, keep in mind that the ample metered street parking is all free on Sundays. For more info on Chad's please go to www.chadsdc.com.



Please plan to join us for great food and good fun as we recognize the noteworthy efforts that made 2015 one of CTR's best yet!

See you there!



The Washington Auto Show at the Walter E. Washington Convention Center will run from January 22nd through January 31st, 2016. This year CTR will attend on Friday, January 29th, to take advantage of the show's longer hours that evening.

Current plans are to meet at 6:00 PM at the High Velocity Sports Bar, located across from the Convention Center at 9th and L Streets, NW, in the Marriott Marquis Hotel. (Last year's plans to meet at a nearby brew pub fell apart when we discovered the hard way that the pub had unexpectedly closed. We hope to avoid that problem this year.)

If you take Metro, use the Mt. Vernon Square/Convention Center Station on the Yellow and Green lines. Please respond to the Evite if you plan to rendezvous with the CTR gang and especially if you are going to join us for dinner.

There won't be any new models from Triumph, but it is a great opportunity to check out the latest offerings from the world's auto makers. Come on by to slam a few doors, kick a few tires, and share opinions, but wear comfortable shoes; the DC Convention Center is huge!

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



CTR Gives

Stephen Oertwig
CTR Treasurer

At the May 2015 CTR Executive Steering Board meeting our club continued its tradition of giving to charity by donating a total of \$4000. We had another very successful BOG this year which allowed us to donate this large amount of funds. The donations went to the following organizations: \$1000 to Special Love (children with cancer), \$1000 to Us Too (prostate cancer education and support network), \$1000 to Doctors without Borders (Emergency medical help to over 70 countries), and \$1000 to The ALS Association (fighting Lou Gehrig's Disease).

In the summer of 2006 CTR put in place its charitable giving guidelines. Each year since then CTR has followed those guidelines and donated to a focused set of charities. Including this year's donations, CTR has given a cumulative total of \$21,700 to charity. Read below for more information about the charities receiving our donations this year.



Special Love is a non-profit organization that provides cancer families a network of support, made up of

other patients and families who know and understand the trials and triumphs of the cancer experience. It is the result of Tom and Sheila Baker's desire to establish a support group for children with cancer and to honor their daughter who lost her battle against the deadly disease. In 1983, the Bakers began their organization with a week of summer fun called Camp Fantastic which has grown into a year full of events, with over 15 week and weekend retreats and special outings.



Us TOO International Prostate Cancer Education & Support Network is a grassroots cancer education and support network of 325 support group chapters worldwide, providing men and their

families with free information, materials and peer-to-peer support so they can make informed choices on detection, treatment options and coping with ongoing survivorship. The organization was founded in 1990 by five men who had been treated for prostate cancer.



Create a world without ALS.

Established in 1985, The ALS Association is the only national non-profit organization fighting Lou Gehrig's Disease on every front. By leading the way in global research, providing assistance for people with ALS through a nationwide network of chapters, coordinating multidisciplinary care through certified clinical care centers, and fostering government partnerships, The Association

builds hope and enhances quality of life while aggressively searching for new treatments and a cure.

As the preeminent ALS organization, The Association leads the way in research, care services, public education, and public policy — giving help and hope to those facing the disease. The Association's nationwide network of chapters provides comprehensive patient services and support to the ALS community. The mission of The ALS Association is to lead the fight to treat and cure ALS through global research and nationwide advocacy, while also empowering people with Lou Gehrig's Disease and their families to live fuller lives by providing them with compassionate care and support.



Doctors without Borders helps people worldwide where the need is greatest, delivering emergency medical aid to people affected by conflict, epidemics, disasters or exclusion from health care. Recently care has been provided to patients in: the Conflict in Yemen, the crisis in Ukraine, and the Nepal earthquake disaster.



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June 21, 2015

Richard Smalling
Capital Triumph Register
34 Lipscomb Court
Sterling, VA 20165

Dear Richard,

Thank you so much for your FANTASTIC donation of \$1000, which we received earlier this month. I apologize for the delay in getting you this receipt letter – I thought it had already gone out. We are so grateful for your continued support, both financial and in spirit. It's been a pleasure having you as part of our community of support for so many years.

We're gearing up for this year's editions of Camp Fantastic in August, which will have a collegiate theme, complete with camp courses, rush parties, and a graduation ceremony. We'll even do a "Spring Break" trip mid-week, though it will only be as far south as Culpeper, VA. Please let me know if we can host you at camp – I've included an invitation.

I just had an email recently from the mother of a first-time camper in 2014, who wanted to let us know that her son decided to return to camp for his second year despite being terribly homesick last year. That's a great example of what camp does for these kids in allowing them to get outside their comfort zone and begin to socialize with other kids just like them. (Or as another camp mom said last year, "The hospitals saved my son's life, but Special Love saved his soul.") Your generosity makes that possible.

