



THE STANDARD

The Official Publication of the
Capital Triumph Register
Volume XVI, Number 1, January 2004

Awards Banquet January 25th - 12:30 PM René Burcksen

For many years it has been a tradition for the Capital Triumph Register to start the New Year with an Awards Banquet. This Awards Banquet gives our members the opportunity to socialize with other club members and recognize club members for their contributions over the last year. Certificates will be presented to those members who earned over a certain level of participation points during 2003. (The top three participation point winners may receive more substantial recognition as well.) 2004 is an election year for CTR. Elections will be held at the Awards Brunch for two-year terms for the positions of President and Vice President. Take this opportunity to vote and to have your say in CTR's future!

This year, the Awards Banquet will be held on Sunday January 25th at Buca di Beppo at 122 Kentlands Boulevard, Gaithersburg, Maryland 20878. The doors will open at 12:30 with lunch starting at 1:00 pm.

If you have never visited Buca Di Beppo restaurant, this restaurant describes itself as a re-creation of the Italian-American supper clubs of the post-war era, the kind of place where vintage family photos crowd mementos of Italian icons like Sophia Loren and Joe DiMaggio. We will be seated in a private room and will be feasting on family style platters of mixed green salads, calamari, pizzas, chicken with lemon, baked manicotti and other delicious dishes including dessert. The experience will remind you of a Sunday dinner back in the old neighborhood. The cost per person will be approximately \$30.00 and includes your food, unlimited beverages (non alcoholic), service charge, and tax.

We hope that you can join us. Please reply to me at the latest by Friday, the 23rd of January. My e-mail address is

rburcksen@aol.com and my phone number is (301) 963-4522. Please bring cash or a personal check.

Directions to Buco Di Beppo (gaithersburg@bucadibeppo.com) are:

From the Washington Beltway, head north on I-270 and take Exit 9B (Sam Eig Highway). Take the Sam Eig Highway to the end (approximately 1 mile). Exit right lane onto Great Seneca Highway. Continue ahead and at the third light turn left on Kentlands Boulevard. Look to the left and you will see their building. Enter the parking lot on your left at the first intersection.

From Frederick, MD, head south on I-270 to Exit 11 (Quince Orchard Road). At the first intersection turn right. Continue on Quince Orchard Road approximately 1.5 miles. At the fifth light (Great Seneca Highway) turn left. Turn right at the next light onto Kentland Boulevard. Look to the left and you will see their building. Enter the parking lot left at the first intersection.



Find out why Bob Gruner (third from the right) and his MGA are in CTR's newsletter by turning to the article on the 2003 T4 on page 4.

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CTR Happenings

CTR Elections

CTR's elections for president and vice president will be held in conjunction with the Awards Brunch on January 25th. Please attend the Awards Brunch to vote!

All other positions are filled by appointees. If you're interested, please contact one of the current CTR officers.

CTR 2004 Events Calendar

CTR's calendar of events for 2004 will be developed during our membership meeting on Monday, January 5th. We used this approach a year ago to establish our 2003 calendar and generally had better attendance at events through the year. If you have a suggestion for an event (we welcome new ideas), please attend the meeting. If you cannot attend, please pass on your suggestion to one of the club's officers. Want more driving events, tech sessions, etc.? This is your opportunity to speak up, make your feelings known, and help establish the club's direction for 2004.

The bimonthly membership meetings are open to all CTR members and are held at Bentley's Restaurant on Route 50 in Falls Church, Virginia. The meetings begin at 6:30 pm and run until about 9:00 pm.

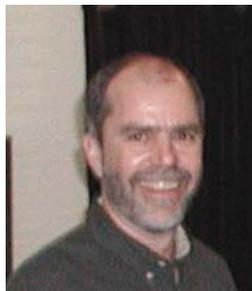
BOG 2004 Kickoff Meeting

The kickoff meeting for Britain on the Green 2004 will be held on Monday, January 12th. The meeting will be held at Rita and Joe Cannon's home in Fairfax. The meeting will begin around 6:30 pm. Rita and Joe will supply food, but please bring potables to share.

Join us April 25th at Collingwood Library for
the Seventh Annual

Britain on the Green

Contact Charlie Brown at
(703) 339-5871 or cb1500@erols.com
to find out how you can help with the
Capital Triumph Register's
largest event!



From the Prez

I'm having somewhat bittersweet feelings writing this article, as it'll be my last as President of Capital Triumph Register. I've decided to "pass the torch" as they say.....to step down and let someone else have some fun! CTR is an awesome club....not just for the cars, or even for the fun involved with those cars.....but for the good people in our club.

CTR offers such a variety of events, from Britain on the Green, the T4, tech sessions, road rallies, parties and plain ol' fashioned get togethers, and none of these would happen without the efforts and enthusiasm of so many dedicated volunteers. Hats off to all those on our Executive Steering Committee who meet regularly to ensure CTR stays on track. But I must say, working with these folks over the years has not been "work", but a pleasure (heck....we even manage to have a little fun!)

I wish to thank all those wonderful individuals who've been on the Committee(s). In particular, I wish to thank my good friend and (present) Vice President Paul Edelstein, who dedicates much time and enthusiasm to our club. Paul has graciously volunteered to run for President. His enthusiasm and attention to detail will ensure the club maintains its course, and I know he'll bring it to even greater heights than in years past. Thank you Paul.

If you're not involved in the workings of the Capital Triumph Register, I respectfully suggest you call Paul and become involved. I'm confident you'll find the involvement is not work, but FUN! And if, for some reason you can't get involved in the inner workings of the Capital Triumph Register, I hope you'll participate regularly in all the fun CTR offers its members.

So.....at this time, I'll say farewell as CTR President, and wish you all a Happy Holiday and the very best in the New Year. I'll see you at an upcoming CTR event. Until then, keep your head up and your top down!

Paul Scuderi



The Garage Spot

Paul's Easy Winter Storage Tips

Paul Edelstein

As the first snowflakes fell in early December, a tear came to my eye as I pondered the prospect of being unable to drive my Triumphs until spring. You see, I follow the “two-rain” rule. Simply stated, although I will certainly drive my cars during cold weather, I will not subject them to VDOT’s road treatment mix until there have been two significant rainfalls since the last snow/ice road treatment. Nothing hastens the demise of our cars quicker than the corrosive effect of salt. The early indications are that this winter will be like much like last – no “two-rain” from early December through mid March.

Which brings me to my point. To me, maintenance procedures and schedules can be self-defeating endeavors. The more involved or complicated it is, the less likely I am to follow it or even attempt it at all! There are many existing checklists, procedures, and such for “storing” cars during the winter months. However, I have found many of these to be daunting, at best, so I am inclined to ignore them. This is not a good thing, though (ask me how I know).

Cars, like all mechanical devices, are designed to be used, not stored. Without use, lubrication drains out, leaving dry metal to rust. Rubber tends to both dry out and to conform to whatever shape it is left in. Various chemicals that are designed for a limited life and tend to transform themselves into unsavory byproducts that wreak havoc on everything they touch.

So, I have developed for my own use a very simple winter storage to-do list. The list follows the basic KISS philosophy (if you have to ask, you don’t want to know). The list is prioritized (based on my humble opinion) – if you only do one thing, do the first thing. If you only do two things, do the first two, etc. If you are really ambitious or motivated, you can do the whole thing and/or follow someone else’s complex list (for that matter, this article really isn’t for you!) Here goes:

1. Fuel System. (a) *Fill the fuel tank, and (b) add a gas stabilizer.* Filling the fuel system helps prevent condensation in the tank. Condensation can cause rust in the tank and corrosion of the sending unit. Gas stabilizer will deter your gas from going bad. Bad gas can form gum in the tank, lines, pump, and carbs, and

may make the car difficult to restart in the spring. You can obtain a variety of gas stabilizers at any boat supply store – Boater’s World in Springfield, West Marine in Alexandria, Boats US, etc. Make sure to drive the car for at least ten minutes to assure that treated fuel has circulated through the whole system.