Best wishes for a great summer – thanks to you, ours will be Fantastic!

With Special Love,

David Smith, CEO

P.S. Special Love is a 501(c)(3) tax-exempt organization and all donations are tax-deductible to the fullest extent allowed by law. Our tax ID # is 54-1218130.

June 30, 2015

Mr. Richard Smalling
34 Lipscomb Ct
Sterling, VA 20165-5673

Dear Mr. Smalling,

Thank you for making a difference in the fight against ALS. We are so grateful for your generous \$1,000 gift that was received on 6/4/2015.

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Every 90 minutes someone's loved one dies of ALS. There are no age limitations with ALS; it strikes young and old alike indiscriminately. It's a heartbreaking disease that literally robs a person of their ability to walk, talk and eventually breathe.

Since 1985 The ALS Association has been helping patients and families struggling with this debilitating disease through the support of our 39 chapters across the U.S. that offer health care counseling and support groups for patients and their caregivers as well as help with medical equipment through their loan closets.

The Association's national network of 48 Certified Centers of Excellence have proven time and again to offer patients optimal treatment through their interdisciplinary care. The Certified Centers of Excellence also offer patients the ability to take part in clinical drug trials.

Tragically there are still no viable treatments for ALS which is why The Association has made a commitment to tripling our funding for research programs over the next five years.

There is still no cure, but there has been a tremendous amount of progress made since 1985 and it has all been made possible through the generosity of our donors. So thank you for making a difference in the lives of those living with this disease and giving hope for a future cure.

Sincerely,

Gloria A. Benton
Regional Director of Philanthropy and Donor Relations

Please note that in compliance with income tax rules and to allow you to use this letter as a receipt for tax purposes; I am confirming that The ALS Association provided you no goods or services in return for your gift.

OUR VISION: Create a world without ALS.
OUR MISSION: Leading the fight to treat and cure ALS through global research and nationwide advocacy while also empowering people with Lou Gehrig's Disease and their families to live fuller lives by providing them with compassionate care and support.
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Thank You for Your Generous Donation

Jun 4, 2015

Dear Richard

The Board of Directors wishes to thank you for your kind and generous gift to Us TOO International Prostate Cancer Education and Support Network.

We appreciate and put to good use every dollar donated for free patient and family member education, support, advocacy and awareness services. Us TOO operates very efficiently and effectively, and adheres to the highest level of excellence in transparency, accountability and ethical behavior. Us TOO is a member of the National Health Council, and has [achieved compliance with their Standards of Excellence](#).

We are also proud to tell you that Us TOO International has been named a Top-Rated Health Nonprofit by GreatNonprofits. Read our reviews and post your own here: <http://greatnonprofits.org/reviews/us-too-international-inc/>

Your thoughtfulness and contribution will make a significant difference in the lives of those touched by prostate cancer.

Sincerely,

Thomas N. Kirk
President & CEO
Us TOO International
tom@ustoo.org

Transaction Date:	6/4/15
Amount:	\$1,000.00

Us TOO International Prostate Cancer Education & Support Network

5503 Fairview Avenue
Dumfries, VA 22025
Fax: 800-82-USA-TOO (828-7866)

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www.ustoo.org



June 18, 2015

Mr. Richard Smalling
Capital Triumph Register Limited
34 Lipscomb Ct.
Sterling, VA 20165-5673

|||||

Dear Richard,

On behalf of the staff of Doctors Without Borders/Médecins Sans Frontières (MSF), I want to thank you for your generous gift of \$1,000.00 received on June 4, 2015.

Your contribution helps ensure that our patients receive the care they so urgently need, no matter their circumstances. In the last few months alone, support from caring donors like you has helped us respond to a range of emergencies in nearly 70 countries, including:

- Conflict in Yemen:** When sectarian violence erupted in March—cutting off access to desperately needed food, water and healthcare—we rushed in emergency surgery teams and 100 tons of medical supplies by air and sea. Doctors Without Borders teams treated 1,266 war-wounded in the first few weeks, responding to repeated influxes of as many as 100 injured patients at once. Now, with needs escalating, we're working to get more medical supplies and staff into the country.
- Responding to the crisis in Ukraine:** While fighting in eastern Ukraine slowed after the ceasefire in February, some shelling continues and medical needs remain urgent on both sides of the frontline. In response to the increasingly dire humanitarian situation following ten months of conflict, Doctors Without Borders has quickly expanded our medical activities in the hardest-hit areas, supporting more than 100 medical facilities and running mobile clinics in 30 locations.
- Acting fast to save lives in Nepal:** Within hours of the 7.8 magnitude earthquake that pummeled Nepal, Doctors Without Borders mobilized an emergency team by helicopter to assess the impact. With entire villages cut off from care in remote, mountainous regions, we're continuing mobile clinics by helicopter, delivering hundreds of shelter kits and tons of relief items and erecting an urgently needed inflatable hospital.

Our critical work to deliver emergency care to people caught in these crises wouldn't be possible without your generous support. Thank you so much for joining us in our important lifesaving mission.

Sincerely,

Sophie Delaunay
Executive Director

86603673 7 ADA150667A00

Doctors Without Borders has not provided in whole or part any goods or services in return for this donation. Doctors Without Borders is a qualified tax-exempt 501(c)(3) organization. EIN: 11-343452



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Here are the part numbers up close:



The installation involves a bit of expansion of the tensioners on the new sockets to enable a tight fit. The process is not easy, but keep at it and you will get a small screwdriver in there to expand them.



Fix Those Grounds

Tim Shalvey

The TR6 is known for having poor grounds on the rear lights. The existing bulb sockets ground to the light housing through the socket connecting with the housing. This connection can be cleaned and tightened but there is still a corrosion issue with the sockets themselves.

There are temporary fixes such as inserting a piece of metal into the socket, but this is temporary at best and will fail at some point.

Luckily, there is a fix. There are parts available at Pep Boys or Amazon that can be installed.

You will need six new sockets, four of the universal sockets and two of the socket that support the dual bulb.

Here they are:

The next step is to cut the original wires and splice them to the wires on the new sockets. The black wires are all positive (unlike most black wires that are usually ground!) and the white wires are ground. There is a ground spade on the dual socket that needs to be connected to ground as well.

I use a flame to solder, it's much quicker than a soldering iron and works great. The BernzOmatic is sold at Lowes and does a great job. The solder is 60/40 rosin core solder.



The wires are then stripped, a piece of heat shrink is slipped over one of the wires, and they are twisted together. Apply heat to one side of the wire and feed the solder on the other side. The solder is drawn to the heat. Let it cool and then slide the heat shrink over the splice. Heat the heat shrink with the flame (don't touch the flame to it) and it will be done!

These connections will last and your ground issues will be fixed! By the way, the sockets use the same bulbs.

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The advertisement features a photograph of the London Auto Services storefront. The building is white with large windows and a sign that reads 'London Auto Services' and 'SALE 703-560-6975 SERVICE'. Below the sign, there are several cars parked in front of the store, including a red Jaguar, a silver Jaguar, a black Jaguar, and a red MG. The address '7718 Lee Hwy, Falls Church, VA 22042' is listed below the photograph, along with the email address 'londonautoservices@verizon.net' and the website 'www.londonautotservices.com'.

Middleburg Christmas Parade

December 5th

CTR members turned out in force for the Middleburg, Virginia, Christmas Parade on December 5th. In the parade with their Triumphs were Al Ames, Patrick Carter, Ben Cheshire, Jay Christopher, Bob Fox, Dennis Kruse, Paul Malandrino, Bill and Holly Olson with their dog Zoe, Richard and Janet Pace, and Carter and Emily Sensabaugh. Art Fournier and Mark Shlien were also on hand. Good weather and mild temperatures may have contributed to the fine turnout. Dennis Kruse led most of the group from Haymarket to Middleburg over a route planned by Lionel Mitchell. The back road approach to Middleburg is a necessity since the town closes U.S. Route 50, its main street, for the two parades held that day. Unfortunately, there were a few car issues. Art Fournier's TR7 had to drop out due to carburetor float problems. And after the parade, Bob Fox's TR6 stopped running on the way back to Haymarket. Fortunately, that problem was quickly diagnosed as a disconnected wire. Thanks to all who participated in what has become a CTR holiday tradition!



*Left: In Haymarket and on the road to Middleburg
Above top: Carter Sensabaugh lining up for the parade
Above center and bottom: Paul Malandrino's TR3B and Dennis Kruse's TR6 in the staging area*



Above: Al Ames, Bob Fox, and Jay Christopher sorting out Bob's TR6 distributor wire issue

St. Michael's Christmas Parade December 12th

Sandy and JoAnne Thomson represented CTR in the club's first appearance in the St. Michaels, Maryland, Christmas Parade on December 12th. Unseasonably warm temperatures made a top down drive along this Eastern Shore parade route an unexpected delight. If the weather's this good in 2016, we'll have to turn out in force!



Above top, center and bottom: A crowded parade route and an appreciative crowd of spectators!