2. Battery. *Disconnect negative cable or connect a battery maintainer.* If your car has any accessory that continues to draw power when the ignition is off (such as a clock or a modern sound system), your battery *will* be dead within a few weeks. Although otherwise healthy batteries can be jumped and recharged, this takes time later and can significantly shorten battery life. Do not use a regular battery charger – this can overtax the battery if connected continuously. Rather, invest in a battery maintainer such as the “Battery Tender” products, available from many catalog suppliers (I bought mine from Eastwood) and local stores such as Pep Boys.

3. Tires. *Inflate tires the lower of 10 psi above the normal inflation pressure or the maximum pressure embossed on the sidewall.* This is a much easier alternative to putting your car up on blocks. Tires sitting in one place for extended periods tend to lose some air over time, and also tend to develop flat spots that become molded in. Flat spots upset wheel balance and cause annoying vibrations. Although modern tires will tend to fix themselves after some driving, it’s best to avoid the problem to start with. Don’t forget to let the air out before you drive, although you can drive the car for short distances with the tires over-inflated.

4. Top. *Put the top up.* If you keep your car outside, this step is DUH. But even if garaged, putting the top up will keep it stretched to the proper shape and make springtime use much easier. It will also keep dust from accumulating on your interior. If the car gets direct sunlight (through a garage window), you can drape a towel over the plastic windows to discourage UV deterioration (yes, this happens even through glass).

5. Fluids. *Check and top up oil, brake fluid, and coolant.*

If your car is stored outside:

6. Consider a cover. If you cover your car, be careful or you may do more harm than good. First, wash the car to remove all grit and sap (otherwise the cover may grind away your paint) and wax. Second, select a quality cover that has good ratings for both UV protection and breathability. *NEVER*

(Continued on Page 5)



The 2003 T4

Art Fournier

This year's T4 was held on Saturday, November 8th, a clear if somewhat chilly day. The first stop was at Paul Scuderi's Damascus home in northern Montgomery County. Taking the Route 4, Beltway and I-270 from Southern Maryland gets old, so I decided to improvise and took Routes 2, I-97, 32, 108, and 650 instead – all much nicer roads than the Beltway. But I didn't allow enough extra time and wound up arriving at Paul's about a half-hour late. Not a big problem but it caused me to miss parts of two of the Ts in T4 (taste and tech). When I got there breakfast was largely over and Paul Edelstein's tech session was well underway in Paul Scuderi's Garage Mahal.

Paul Edelstein's tech session was a demonstration of "Red Tyre Wall Trims," pseudo redline tire add-ons. The tire is deflated, the bead is broken, the redline add-on is placed between the bead and the rim, and the tire is reinflated. Sounds easier than it is, although it really wasn't that hard (only about a 2.3 on a knuckle-busting scale of 0 to 10). The resulting redlines look very nice. Unless you get very close, you can't tell the redlines aren't part of the tire. And you get the handling of a modern tire. Contact Paul Edelstein for more info on this modern alternative to traditional redlines.

Time for the other two Ts in T4 – Triumphs and tour. It had warmed up a bit, so tops came down and we headed off to the second of the day's four destinations, the home of MG owner (and master wood worker) Bob Gruner. Bob is the original and current owner of a 1962 MGA Mark II 1600 with somewhere around 137,000 miles on its clock. The car has been relegated to outside storage under a tarp, but is remarkably original with, for example, its original clutch. The body looked solid, but we didn't get the opportunity to look underneath to see what condition the frame was in. We tried to get Joe Cannon interested in taking it on as a restoration project since his TR3B is nearing completion, but he wouldn't bite. After some cranberry bread and coffee, it was time for the next leg of the tour.

On the way to Wes Motter's house, we were joined by a couple of late arrivals (even later than me). The first order of business at Wes' was a buffet lunch of coldcut sandwiches, then it was on to his garage for a discussion of some things not to do when restoring a car. For example, do not sandblast your radiator; it will leak profusely if you do. Wes' car is a chrome bumpered MGB, but he is looking for a TR6 to join it. (Good thing too or you might think we've



How many Pauls does it take to change a tire? Paul Edelstein holds the "Red Tyre Wall Trim" while Paul Scuderi breaks the bead on one of his TR6's wheels.



Wes Motter fields questions on his MG restoration techniques.

(Continued on Page 5)



T4 (Continued from Page 4)

fallen into the clutches of our good friends at the MG club!)

Our fourth stop was at Scuderi Auto Body in Rockville, a shop owned by Paul's cousins Mark and Chip. Mark and Missy, the shop's business manager, gave us a behind-the-scenes look at their various facilities and equipment, such as frame straightening racks and the body and paint shops. One of the items the shop is known for is a device called the Bonny Marlin, a system that's used to clean auto shop paint guns without using toxic liquids. The device won Invention of the Year from an environmental watchdog group and has received approval from the EPA. (The original Bonny Marlin was, by the way, the Scuderi brothers' father's boat. Not sure of the connection, but thought you'd want to have the facts.) The tour of this sprawling body shop (plus cookies and desserts) was a great way to end the 2003 T4.

I took the Beltway home from Rockville, leaving the top down on my Spitfire. As the sun dipped down and the air got colder, I doubted the wisdom of my ways. But who was I to pass up one of the last opportunities for top down driving at a CTR event in 2003?

Special thanks to Paul Scuderi for organizing this year's T4 and to those who not only opened their garages (and shop) to the club, but shared their knowledge and skills as well!



Roger Morrison and Karl Johnson pick up some ideas from Mark Scuderi (right).



Joe Cannon and Tom Delaney try to act like they're not interested in Bob Gruner's MGA.

Winter Storage Tips (Continued from Page 3)

use a plastic tarp – you will trap moisture underneath which will do more harm. Last, make sure that the cover is secure – you don't want to have to retrieve it from a snowdrift or a mudhole.

The last tip is more of a “don't” than a “do”:

7. Do not “warm up” the car. It does little good and can cause harm to start the car to an idle without driving it. Moisture will form in the crankcase and exhaust, but the car will not get hot enough to clear it. The car should be driven at least 15 to 20 minutes, or just left alone.

The beauty of the above list is that you will go a long way toward preserving your car, while keeping it ready to go with maybe five minutes lead time. To drive, all you need to do is remove the cover (if applicable), reconnect the battery (or disconnect the maintainer), let the extra air out of the tires, and go!

Happy wintering.



Looking for that special gift? Want to display your pride in the Capital Triumph Register? Why not do it with a golf shirt, a ball cap, or a garment of your choice?

Ball caps are \$15, polo shirts \$27, and patches \$6.

Contact Charlie Brown at (703) 339-5871 to place your order. Delivery at CTR events.

EVENTS

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

Jan 5, 2004 - Gen Membership meeting (all members welcome), Bentley's Restaurant, Route 50, Falls Church, VA, Joe Cannon, (703) 280-4104

Jan 12 - BOG Kickoff Meeting, 6:30 pm, Joe and Rita Cannon's, 8904 Mears St., Fairfax, VA, (703) 280-4104

Jan 25 - Awards Brunch, Gaithersburg, MD, René Burcksen *CTR*

Feb 7 - Go-Karts (Indoors), All Sports Grand Prix, VA, Charlie Brown *CTR*

Feb 21 - Winter Dinner, Virginia location *CTR*

Mar 20 - British Car Day, New Orleans, LA, Bill Breithoff, breithoff@tlxnet.net or (504) 488-8560

Mar 21 - Spring Fling, Lake Helen, FL, Bob Storke, editor@volusiabritishcars.com or

(386) 917-0235

Apr TBD - Spring Tune Up *CTR*

Apr 16-17 - 12th Annual British Car Show, Pensacola Beach, FL, Tom Schmitz, (251) 961-7171 or tschmitz@ametro.net

Apr 24-25 - The Gathering, Winston-Salem, NC, Jamie Palmer, (919) 779-1224 or tr6driver@yahoo.com

Apr 25 - BOG 2004, Collingwood Library, Alexandria VA, Charlie Brown, (703) 339-5871 or cb1500@erols.com *CTR*

May 2 (corrected date) - British Classic Car Meet, The Boulders, Richmond, VA, Ken Nachman, (804) 272-7523 or KMNTR6@aol.com

May 29 - The British are back at Hope Lodge, Fort Washington, PA, Delaware Valley Triumphs, Steve Klein,, (610) 825-2617 or Klassiccar@aol.com

Jun 5 - Brits on the Bay, Virginia Beach, VA, Tidewater Triumph Register, Mike Jones, (757) 482-2577 or jonesmp@prodigy.net

Jun 11-13 - VIR Gold Cup Races, concours and participants' choice show, Triumph is featured marque, Danville, VA, Julie Allen, (434) 822-7700

Jun 27 - The Original British Car Day, Lilypons Water Hardens, Buckeystown, MD, John Tokar, (301) 831-5300 or tokarj@erols.com

Jul 14-17 - VTR 2004 Richmond, VA, Jeff Dewey (804) 746-9409, info@vtr2004.com, or www.vtr2004.com (updated links)

Jul 25 - Virginia Scottish Games Car Show, Alexandria, VA

Jul 31 - Brits by the Bay, Pasadena, MD, TRAC

Save a Tree

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

CLASSIFIED

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

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

Triumph dealership items wanted.