Above: JoAnne and Sandy Thomson in their TR250

EVENTS

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

- Jan 8 - Deadline for the January issue of *The Standard*
- Jan 10 - Awards Brunch, Chad’s, Washington, DC *CTR*
- Jan 12 - CTR ESB Meeting, Arlington, VA
- Jan 22-31 - Washington Auto Show
- Jan 23 - Britain on the Green Planning Meeting, Gunston Hall, Lorton, VA
- Jan 29 - CTR Night at the Washington Auto Show *CTR*
- Feb 12 - Deadline for the February issue of *The Standard*
- Feb 28 - Winter Dinner *CTR*
- Mar 5 - Alexandria St. Patrick’s Day Parade *CTR*
- Mar 8 - CTR ESB Meeting, Arlington, VA
- Mar 11 - Deadline for the March issue of *The Standard*
- Apr 9 - Williamsburg, VA, British Car Show
- Apr 10 - George Washington Parkway Run *CTR*
- Apr 24 - Britain on the Green 2016 *CTR*

*** Much More to Come ***

Keep up to date on CTR events by visiting our on-line calendar: <http://capitaltriumphregister.com/events/> for details, updates, changes, and additions.



CTR Name Badges. The badges are plastic, about 1 inch by 3.5 inches, and have a pin back. They are gold with the CTR logo and your name in black. If you’re interested, the badges are \$5.00 each. To order, please pay by cash or a check made out to the “Capital Triumph Register.” Contact Art Fournier at artfour-nier@comcast.net or 410-535-0690 to order. Specify exactly how you want your name to appear.



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CTR and BOG Regalia

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We have our CTR club logo and the BOG logo on-file with Fourth Gear under the British Car Club Logo Gallery. These logos can be embroidered on the different items. Items such as polo shirts, sweatshirts, jackets, caps, patches, and tool bags, among other products, can be selected under the On-line Shopping link. Enter the logo code (CL003 for CTR or CL027 for BOG) as part of the item description and then check out as with any on-line web site. Ordering instructions are given on the home page. Embroidered items can be ordered in any quantity.

We have moved away from having to manage club regalia inventory. Having a supplier such as Fourth Gear allows us to do that while still having a source where members can order regalia on-demand.

When exploring the Fourth Gear web site, you'll also notice that they have other logo galleries for Triumph and other British cars as well as British marque logos. You could custom-design your own merchandise with more than one logo. Ralph at Fourth

Gear is very amenable to custom orders both in terms of the logos as well as products not show on the web site. So, feel free to call him if you want something completely different.

So, now there is no excuse for missing participation points at club events for not having club clothing.



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CL027

CL003

The Vintage Triumph Register was founded in 1974 and is dedicated to the maintenance, preservation and enjoyment of the Triumph marque. Membership benefits include a bi-monthly magazine, *The Vintage Triumph*. To join, send \$35 for a one-year US membership to:

The Vintage Triumph Register
PO Box 655
Howell, MI 48844



Or go to the Vintage Triumph Register website, www.vtr.org, for additional information and a membership application.



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Get Your Hands Dirty “Wedge Werks”

December 12th

Bruce Hislop

It's Shocking How We Strut!

Undoubtedly you've read some story about some guy who goes to some doctor to resolve some ailment and while there discovers some serious problem before it becomes deadly thereby saving his life. I kind of had that experience at the GYHD I hosted for my TR7. Kind of, in that trying to resolve one issue led to the discovery of another. Undoubtedly you've experienced the same thing; I mean we all have Triumphs, right?

First a bit of back story. Early in November Tom Burke hosted his second round of the Wedge Weekend. The goal was to remove, rebuild and replace the struts on his TR8. We got the first two done before the day started to get away from us and we needed to break for chili and beer. (Priorities, man, priorities!) Being energized for some reason, I was gung-ho to tackle such a job on my red Wedge.

Motivated, I set about ordering parts, which were all delivered in time to host a short-notice GYHD (dubbed Wedge Werks) on Saturday, December 12th. On Tom's suggestion I took the spare struts (from the spider restoration) and all new bits (minus bump-stops; oy vey the bump-stops; don't ask Tom about bump-stops) to a local gas station where the wrench turner offered to do the rebuild on both struts for \$50 cash, under the idiomatic table. Given the level of stress of using a made-in-a-country-you've-probably-never-heard-of spring compressor and the amazing sound a compressed spring makes when it gives way and shoots the spring mounting plate across the garage, taking the struts (stub axles as the ROM calls them) to somebody with a real spring compressor and gobs of experience (and perhaps better insurance), the \$50 was certainly money well spent. It also saved a lot of time.