Indoor and outdoor signs, clocks, etc., etc. Don Weinberger. (215) 679-8109 or email vallarta@enter.net

1952 and 1953 Triumph

Mayflowers for sale. Both need restoration, one car has no engine or transmission. Have titles for both. Bodies solid. Have shop manual and source for parts. \$900.00 OBO for both. Call Bob at (540) 898-3763 or email bobnbren@starpower.net

TR3 wanted. Would like to buy a TR3 in running condition or good restoration project. I prefer a 1963 TR3B but will consider any TR3. "I never got over the loss of my '61." Bud Mayo, (703) 323-7609, Burke, VA or crmayo@erols.com

Spitfire parts for sale. Parting out 1973 Spitfire: gauges, head, windshield, seats, doors, chrome luggage rack, carpets, transmission, steering rack, brakes, calipers, etc. David White, (410) 867-3648 evenings

TR6 engine wanted. David White, (410) 867-3648 evenings

NOTICE

Deadline for the next issue of *The Standard*: - **January 23rd!**



CLUB OFFICERS

President	Paul Scuderi	(240) 876-7222
	Gaithersburg	tr6_guy@hotmail.com
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BOG Coordinator	Charlie Brown	(703) 339-5871
	Mason Neck	cb1500@erols.com

Updated CTR website

www.capitaltriumphregister.com
with members' photos and a lot more!

Membership Renewal / Application

For renewals with unchanged status, return your mailing label.

Name _____

Address _____

Phone _____

E-mail _____

TRIUMPH's owned _____

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

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

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

The Standard

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

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The Capital Triumph Register
is a chapter of
The Vintage Triumph Register

4729 Willows Road
Chesapeake Beach, MD 20732-4221

The Standard



Triumphs at Bob Gruner's (left) and Paul Scuderi's (right) during the 2003 T4.

**For Sale - Ford Pickup Truck
aftermarket air conditioning
included!**



PHOTO CREDITS

Pages 1, 2, 4, 5, and 8
(top)
Art Fournier

From Rob the Toolman

WISE-GRIPS: Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

WHITWORTH SOCKETS: Once used for working on older British cars and motorcycles, they are now used mainly for impersonating that 9/16 or 1/2 inch socket you've been searching for for the last 15 minutes.



THE STANDARD

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Volume XVI, Number 2, February 2004

More Smiles Than Miles

February 7th
Charlie Brown

We did it last year and had a lot of fun. It's one of those events where you laugh and smile so much your face hurts afterwards. Last year Don Burns and Robert Rudolphi gave us some driving lesson by coming in First and Second, respectively.

The CTR will be returning to Allsports Grand Prix, in Dulles, VA for an afternoon of karting fun. For those who couldn't make it last year, these go-karts are a lightweight, European race style chassis. They use a 5.5 h.p. engine and can go around 35 m.p.h. . That may not sound fast, but on a tight, indoor circuit, you'll have your hands full.

This is not a NASCAR style race. There is no bumping allowed. You first infraction gets you a stern warning. Subsequent violations will land you in the penalty lane for a lap or two, or worse.

The session will start with a short classroom of tips and an explanation of what to expect. You'll be provided a driving suit, gloves, and full helmet. Supply your own if you've got it. We'll be driving their Mini Grand Prix of 25 practice laps and, after a short break, a 40-lap race.

Depending on the number of drivers we field, the event will take about an hour and a half. The cost is \$75 per driver. The CTR will be sending a deposit. We'll need to settle up with Allsports before we take the starting grid.

We're scheduled for **1 p.m.** that afternoon. Plan to be there no later than 12:30. I strongly recommend eating a light, late breakfast. Like last year, we'll probably go out

(Continued on Page 4)

CTR Elections -

Paul Edelstein and RJ Fortwengler In
Art Fournier

CTR's biennial elections were held during the Awards Lunch on January 25th. After four years of outstanding service as CTR president, Paul Scuderi chose not to run for a third term. Paul Edelstein stepped up to the task and RJ Fortwengler volunteered to run for vice president. Both Paul Edelstein and RJ were elected unanimously.

The remainder of CTR's officers are appointed and agreed to continue on the board. Rich Smalling volunteered to replace RJ as secretary, while Paul Scuderi will remain with the board as a member-at-large.



Out-going and in-coming CTR presidents Paul Scuderi and Paul Edelstein at the Awards Lunch

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From the President: Looking forward to 2004

I am pleased to have been selected to be CTR's President for the next two years. With RJ as Vice President and the rest of the "team," we have an outstanding group of dedicated Triumph lovers to promote the enjoyment of our hobby.

This year promises to be the best ever for CTR. Hopefully, we'll get a little more cooperation from the weather gods than we did in 2003! At our January meeting, we planned a *very* exciting calendar of events for 2004. All events are listed in both The Standard and on our web site. And, the web site also now includes hot links to points of contact for most events, including web sites for non-CTR events.

Our seventh annual *Britain on the Green* will be held, once again, at the beautiful Collingwood estate. Planning is well underway. However, BOG is a very labor-intensive endeavor, and we need your help! If you have not already volunteered, please contact Charlie Brown to sign up! We particularly need volunteers for sponsor solicitation, registration, and operations on the day of the show. Our next planning meeting is scheduled for February 17th at John Buescher's house in Arlington. Please come!

I am pleased that we have developed a new partnership with the British Touring Car Club, CTR member Ira Schoen's all-British road tour club. BTCC has invited CTR to participate in their exciting road tours; and CTR has invited BTCC to our winter dinner and our most popular road tours. If you like serious driving, these events are for you.

In mid July, the Richmond Triumph Register will be hosting this year's VTR national. If the 2000 VTR regional is any indication, this event will be a BLAST. Sign up now I understand that hotel rooms are going fast!

We're also planning group excursions to other notable events. Join us for our annual invasion of the Juke Box Diner cruise-in in early June; our traditional British Car Day picnic in late June; our group caravan to another regional event in September; and our group participation in the MG club's Hunt Country Classic. I am also planning on organizing CTR members to attend the spectacular Sully Antique Car Show on Father's day, now that BCD has moved back to its original day.

All in all, 2004 holds tremendous promise for fun. I look forward to seeing you at many of our events!



CTR Happenings

CTR 2004 Events Calendar

Check out page 6 and you'll see that CTR's 2004 calendar is beginning to take shape. There are a few dates still up in the air, but for the most part, events have been scheduled throughout the year. This doesn't mean that there isn't room for more — if you have an idea for an event, please discuss it with one of the officers.

Treasurer's Report

Joe Cannon reports that CTR had a balance of \$3,751.47 as of January 5, 2004 compared to a \$3,945.00 balance on November 8, 2003.

Please welcome CTR's newest members:

- ➔ Jonathon Ferry, Alexandria, VA, 1973 TR6
- ➔ Lawrence Plumhoff, Sterling, VA, 1973 Spitfire

Uncle Ira
(?)
Needs You!



Field Volunteers Needed!

Are you planning to attend Britain on the Green on April 25th? If so, please consider helping us for an hour or so by directing participants onto the show field or spectators to parking. We want to have enough people helping so that everyone on the field management team has more time to enjoy the show. Please contact Ira Schoen at (703) 698-1691 or pterodactyl711@aol.com to volunteer. This is one of the key areas in making the show run smoothly. Thanks.

Join us April 25th at Collingwood Library for
the Seventh Annual

Britain on the Green

Contact Charlie Brown at
(703) 339-5871 or cb1500@erols.com
to find out how you can help with the
Capital Triumph Register's
largest event!



CTR Awards Brunch Art Fournier

Is it on? Is it off? It's on! Snow in the forecast added a bit of last minute uncertainty to this year's award lunch, but for once the weather cooperated and we were able to sneak the event in ahead of the approaching storm. Nearly 50 CTR members, family, and friends gathered at the Buca di Beppo restaurant in Gaithersburg to acknowledge those whose participation in 2003 helped make CTR the outstanding club it is. CTR uses a point system to track and encourage participation in club events. At the end of each year, those members who have earned a significant number of points are presented a certificate of recognition for their efforts, while the three members with the most points are further recognized with \$100, \$75, or \$50 gift certificates from Motorhead in Fairfax.



The members honored (and the points recorded) in 2003 were: Paul and Sharon Edelstein (1,010 points), Art Fournier (745), Charlie Brown and Pam Michell (575), Joe and Rita Cannon (535), Rich and Patty Townsend (485), Paul and Patty Scuderi (475), Bill and Kathy Wemhoff (420), RJ Fortwengler and Sheila Skipper (375), Rich and Joanne Wilkins (310), René and Denise Burcksen (305), Maureen Royle and Jay Donn (305), Karl and Penny Johnson (300), Don Burns (295), Rob Reynolds (285), Lionel Mitchell (240), JP and Stephanie Harvey (235), Ira and Mary Schoen (220), Rich, Stephen and Lisa Smalling (220), Keith Dunklee (210), Alex and Brigitte Akalovsky (195), Nigel and Karen Martin (180), Roger and Peggy Morrison (155), Dennis Eckhout (155), Kevin McCarthy (155), Matt Schipani (150), Mike and Linda Papirtis (140), Tom Delaney (130), Alex and Denise Cesarz (120), Sherman and Camellia Taffel (110), and Mike and Shannon Avakian (100). Congratulations to all! We hope to award even more certificates in 2004.



A big round of thanks go to René and Denise Burcksen for arranging up this year's award lunch and for managing the weather to allow the event prior to 2004's first major storm! And finally, thanks to all of you whose good company made the event such a success!



New Batch of Club Clothing

Charlie Brown

Our supply of embroidered CTR shirts is getting thin. I've had requests and orders for sizes and colors I don't have in stock. We've got BOG just around the corner. It's time to order.



What we do for those who pre-order, is sell the shirt at our cost. After we put the shirt in inventory, the cost goes up a few dollars. So, not only can you save yourself a few dollars, but you also have a wider choice of color.

We're going to be placing an order on or around the 23rd of February. I'd like to receive your order prior to that date by email at: cb1500@erols.com. That way I have a record of who ordered what. The pre-order cost per shirt is \$30.00. After the cutoff, the price will probably go up a couple of bucks. Tell me what color you'd like and if there's a problem with your choice of, oh, say, Sandy Beach Peach, I'll let you know how close Ralph, at Fourth Gear, can get. Color choices can be see at Ralph's site www.fourth_gear_ltd.com. If you're the last remaining person in the club who doesn't have email (Rich W. can you hear me?), give me a call at (703) 339-5871.

More Smiles than Miles (Continued from Page 1)

after for lunch and post race debriefing.

I'll need to call Allsports to let them know how many drivers to expect. Give me a call at (703) 339-5871, or email to cb1500@erols.com. Please try to let me know before **Thursday the 5th**. The number for Allsports is (571) 434-9566. My cell phone number that day is (703) 981-4194.

Directions from the Beltway:

- **Dulles Toll Road**, Rte. 267, for 12 miles to Exit 9B,
Sully Road, Rte. 28 North.
- Go 4.5 miles and turn right onto **Nokes Blvd.**, Rte 1793
- Go 1.3 miles and turn right onto **Cascade Pkwy.**
- Go one block and turn right onto **Maries Rd.**
- Go 0.2 mile and turn left into Parking lot, 45915 Maries Rd.

Winter Dinner

February 21st

"Oh, the weather outside is frightful; inside it's so delightful." So with cold weather and salty roads all around us, CTR will hold its winter dinner in the early evening on Saturday, February 21st in Northern Virginia. This is an occasion to get together, talk cars, socialize, talk cars, renew old acquaintances, talk cars, make new friends, talk cars. Well, you get the idea. To make this year's winter dinner more interesting, we've invited the British Touring Car Club (BTCC) to join us. This will, of course, give us a wider variety of cars to talk about.

The exact location is still up in the air as the newsletter goes to press, so expect details by e-mail. Contact Rich Townsend at (703) 257-7697 or RETownsendJR@aol.com for additional information and to sign up.

BOG Silent Auction

Pam Michell

Do you have some NEW car item on the shelf in your garage that you'll never use? Do you have an unused Christmas or wedding or birthday gift that someone else might love to have? Do you eat regularly at an area restaurant? Do you have a vacation home? Are you a regular customer at a local store?

If the answer to any of these questions is yes, you can help the silent auction at BOG.

We are seeking a variety of items of interest to BOG car owners and spectators to offer at our silent auction. The silent auction is nearly a 100% profit center for the event, but it can only make money if we have things to auction! Remember that those participating in BOG are from all over the metropolitan area and range from British car owners, to children, to spouses who have minimal interest in cars, to spectators looking for something fun to do on a beautiful spring day, so variety is important.

Look around your house, ask for gift certificates from local stores and restaurants. Be creative. If you have ideas or items for the auction, contact Pam Michell, silent auction chair, at (703) 339-5871 or pmichell@newhopehousing.org. Pam has a generic request letter and an "agreement to donate" form which she can give you to use to solicit, if that would be helpful. Questions? Contact Pam.



BOG Clean Up - March 27

Charlie Brown

We've found a great venue for our annual car show at Collingwood Library. The curator, Warren Baker, has been gracious in allowing us to use the facility. Now, it's our turn to reciprocate.

Every year, in the Spring, Collingwood has an annual grounds clean up. They usually go begging for whatever help they can find. The effort involves picking up broken branches and wind blown trash and toting them off to a remote area of the grounds for disposal. This year there's a little more debris than usual because of Hurricane Isabel. Warren can't clean all this by himself, nor with the help of the older members of their Board.

That's where we come in. I figure if we can provide a few able bodied Triumph drivers, we can help Warren, improve the appearance of our car show, and provide a little community spirit.

Warren has a chain saw and a vehicle to haul the big pieces. I've got another chain saw and some loppers. If you've got tools that will help with the clean up, all the better. What we really need is warm bodies to pick up debris.

This is on a Saturday morning. Figure on getting started around 10 a.m. The more members we get to help, the less time we need to do the work. There are no carryouts or fast food joints near Collingwood. We may be able to have a Dominos or Papa Johns deliver a few lunchtime pizzas. I'll check with Warren to see if that's OK.

Call me at (703) 339-5871 to put your name on the help list. You can also email me at cb1500@erols.com.

VTR 2004 - Richmond, Virginia

July 14 - 17, 2004

This is the latest in a series of updates over the next six months highlighting the 2004 Vintage Triumph Register National Convention, Wednesday, July 14 through Saturday, July 17, 2004, at the Richmond Sheraton West Hotel in historic Richmond, Virginia.

Members of the Richmond Triumph Register have been working hard on convention organization, and are proud to announce that the convention registration brochure is now available at www.vtr2004.com in both downloadable (.pdf) and on-line registration format. Check out what we have in

The Last Triumph Dealer?

Tom Bridgeman



I was in Rapid City, South Dakota, last summer visiting friends when we came across the local British Leyland dealership, Motor Service Company. The owner, John Morrison, is the founder's son. Mr. Morrison told me that his father turned down Chrysler and Ford (limited potential) and over the years chose Tucker, Studebaker and British Leyland.

In addition to the Jag and TR in the showroom, there are some pony cars, MGs, a DeLorean, a Sprite, some Caddies, etc., along with some snowmobiles and jetskis on the lot.

Mr. Morrison's business card reads "Factory Authorized Service....Jaguar MG Triumph Rover Alfa Romeo." The parts/service department manager told me they don't have many, if any, TR parts left.



store! The registration brochure will also be distributed in the spring issue of the Vintage Triumph Register magazine.