On the morning of December 12th, bribed with the promise of coffee and donuts, Tom Burke and Art Fournier made the trek to Crofton. (There was also a promise of the possibility of steak and lobster, but the plane from Maine was late. *sigh*) It should be noted that Art drove his Triumph Spitfire with the top down. IN DECEMBER! After an appropriate amount of sugar, fat and caffeine we moved to the garage to tackle the projects. First up was draining the last bit of fuel from the petrol tank to ensure all water is gone. (You may remember the issue I had with water in the fuel over the summer.) The expectation was to remove the sending unit and siphon the remaining 2L or so of fuel from the tank. Boy, were we wrong! By the time the tank was dry, we had removed close to 2 gallons of fuel and water (at least half was wa-

ter). It was interesting to note that after the tank had been pumped dry (using the fuel pump to suck out as much fuel as possible), there were still close to 2 gallons left. The sending unit was returned to the tank (after much discussion about appropriate orientation) and a new gasket and lock ring were installed.

The next project was the struts. In my work (public education) we often use buzz words and popular terms like “lessons learned” and such. Of course this is really just lip service as we pretty much do what we've always done. Replacing the struts was an opportunity for us to actually use the lessons that we learned at Tom's to make the job easier. With Tom taking the lead we had the first strut off in record time – for us at least. The lesson learned at Tom's that we applied here is to use the pickle fork and a thick pry bar to remove the ball joint. At this point the strut is “hanging” by the three bolts to the top of the strut tower. Take the floor jack you used to jack up the car and use it to support the strut. Now, simply remove the three nuts holding the strut to the car and gently lower the jack. Strut removed!

Installing the rebuilt strut is similar, but the reverse. The jack supports the strut while it's maneuvered to line up the three bolts to the top of the tower. The nuts are tightened to hold the strut in place, and the control and steering arms are reinstalled. Those of you who have done this before know that getting the control arm with its ball joint into the bottom of the strut is almost impossible. The gouge here is that with a short bottle jack placed between the torsion bar and the frame, you can hydraulically lower the control arm to easily line up the parts. Slowly releasing the bottle jack eases the ball joint into the strut. Now it's just crown nut and control arms. Tom, henceforth to be known as the Sultan of Suspension, is probably writing up a Garage Spot article detailing this hack (and the Quest for an appropriate bottle jack) at this very moment. Look for his tome complete with the 27 8"x10" color, glossy pictures with the circles



Bruce Hislop, Tom Burke, and Art Fournier play with struts, rotors, and brakes. Bruce's TR7 Spider restoration is on the left on its rotisserie; his daily driver TR7 is on the right.

and arrows and a paragraph explaining what each one is elsewhere in a future edition of this newsletter.

Remember the part about resolving one problem illuminating another? While removing the calipers from the disks, it was noticed that the only thing bringing the front wheels to a complete stop was a few microns of brake dust stuck to the metal backing of what used to be brake pads. Alas, these new parts are on order and should arrive in enough time for me to tackle that issue (and undoubtedly uncover another) before Christmas.

Miscellany: Bump stops are the subject of great debate, however they truly are unnecessary, over-rated and over-priced (if you can find them at all). We did not replace the ball joints in the control arms; however, we did replace the gaiters on them. Yes, they are available separately, and yes, they get totally destroyed when dislocating the control arms from the struts. Not all bottle jacks are equal. Again, see Tom's future missive. I never did get the rear shocks replaced; that's for another day. Stay tuned for the call to action, gents.

Get Your Hands Dirty TR3A Tires December 12th



Lionel Mitchell got together with Diane Page to help her check out the left front tire on her TR3A which had gone flat. While they were at it, Diane and Lionel checked out a very, very old spare tire. The condition of both tires and wheels will be evaluated professionally. An original tire may look solid, but shouldn't be depended upon for use on the road.

Additionally, Diane checked out the oil level and other fluids in the TR3A which she drives regularly.



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Personal Triumphs: An Interview with Lionel Mitchell

Christopher Yurasko

Tell us a little bit about yourself?

I was born and raised in a rural area of the northeast corner of Alabama, about an hour east of Huntsville. I went to college at Auburn University, earning two degrees, B.S. in mathematics and M.S. in statistics and operations research. I have been married to Nancy for 39 years. We met at Auburn when we were both graduate students there. We have two grown children, Daniel (31) and Laura (28), both married, each has one child. After my undergraduate degree, I taught eighth and ninth grade mathematics for a couple of years before going back to school for a master's degree, after which I taught mathematics and computer science for three years at a small college in West Virginia. We then moved to the Washington, D.C. area in 1979 when I accepted a job as a systems engineer with a private company. I worked in the aerospace industry for 35 years, having spent most of my career on NASA projects. I retired at the end of 2013.

When did you buy your first Triumph? Do you still have it?