As of mid-January, more than 100 people had already made reservations at the Sheraton Richmond West Hotel, site of this year's convention. Don't delay registering and making room reservations! Call (888) 565-7654 to reserve the special VTR rate of \$85 (plus tax) per night, or visit www.sheraton.com for more hotel information.

Check www.vtr2004.com for regular updates or contact the Richmond Triumph Register at (804) 746-9409 (voice or fax) or e-mail us at info@vtr2004.com.



EVENTS

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

Feb 7 - Go-Karts! (Indoors), All Sports Grand Prix, Dulles, VA, Charlie Brown *CTR*

Feb 17 - BOG Planning Meeting, Arlington, VA, John Buescher, (703) 522-6571 or John.Buescher@hqda.army.mil

Feb 21 - CTR Winter Dinner with BTCC, VA, Rich Townsend *CTR*

Mar 9 - Membership meeting (all members welcome), Bentley's Restaurant, Route 50, Falls Church, VA, Joe Cannon, (703) 280-4104

Mar 20 - BTCC Spring Fling Road Tour with CTR, Location TBD, Ira Schoen, pterodactyl711@aol.com or (703) 698-1691 *CTR*

Mar 27 - Collingwood Clean Up, Alexandria, VA, Charlie Brown *CTR*

Apr 3 - Spring Tune Up, Location TBD *CTR*

Apr 21 - BOG Stuffing Party, Fairfax, VA, Charlie Brown or Joe Cannon

Apr 24-25 - The Gathering, Winston-Salem, NC, Jamie Palmer, (919) 779-1224 or tr6driver@yahoo.com

Apr 25 - BOG 2004, Collingwood Library, Alexandria VA, Charlie Brown, (703) 339-5871 or cb1500@erols.com *CTR*

May 1 - TGIO for BOG Volunteers, Mason Neck, VA, Charlie Brown

May 2 (corrected date) - British Classic Car Meet, The Boulders, Richmond, VA, Ken Nachman, (804) 272-7523 or KMNTR6@aol.com

May TBD - Membership meeting, Falls Church, VA

May 16 - BTCC-BRRTA Road Tour with CTR, Thurmont, MD, Ira Schoen, pterodactyl711@aol.com or (703) 698-1691 *CTR*

May 21-23 - Carlisle Kit, Replica and Import Show, PA, (717) 243-7855 or info@carsatcarlisle.com

May 29 - The British are back at Hope Lodge. Fort Washington, PA. Delaware Valley Triumphs, Steve Klein,, (610) 825-2617 or Klassiccar@aol.com

Jun 5 - Brits on the Bay, Virginia Beach, VA, Tidewater Triumph Register, Mike Jones, (757) 482-2577 or jonesmp@prodigy.net

Jun 11 - Cruise-In at the Juke Box Diner, Annandale, VA, Paul Edelstein *CTR*

Jun 20 - Sully Antique Car Show, Chantilly, VA

Jun 11-13 - VIR Gold Cup Races, concours and participants' choice show, Triumph is featured marque, Danville, VA, Julie Allen, (434) 822-7700

Jun 27 - The Original British Car Day, Lilypons Water Hardens, Buckeystown, MD, John Tokar, (301) 831-5300 or tokarj@erols.com with CTR Picnic, René Burcksen *CTR*

Jul TBD - Membership meeting, Falls Church, VA

Jul 14-17 - VTR 2004 Richmond, VA, Jeff Dewey (804) 746-9409, info@vtr2004.com, or www.vtr2004.com (updated links)

Jul 25 - Virginia Scottish Games Car Show, Alexandria, VA

Jul 31 - Brits by the Bay, Pasadena, MD, TRAC, info@tracltd.org

Aug 7 - CTR Lucas Tour 4 with BTCC, Paul Edelstein *CTR*

Aug 21 - GW Parkway Run, VA and DC, Paul Scuderi *CTR*

Sep TBD - Membership meeting, Falls Church, VA

Sep TBD - Caravan to regional event *CTR*

Oct 2-3 - Vintage Races, Summit Point, WV, Ira Schoen

Oct 9-10 - Fall Overnighter, Joe Cannon *CTR*

Oct 17 - Hunt Country Classic, Middleburg, VA, MGCCWDCC *CTR*

Oct 24 - CTR Cruisin' for Crustaceans with BTCC, MD, Art Fournier *CTR*

Nov TBD - Membership Meeting

Nov 13 - T4 *CTR*

Dec TBD - Holiday Party *CTR*

CLASSIFIED

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

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

1973 TR6 for sale. Overdrive, mimosa yellow, new tan interior and top, lots more new, garaged, excellent condition, award winner, \$10,950/best offer. For more information call (804) 739-3667 or e-mail mga-tr6@juno.com (photos available)

Two TRs for sale: 1974 TR6. Exterior was done in 1996. Vehicle garaged until Sep 2003. Tires are new (1993) and have few if any cracks. Mounted on original steel rims complete with centers and trim rings. Non-factory hardtop and several soft top variations. Seats have been redone (1995). Engine runs, carbs functioning (should be rebuilt). All rubber needs replacing. **1965 TR4A IRS.** Needs complete restoration out and in. Floorboards and outer rockers are new. Original BRG and body. Has survived without any serious collisions (a few spots with plastic). Bought from original owner and will make a good collectible. Both vehicles may be inspected in Fairfax, VA. Call Spencer Jackson (703) 675-7254 to make appointment or for information

Triumph dealership items wanted. Indoor and outdoor signs, clocks, etc., etc. Don Weinberger. (215) 679-8109 or email vallarta@enter.net

1952 and 1953 Triumph Mayflowers for sale. Both need restoration, one car has no engine or

(Continued on Page 8)



CLUB OFFICERS

President	Paul Edelstein (703) 914-0507 Annandale pgedelstein@capitaltriumphregister.com
Vice President	RJ Fortwengler (703) 243-6426 Arlington fortwenr@nasdaq.com
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	Karl Johnson (703) 978-4968 Fairfax ktjark@aol.com
BOG Coordinator	Charlie Brown (703) 339-5871 Mason Neck cb1500@erols.com

Updated CTR website

www.capitaltriumphregister.com
with members' photos and a lot more!

The Standard

Published by the Capital Triumph Register
Editor, Art Fournier
4729 Willows Road, Chesapeake Beach, MD 20732-4221
Phone - (410) 535-0690
E-mail - fournier@chesapeake.net

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

Membership Renewal / Application

For renewals with unchanged status, return your mailing label.

Name _____

Address _____

Phone _____

E-mail _____

TRIUMPH's owned _____

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

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

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

Advisors

TR2 & 3	Tom Delaney (301) 898-1887 redcarnut@aol.com
TR4	Keith Dunklee (703) 521-2245 dunklee61@msn.com
TR250 & 6	Arleigh Cottrell (301) 627-6637 RaceNutz@aol.com
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GT6	George Earwaker (703) 204-1104
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Autocross	Charlie Brown (703) 339-5871 cb1500@erols.com
Racing	Ira Schoen (703) 698-1691 pterodactyl711@aol.com



The Capital Triumph Register
is a chapter of
The Vintage Triumph Register

4729 Willows Road
Chesapeake Beach, MD 20732-4221

The Standard



**Lose your key?
Here's a Tech Tip for do it yourself
door lock replacement**



**Deadline for the next issue of *The Standard*:
March 5th!**

Classifieds (Continued from Page 6)

transmission. Have titles for both. Bodies solid. Have shop manual and source for parts. \$900.00 OBO for both. Call Bob at (540) 898-3763 or email bobnbren@starpower.net

TR3 wanted. Would like to buy a TR3 in running condition or good restoration project. I prefer a 1963 TR3B but will consider any TR3. "I never got over the loss of my '61." Bud Mayo, (703) 323-7609, Burke, VA or crmayo@erols.com



PHOTO CREDITS

Pages 1, 2, and 3
Art Fournier

From Rob the Toolman

HYDRAULIC FLOOR JACK: Used to lower a Triumph to the ground after installation of new front disk brakes, trapping the jack handle firmly under the body.

EIGHT-FOOT LONG DOUGLAS FIR 2X4: Used for levering a Triumph upward off a hydraulic jack.