I had wanted a TR6 since the introduction in 1969. In December 1975, I finally had the means to buy a TR6. I called dealers in Georgia, Tennessee, and Alabama before I found a new one because the Triumph factory was on strike at the time. On December 24th, I went to the British Leyland dealer, Royal Motors,



Lionel and his maple brown TR6 on his wedding day

in Huntsville, Alabama to test drive the only new TR6 in the tri-state area, a Maple brown car. With dealer-installed air conditioning, AM/FM radio, luggage rack, and tonneau cover, the list price was \$6,354.95. I left a deposit check and went to a local bank to arrange financing. The day after Christmas, I went back to close the deal and pick up the car. I still have the cancelled check, the window sticker, and, of course, the car. Even though it was cold that day, I immediately put the top down. This was my only car until 1981. In January 1989, needing a head job, with 110k miles, I put it on jack stands to save it for a time when I could fully restore it.

What Triumphs do you currently have? Do you have a favorite?

In addition to my Maple TR6, I have a '73 Pimento red TR6, a '76 Delft blue TR7, and a '75 Leyland white TR7. After I disassembled my Maple 6 and rebuilt the rolling chassis in 2001, I got impatient about having a car to drive. I bought the red 6 on eBay. It has been a fun car, a real driver with a bit more power than a stock 6 due to a fast-road cam shaft. I have improved the handling significantly over stock by upgrading bushings, larger front and rear anti-sway bars, stiffer shocks and springs, R-compound tires on aluminum-alloy wheels, and limited slip differential. I autocross in it, which is great fun. Another reason that I like this car is because of the memories that I have of the trips to The Roadster Factory summer parties with my daughter Laura.



Laura and Lionel at The Roadster Factory Summer Party

I bought the blue 7, also known as the Buzz Bomb, in 2007 after I became interested in the still-born Sprint TR7 that the factory had planned to bring to market. My plan was to build a Sprint "tribute" car like the factory rally cars, complete with the white and red and blue accents paint job. I bought the Sprint en-

gine parts on eBay, and then later found the Delft 7 on eBay also. After I drove the car for a couple of years, I was content to not disturb the nice restoration job and just enjoy it for what it was. My son, Daniel, was never all that enthusiastic about the TR6, but from the moment he saw this car, he loved it. Before he moved to Arizona, he and I would go driving together, him in the 7 and me in the red 6.



Daniel Mitchell with Lionel's Delft blue TR7 and Pimento red TR6

Which brings me to the forth Triumph, the Leyland white TR7. It turned out to be too good of a deal to pass up. It's about 90 percent complete but does not run. This car is a very early TR7. It was bought new at the BL dealer in Arlington (Rosenthal) and driven only 29k miles before it was stored in a warehouse until the end of 2013. I have gone back and forth thinking about doing the TR7 Sprint project with this car since I still have the 16 valve parts. My current view of this car is as a parts-car. The interior is the same as what was in my Buzz Bomb when it was new. So, I will likely use the seats and trim panels in the Bomb to make that car into a concours original car.



Laura and Daniel at The Roadster Factory Summer Party

But to answer the question, which is my favorite: it has to be the Maple 6. It's the one car I will never sell.

What is your daily driver?

Until recently, my daily driver was a 2006 Honda Ridgeling truck. Nancy's daily driver had been a 2003 Toyota Matrix with 254k miles. The Matrix had been our son's car originally, then I drove it for a while, and finally it was Nancy's. We've talked about getting Nancy a newer car, and since our daughter, Laura, needed another car, we decided to let her take the Matrix. But no new car for Nancy yet. She has taken my truck, and I have pressed my 2000 Jaguar XKR into service as my daily driver. It's tough duty, but somebody's gotta do it.

So many of our members are Jaguar enthusiasts too, why do you think that is?

The recent Jaguar market slogan says it all: Grace, Pace, and Space. From the time I first saw the Jaguar E-Type, I thought it was drop-dead gorgeous. I have to agree with Enzo Ferrari who said, when it was introduced, that it was the most beautiful car in the world. It's certainly my all-time favorite British car. I will never be able to afford an E-type, but here's a little secret that is

(Continued on Page 16)

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Personal Triumphs Interview (Continued from Page 15)

getting out: modern used Jags are tremendous bargains. Newer Jags are still considered just used cars; not yet classics. As I approached retirement a couple of years ago, I began to think about buying a car for taking long road trips. After many conversations with RJ Fortwengler, who had a Jag XK8 and who is always on the fore-front of cool cars at bargain prices, and looking on several classified sites, I found my 2000 XKR just a few miles away. It had been well-kept and had only 48k miles on it when I bought it. We've taken a few long trips in it. It's the fastest car I've ever owned, and with the "speeding ticket red" color, I'm sure I will get nailed someday. It's a Grand Touring car in the best European sense. Like the ad says – Grace, Pace, and Space.