THE STANDARD

The Official Publication of the
Capital Triumph Register
Volume XVI, Number 3, March 2004

BTCC Spring Fling March 20th Mary Schoen

Join the British Touring Car Club (BTCC), headed by Ira Schoen, for a driving tour through the Hunt Country of Northern Virginia. This event is taking place on Saturday, March 20th (the first day of Spring). We will convene at approximately 10:15 AM in the parking lot of the Aldie Mill located in the village of Aldie (a few miles east of Middleburg) on Route 50 and approximately one mile west of the intersection of Routes 50 and 15 (the Mill will be on your left). Our planned departure will be at 10:45 AM for a drive through some 60 miles of truly scenic paved back roads and communities in Loudoun and Fauquier Counties. "Gentlemen, start your engines!"

We will break for lunch about 12:30 at the highly regarded 1763 Restaurant in Upperville. Following lunch, the ladies will have time to peruse the shops in Middleburg, followed by a visit to the award-winning Swedenburg Winery located just east of Middleburg.

The charming 1763 restaurant will be offering us a choice of two gourmet meals – roasted loin of beef with sautéed vegetables and mashed potatoes or Mediterranean salmon nicoise salad. Either entree will be followed by a delicious serving of apple strudel and your choice of non-alcoholic beverages. Alcoholic beverages will be available at the bar but are extra, of course. The price of the meal – including tax and gratuity is \$23. So that the restaurant can plan for our party, we would like to have you RSVP us no later than March 17th.

Be sure to fill up with gas and make a pit stop prior to arriving at the Aldie Mill. There are plenty of gas stations

(Continued on Page 2)

Spring Tune-Up April 3rd

Spring is arriving quickly this year, so it's time to think about getting the dust off your Triumph for the 2004 driving season. CTR's annual spring tune up will be held on Saturday, April 3rd, at Ken Mendelson's home in Rockville, MD. Bring your car and a tune up or other project. Or just come by to socialize, kick some tires, and see what other CTR members are working on. (Please, no oil changes or other potentially messy projects.)

Plan on arriving around 10:00 and staying into the afternoon. Munchies and snacks will be available. Please let Ken know (kenmendelson@yahoo.com or (301) 529-3636) by March 30th if you will be attending. Ken has provided two sets of directions to

(Continued on Page 6)



"Team CTR" at the recent Karting event. To find out more, turn to Page 3.

PAGE 1 - Spring Fling; Spring Tune-Up; PAGE 2 - From the Editor; CTR Happenings; PAGE 3 - Karting; PAGE 4 - Triumph Works; PAGE 5 - Winter Dinner; PAGE 6 - Autocross; British Car Week; PAGE 7 - Lazarus; PAGE 8 - BOG Clean Up; PAGE 9 - VTR 2004 Application; PAGE 10 - Events; Classified; PAGE 11 - Club Info



From the Editor: Looking forward to Spring!

Possibly because I still think of it as a daily driver despite its historic license plates, I don't store my Spitfire for the winter. Consequently, I have to start and run it regularly. December and early January weren't bad – lots of days warm enough for a top down drive. However, February was colder than average and the little bit of snow we received stayed on the roads far longer than it should have. So far, late February and early March weather has been a welcome relief with temperatures in the 70s and showers to rinse the winter salt off the roads.

On February 29th I celebrated Leap Year – have the Hallmark folks missed a greeting card opportunity there? – with a 95-mile drive that took me on a lazy loop through all three Southern Maryland counties. With my top down and in shirtsleeves I avoided main roads, except to cross back and forth across the Patuxent River. Maybe it was rushing the season a bit, but it was a real delight hit the back roads with no real destination or purpose other than to enjoy the weather and my Triumph. I don't know about the rest of you, but I'm ready for Spring!

And by the way, thanks to all of you who have supported *The Standard* with articles, photos, and ideas! (And please keep up the good work!)

Ant Fournier

BTCC Spring Fling (Continued from Page 1)

east of Aldie along Route 50 or you can travel into Middleburg (there is an Exxon station as you enter the town on your right).

Please contact Ira and Mary at (703) 698-1691 or via email (mary.schoen@fms.treas.gov) to express your interest in this driving, lunch, shopping, and winery tour.

By the way, this tour is jointly sponsored by CTR, so points will be awarded for participating members. Also, if you simply wish to join us for the driving portion, that's OK as well. Just let us know.

If the weather for the Spring Fling is miserable, we will postpone the driving portion, but will meet at the 1763 restaurant at 12:30, which is simply right off route 50 near the community of Upperville.

Hope to see you at this event!



CTR Happenings

CTR 2004 Events Calendar

You'll note a few changes in the events calendar on Page 10. We're going to move an overnigher planned for October 9th and 10th to avoid conflict with the Hunt Country Classic on October 10th. While we're at it, we'll reconsider the Cruisin' for Crustaceans tour currently planned for October 24th.

Also, if the Roadster Factory Summer Party should occur, CTR may reconsider the Lucas Tour currently planned for August 7th — stay tuned.

And finally, note that a series of autocross events have been added to the calendar. Hopefully, CTR is supporting events to appeal to all our members. If you have a suggestion or request, contact one of the Board members.

Britain on the Green (BOG)

Please don't forget that we still need many more volunteers to help if BOG is to be a success. Whether you can contribute an hour or two or all day, CTR needs your help!

And we also need items for BOG's silent auction. Anything of interest to a British car owner is fair game. Contact Pam Michell at pmichell@newhopehousing.org or (703) 339-5871.

Please welcome CTR's newest members:

- ➔ Hugh Sutherland, Alexandria, VA, 1976 TR6
- ➔ Larry Rittinger, Arlington, VA, 1973 TR6
- ➔ German Paraud, Bethesda, MD, 1972 TR6
- ➔ Ed Chan, Annandale, VA, 1973 TR6 and 1961 TR3
- ➔ David Peter, Fairfax Station, VA, 1959 TR3A

Join us April 25th at Collingwood Library for the Seventh Annual

Britain on the Green

Contact Charlie Brown at
(703) 339-5871 or cb1500@erols.com
to find out how you can help with the
Capital Triumph Register's
largest event!



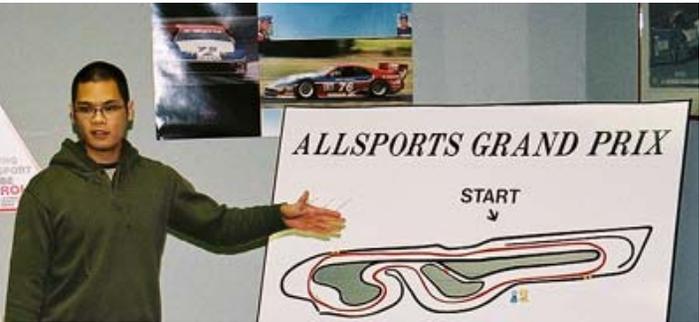
Go-Karting: A day at the Races!

For the second year, CTR's annual karting expedition was held at the indoor Allsports Grand Prix facility in Dulles, Virginia. Nine CTR members – Charlie Brown, John Buescher, Paul Edelstein, Nigel Martin, Ken Mendelson, Jim Nesbitt, Matt Schipani, Walter Seedlock, and Rich Smalling – got together for the session that included classroom training, 24 practice laps, and a 40 lap race in karts that can approach 30 mph on the track. Allsports' track is 300 meters, or (for those of us challenged by the metric system) about 984 feet, long. Lap times run around 25 or so seconds.

Trophies were awarded to this year's top three drivers: Nigel Martin, Jim Nesbitt, and Paul Edelstein. Special thanks go to Charlie Brown, who organized the event.



Walter Szedlock pursues Jim Nesbitt through a turn.



Trophy winners Nigel Martin (center), Jim Nesbitt (left), and Paul Edelstein (right).



Matt Schipani leading Charlie Brown and Walter Seedlock.



Nigel Martin leading Jim Nesbitt.



Triumph Works: A Service Provider Review Nigel Martin

Triumph Works (sounds like an expression of faith, as in “My Triumph works”) is a small shop owned and operated by John Burkett in Claysburg, Pennsylvania, which is located between Cumberland, Maryland and Altoona, Pennsylvania just off I-99. John specializes in Triumph frame repair and restoration. In addition to frame work, John also offers a range of Triumph service and repair for TR6, Spitfire and GT6 models, including clutch, brake and suspension work. His web site (www.triumphworks.com) provides a list of services and prices.

John gave a seminar this past August at The Roadster Factory’s Summer Party on repairing the TR6 frame. He discussed the parts of the frame that are prone to rust and failure, such as the trailing arm mounting cross sections; the bottom breast plate; the sections from the outside rails to the center at the differential mounts; and of course, the infamous differential mounting brackets. He specializes in repairing or replacing these parts with the frame in-tact or removed from the body. During his seminar, he also gave numerous recommendations concerning frame restoration. He does not recommend sand blasting the frame since it removes metal. He opined that the TR6 16 gauge frame is thin to begin with. He also does not recommend user stripper either. If the rust has progressed to an advanced stage, he cuts out the metal and replaces it with 14 gauge steel. After wire brushing surface rust, he paints the exterior with two coats of POR15 paint. For the box section interior, he cuts access holes, blows out the interior with compressed air, and then blows oil into the channels for rust protection. One thing to avoid is to not wire brush over undercoating on a frame since it will become imbedded in the metal pores and prevent paint adhesion. John also discussed the importance of taking care in jacking the rear of a TR6 to avoid potentially bending the frame due to unequal stress from the weight of the differential. He uses a steel bar

placed across the rear frame members just in back of the differential and places the jack in the center of the bar. He does not recommend jacking or placing jack stands at the rear of the frame where the members angle upward because of the instability. For the trailing arm bushings, John recommends using nylatron (e.g., the kind Richard Good and TRF sell) to cure the negative camber problem. He says the stock rubber, upgraded rubber, and polyurethane bushings will last for a few years at best.

I discovered John’s web site a few years ago in an internet web search. Last summer, I emailed him with a description of frame work that I wanted to have done on my ’73 TR6 regular driver with the frame in place and on the frame from my ’75 TR6 frame, which is separated from the body. He called me, and we had several conversations and email exchanges about the frame work and other work that I wanted to have done on the ’73. I arranged to drop off my



car after the TRF Summer Party and picked it up a month later. John replaced the clutch mechanical components, the complete exhaust system, and welded differential mounting bracket plates. I provided all parts except for small items, lubricants, and shop supplies. My experience with John was very positive, and I give him a very high recommendation to fellow Triumph owners. John is very courteous, honest, and knowledgeable. He also provides a very good value in his work – his labor rate is half of what we pay in the Washington area. He gave me a quote for my work beforehand. I was pleasantly surprised when I picked up my car and the bill was less than his original quote. He was honest enough to tell me that he did not

have to spend as much time as he had expected. All in all, it was a very positive experience, plus he gave me a nice wool baseball cap with his logo embroidered on it. The only drawback is the distance – it’s about half way to TRF.

When I went back to pick up my car, my wife, Nancy, went with me to drive the support vehicle. We stopped in Berkley Springs, West Virginia, to have a leisurely lunch and browse in the shops. That was my only mistake – the money that I saved on the Triumph repairs was spent in the shops!



CTR Winter Dinner

CTR's winter dinner is always a good excuse to get together with old friends during the time of year when there are few, if any, driving events. This year's winter dinner was no exception; however, it also gave us the opportunity to make a few new friends as the event was co-hosted by the British Touring Car Club (BTCC). Many area LBC drivers are members of both the CTR and BTCC, so there were very few real strangers attending. CTR non-driving events alternate between Virginia and Maryland locations, so Virginia events coordinator Rich Townsend was tasked to come up with a suitable location in the Old Dominion. After a lengthy search and much personal research, Rich suggested the Glory Days Sports Bar in Burke, Virginia. Glory Days was able to provide a private room along with a reasonably varied and economical menu.

A good size crowd of members and family got together for the occasion, which included roses for the ladies as well as a number of door prizes – tools, regalia, gift certificates, and the like – awarded after dinner. Rich and his team did an outstanding job of putting the evening together for CTR and BTCC, the first of several joint events for 2004..





Spring Tune-Up (Continued from Page 1)

his house, depending on which way you're approaching from. There are two ways to get 13500 Glen Mill Road: the "fast" way (from I-270), or the "back roads" way (for Northern Virginia folks).

The "fast" way from I-270:

1. Take the Shady Grove Road West exit
2. Merge onto Shady Grove Road, 1.1 miles
3. Turn LEFT onto Darnestown Road 0.1 miles
4. Immediate RIGHT onto Glen Mill Road (make another right to continue on Glen Mill road right before the church) then go 1.3 miles.
5. 13500 is on the right side, just before the stop sign.

The "back roads" way – for those coming from Northern Virginia who would prefer some fun back roads to the Beltway and I-270, here are alternative directions to the spring tune-up:

1. From the beltway (sorry, you've gotta get across the river)
2. Take Exit 41, Clara Barton Parkway, bear left on the off ramp toward Carderock.
3. Go 2 miles on Clara Barton Parkway (to the end), and make a LEFT onto MacArthur Blvd (toward Great Falls, MD)
4. Go 2.2 miles on MacArthur, and make RIGHT onto Falls Road.
5. Go 2 miles on Falls Road and make LEFT onto River Road (at the stoplight).
6. Travel 1.7 miles on River Road (through the "Valley of Wealth") and make a RIGHT onto Piney Meetinghouse Road (at stoplight).
7. Voyage 3.9 miles on Piney Meetinghouse (through the "Gulley of Cash" – really a great road for a Triumph) to Cavanaugh Dr (at the stop sign).
8. Go 0.7 miles on Cavanaugh. At stop sign, Cavanaugh turns into Glen Mill Road. 13500 Glen Mill Road is on the left AFTER the stop sign.

If you have any questions, call Ken on his cell phone at (301) 529-3636. Enjoy the drive! See you on April 5, at 10:00 AM.

Autocross

Ed Chan

If you're interested in autocross, mark these dates on your calendar:

Sunday May 16th
 Sunday June 20th
 Sunday August 1st

Autocross events, sponsored by the Capital Triumph Register with the Capital Driving Club, will be held at the Harry Grove Stadium in Frederick, Maryland. CTR member entrance fee is \$20 per event. Non-members fee is \$25 for each event. Future events will follow possibly at other locations. Space is limited to 50 cars. So sign up early.

For more information contact Ed Chan at capitaldriving@yahoo.com or (703) 658-0253.

8th Annual British Car Week

Scott Helms

www.britishcarweek.org



Hello British car fans!

This is a pre-spring wakeup call for all British car drivers. I'm writing this letter to let you all know that the 8th Annual British Car Week is alive and well, especially if you enjoy anything having to do with British cars! Yes that's right, if you happen to be one of the fortunate people who enjoys the British car hobby and proudly maintains and drives a classic British car of any make, model, or year, you have exactly what it takes to be a part of this heightened awareness week. You're already an important part of the British car hobby, and WE NEED YOU to help spread awareness of these truly awesome machines.

No, there are no special Hallmark cards to send to your friends and relatives, and you probably won't see it printed on the calendar hanging in your kitchen, but hopefully any one of your British car clubs has been actively supporting this once per year event. They (the club staff) are capable of helping spread the word to large numbers by posting the information in their newsletters or Internet web sites, and their help is essential to the wellness of our aging hobby. By celebrating the 8th Annual British Car "Drivers" Week throughout the roads and byways of your community, no matter where you live, you are helping to spread awareness of these historic machines.