You're currently restoring your Maple TR6, can you tell us a little about it?

How long do you have? This could become a "War and Peace" length book. After spending the obligatory minivan years when the children were growing up, my career was all-consuming, and we were building a house; I got back to my Maple 6 in January 1999. I spent the next two years disassembling, cataloging old parts, ordering new parts, and restoring the rolling chassis. At that point, I got impatient to have a car to drive and bought the red 6 and a few years later the blue 7. That slowed me down in the restoration significantly both in terms of time and money. My goal in the body-off restoration has been to make the car better than new. Cosmetically, I wanted it to look stock, but in performance, I wanted significant improvements in power and handling. I am just finishing the restoration after 17 years. Not exactly record time and not what I would recommend as a restoration process, but there you have it. I'm sure if I had focused on the Maple 6 and not bought the other cars, I could have finished in a few years. But I really don't regret buying the other Triumphs. Just a couple of days ago, as I write this, I drove my Ma-

ple 6 for the first time in 27 years, actually a longer period of time than I drove it as a daily driver. I will now have a period of breaking-in the newly rebuilt engine and shaking out other aspects of the car, but I see the light at the end of the tunnel.

**Do you have a favorite story or anecdote about Triumphs?**

A few stories come to mind. My favorite is running out of gas on our honeymoon night late at night in the middle of nowhere in the Maple 6. Another story that I often tell is about Nancy breaking down in the Maple 6 on the beltway due to trash in the fuel line, because of running out of gas a few days before. Both stories had happy endings. A third story happened in the red 6 when the gears in the differential disintegrated at TRF summer party autocross.

With the holidays upon us, do you incorporate your love of Triumphs into your celebrations? Will there be some boxes from Moss under the tree?

In past years, I have given myself TRF gift certificates or bought parts or given hints to family members for Triumph items as Christmas gifts for me, but in light of all the money I've spent recently finishing up my Maple 6 restoration, I don't think there will be any Christmas presents, Triumph or otherwise, for me. But then again, I have the perfect Triumph present, a better-than-new TR6.

What are your other passions?

Even though it's related to Triumphs, one of my passions is our club. But that's related to the organization and people more than the cars. But there are other areas in which I have strong interests. One area is historical architecture. Again, this is a topic on which I could write tomes. One of my favorite architects is Thomas Jefferson, who was heavily influenced by Italian archi-



tect Andrea Palladio. I designed and did the general contracting in building our house, which is based on a combination of the Jefferson house Poplar Forest in Bedford, Virginia and an house designed by Andrew Jackson Downing. I was totally consumed for several years in the design and construction process. Another area that I'm very interested in is my family genealogy, which is primarily Scottish. I have a trace of one of my branches to Ayrshire, Scotland in the 1640s.

Is there one piece of technical or philosophical advice that you want to share with our members? Something you wish you'd known?

I can think of many specific tidbits concerning Triumph restoration, but they are too numerous to go into here. I did some things right in restoring my Maple 6, but I also made plenty of mistakes. If I had to offer just one piece of advice in restoration, it is to focus on one car at a time. Don't be impatient. Work consistently. Try to do the best possible job in terms of quality, but most of all, have fun with the project. If it stops being fun, just take a break from it and come back later.

What do you like about the club, what would you do differently?

CTR is a great club with great people. I enjoyed my terms as vice-president and president of the club. My major goal during those years was to get more people involved in club activities, as well as in leadership positions. I think past and present club leaders have done an excellent job in leading the club. I saw outstanding examples in Charlie Brown, Paul Scuderi, Paul Edelstein, and Art Fournier among others, and tried to emulate their commitment to make the club better. And now Steve Oertwig is carrying on the mantle of leadership admirably. Participation in club events is the key to continuing to have a great club. We all have lives outside the club, but if you're like me, you want this club to be a part of your lives.

CTR Classifieds Facebook Group Page

Lionel Mitchell

The recent success of the Parts Flea Market got me to thinking about how we might continue it on an ongoing basis. It seemed obvious that the way to do this in the internet age was to put the flea market on-line. And after thinking about it for a day, it also seemed obvious that the quickest and easiest way to implement such an on-line flea market and not have much effort to administer it was to set-up a separate Facebook Closed Group page. That's exactly what we have done. I set up the page the week after the Flea Market event and invited a handful of members to join. We have tested it out and have kicked around ideas about how it could and should work to the point where it's ready

to open up to the membership. This Facebook page will be much like the current CTR group page. It's open for posting by members only but can be seen by non-members. We set this page up separate from the other club group page so that the postings related to items for sale can be kept separate for ease of access and so that they won't clutter up the other posts.

One issue that we've discussed was membership: who should be members in the group and how should we "invite" group members. We decided to allow only CTR members, and initially we will invite only CTR members by email invitations. This will take a while to complete. You may also join by locating the CTR Classifieds group page and sending a request. Below is the purpose of the page. The purpose and protocols for use are posted on the page. Also posted are several ads of parts and cars for sale by the test group. Once you join the group, you can put your own posts on the page.

Purpose

This is the Capital Triumph Register, LTD classified ads group page. Only CTR members can post ads but non-members can see the posts. The purpose is to provide an on-line resource to advertise parts, cars, and car-related items for sale or wanted to buy. CTR assumes no liability and provides no warranty in the sales, which are between individuals. Caveat Emptor!




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

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

For Sale. Really good condition TR4 solid axle rolling frame \$400.00. Also, TR7 engines and 5-speed transmission, four TR8 alloy wheels, brand new TR7 rear bumper, and TR7 seats [tan]. Contact David White, cell 703-898-7041.

Wanted - TR250, looking for a driving car which has solid frame and floors, scruffy condition is fine. Contact Carleton at C.Brown579@btinternet.com

For Sale or take it. Hobbyist chrome plating set-up. Professional type plating, 3 tanks: Copper, Nickel, Chrome. Small parts only - 9" diameter tanks. All the chemicals for ferrous and non-ferrous metals. Plating manual and all accessory stuff included. Purchased from Caswell Inc. Lyons NY (caswellplating.com) Over \$500.00 in chemicals and apparatus. Make an offer or just take it. Contact Joe Cannon 703-280-4104

For Sale 1972 Triumph TR6 – One owner car, I have had it since 2004. Over \$32,000 invested, front end rebuilt, new custom dash, interior, carpet, trunk carpet, carbs rebuilt, fuel pump rebuilt, alternator exchanged, gear box and entire clutch rebuilt in 2013. Can provide document with a list of all work done since I purchased the car, and I have all the previous owner's paperwork. \$20,000 or make offer. Contact Craig 703-216-4423



1980 Spitfire and Parts for Sale. I have a 1980 Spitfire for sale as well as innumerable parts for late model (79-80) Spits. The car could be restored or it could be a good parts donor. Has title; needs tires, brake lines, carb rebuild, rust repair and much more love than I can give it. It has a rebuilt motor, good 4-speed

transmission, hardtop and soft top and good seats. \$500

I also have the following parts: late model Spitfire windshield \$50, 4-speed transmission \$25, 1500 engine (condition unknown) \$40, rear axles \$20 each, pumpkin \$30, cylinder heads \$25 each, radiator \$30, numerous late model Spitfire gauges, interior parts, carpets, suspension components, and carbs (Z-S only). If you need a part for a 1500 Spitfire, it's probably here somewhere. All priced to sell. Contact Tom Burke 703-354-1361

For Sale. Four TR7 steel wheels \$80.00 (sold as set only). Contact Tom Burke 703-354-1361

Factory Original TR6 Hardtop for Sale. All glass is in excellent shape...no cracks, scratches, etc. Structurally very sound... has been in my shed for the last five years and has not been used in that time due to owner laziness. Can be easily repainted to match the color of your car as the roof is free of dents, scratches, etc. Liner is in decent shape but faded. Can deliver to you if you are in DC, Maryland, or Virginia. If you are interested, please call Mark at 202-415-1599 or e-mail me at tr6@comcast.net. Asking \$925.00.



FREE! Tire chains for your Triumph tow vehicle. Never used set of tire chains fits 235/70-15, 235/85-16, and many other sizes. Contact Hank at 703-534-7860 or seiff@verizon.net.

FREE! Kerosene heater to keep your garage toasty. Worked fine the last time I used it (many moons ago). Contact Hank at 703-534-7860 or seiff@verizon.net.

For Sale Steel OE wheels for early Spitfire. Four for \$100 OBO. Contact Hank at 703-534-7860 or seiff@verizon.net.

For Sale OE hubcaps for early Spitfire (fit wheels above). Four for \$40 OBO. Contact Hank at 703-534-7860 or seiff@verizon.net.



CTR and BOG are on Facebook.

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Triumph Trivia

Christopher Yurasko

TRIUMPH TRIVIA: Which car was not a Triumph?

- A. Super 9
- B. Southern Cross
- C. 30-30
- D. 13/35

Answer: C. 30-30 is a rifle cartridge first marketed in the 1800's. The others are pre-war Triumphs.



Signs of the Times



Here's a sign we don't want to see this winter!

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