This year we are celebrating the eighth driving season since columnist

(Continued on Page 8)

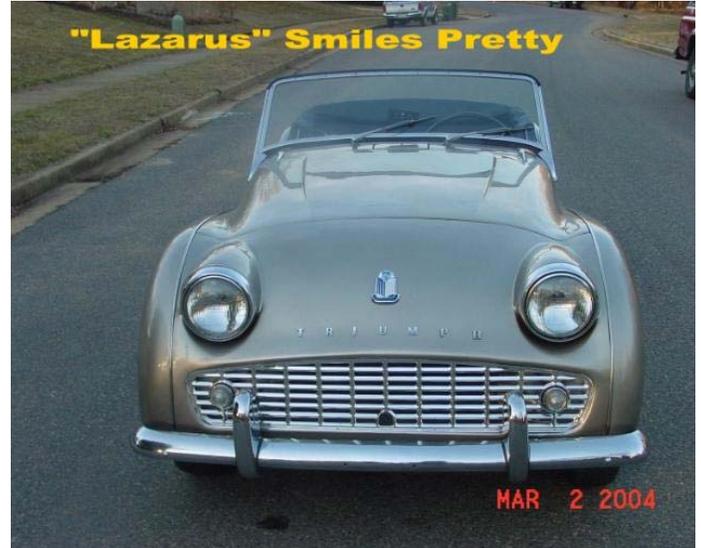


Lazarus Rolls Out

Many of you have been following the restoration of Joe Cannon's TR3B, Lazarus, which arrived in Fairfax on a tow dolly. As Joe got into the car, more and more damage, rust, and botched repairs were found hidden beneath thick layers of bondo and paint. Joe and Rita host a good number of CTR events, so we were able to follow Joe's progress as he brought the car back to life. A remarkable amount of the project, including bodywork and painting, was done at home in the garage.

Lazarus left Joe's garage recently. The car isn't quite complete (what car is?), but Joe says it is quite fast and runs well. (Actually, Joe's description was a bit more colorful, but this is a family-oriented publication.)

Enjoy these before, during, and after photos of Lazarus. Now that Lazarus joins Joe's TR6 and MG TD, we wonder what project he'll take on next?





British Car Week (Continued from Page 6)

Peter Egan of *Road & Track* magazine asked a question to his readers in an article titled "Seldom Seen Cars" - why doesn't he see classic sports cars on the roads anymore? This question was passed from computer to computer server to many other computers via the Internet, and echoed throughout the vast number of British car communications avenues. British car hobbyists from all over the world quickly came to the calling of the author's plea. As an impressive team effort, each of those people did what they could to help increase awareness of our cars. Letters were written, dates were posted in club newsletters, and within a very short time, people from all over the world were driving their British cars in their communities to help remind their locals that old classic British cars are still eagerly entertaining their drivers after all these years. As a result of all this, British Car Week was born!

In my own home town, I not only see an increase of British cars on the roads during British Car Week, but I've also noticed an increase of other European marques tooling around as well. Is this due to my active imagination or are other clubs doing the same? I surely hope they are, and I am going to make sure that my own British car is proudly representing the British car hobby. A little bit of competition is good, and this kind of thing will certainly help percolate the enthusiasm of those who might have a project in the works. I know from my own experience that when I see another classic car on the road, whether it's French, Italian, American, or German, it provides me with the enthusiasm we all relish. This much needed enthusiasm fuels the driving force needed to keep our cars on the road instead of rotting away in a dark corner.

If any of you belong to a club that isn't aware of British Car Week, or isn't actively partaking in this fulfilling annual event, please remind them and reassure them of how important it is to join forces and help spread the word. Whether it's a drive around the block or an enjoyable day drive to the country, or better yet planning a joyful drive with a group of your British car club friends, it is an opportunity for some unsuspecting someone to experience one of these unique and "seldom seen" automobiles from the past. If it sparks an interest, which I know it will, any number of people may someday buy a British car to maintain and enjoy on a regular basis. They will also most likely join a club, buy some parts, book, magazine, regalia, and any number of items that we sometimes take for granted. They will ultimately become

a valuable part of our hobby, helping to assure the continued support and the preservation of our special cars.

Hopefully when Peter Egan looks out his window during this May 22 to 30, 2004 he will notice something different in his own neighborhood. Who knows, maybe he's going to be joining forces with the rest of us to celebrate British Car Week!

So if you're one of those people who has what it takes, grab your goggles and driving gloves, and be sure to top-off those dashpots! It's time to have some fun!!

See you on the road.....

BOG Clean Up - March 27th

Charlie Brown

We've found a great venue for our annual car show at Collingwood Library. The curator, Warren Baker, has been gracious in allowing us to use the facility. Now, it's our turn to reciprocate.

Every year, in the Spring, Collingwood has an annual grounds clean up. They usually go begging for whatever help they can find. The effort involves picking up broken branches and wind blown trash and toting them off to a remote area of the grounds for disposal. This year there's a little more debris than usual because of Hurricane Isabel. Warren can't clean all this by himself, nor with the help of the older members of their Board.

That's where we come in. I figure if we can provide a few able bodied Triumph drivers, we can help Warren, improve the appearance of our car show, and provide a little community spirit.

Warren has a chain saw and a vehicle to haul the big pieces. I've got another chain saw and some loppers. If you've got tools that will help with the clean up, all the better. What we really need is warm bodies to pick up debris.

This is on a Saturday morning. Figure on getting started around 10 a.m. The more members we get to help, the less time we need to do the work. There are no carryouts or fast food joints near Collingwood. We may be able to have a Dominos or Papa Johns deliver a few lunchtime pizzas. I'll check with Warren to see if that's OK.

Call me at (703) 339-5871 to put your name on the help list. You can also email me at cb1500@erols.com.



Vintage Triumph Register National Convention

July 14 - 17, 2004 in Richmond, Virginia

Register Instantly On-Line at www.vtr2004.com or mail this form



Registrant and Vehicle Information

Driver A (as it will appear on your name badge)

Driver B (as it will appear on your name badge)

Other non-driving family members names for convention name tags

Street A address

City, State, Zip

()

Home Phone E-mail A address

Vintage Triumph Register membership number

Local Triumph Club Affiliation

Vehicle Year/Model Stock Modified/Prepared

Vehicle Year/Model Stock Modified/Prepared

Do you plan to participate in the Autocross? Yes No

Do you plan to trailer your car? Yes No

Do you want to be a Concours judge? Yes No

Which show do you plan to enter? Participant's Choice or Concours

Proof of Insurance/Autocross Inspection

Proof of car insurance is required to participate in moving events. Tech and safety inspections are required in order to participate in the Autocross. Any vehicle may be disqualified at the Technical Inspector's discretion for safety reasons.

Waiver

PLEASE READ CAREFULLY AND SIGN THE FOLLOWING:
I am aware of the hazards inherent with motor vehicle events and specifically release and do indemnify the organizers, supporting sponsors, the Richmond Triumph Register and the Vintage Triumph Register, collectively and separately, from any and all liability from personal injury or property damage incurred by me or my guests while participating in this convention.

Signature (Driver A)

Signature (Driver B)

Payment Information: Please make check or money order payable to: RTR-VTR2004 and mail along with this registration form to:

**VTR2004
PO Box 3876
Richmond, VA 23235**

Registrations will be confirmed via e-mail or card. Please contact us if you do not receive confirmation by two weeks after registering.

Registration Fee

Registrations postmarked by June 1 get a free VTR 2004 cap

For VTR Members

• One car by 6/1/04 \$100= _____

• One car after 6/1/04 \$110= _____

For Non-VTR Members (Includes \$30 VTR Membership fee)

• One car before 6/1/04 \$130= _____

• One car after 6/1/04 \$140= _____

Additional Cars @ \$25 each= _____

Options

Scenic Tour Box Lunch and @ \$20 each= _____

Plantation Ticket

Barbeque Dinner @ \$15 each= _____

Awards Banquet (Reservations needed by July 9th)

• Chicken @ \$30 each= _____

• Chicken (Child 4-12) @ \$15 each= _____

• Beef @ \$30 each= _____

• Beef (Child 4-12) @ \$15 each= _____

• Vegetarian @ \$30 each= _____

VTR 2004 Regalia

For pick-up at the convention

VTR 2004 Cap (One size) @ \$15 each= _____

Polo Shirt S M L

White Burgundy XL

Navy Gray XXL (\$2 extra)

@ \$35 each= _____

Sweatshirt S M L

White Burgundy XL

Navy Gray XXL (\$2 extra)

@ \$25 each= _____

Long Sleeve Denim Shirt S M L

XL

XXL (\$2 extra)

@ \$35 each= _____

T-Shirt (Short Sleeve) S M L

XL

XXL (\$2 extra)

@ \$15 each= _____

Total Amount Due (US \$) _____

Cancellations received no later than July 5, 2004 will be subject to a \$20 cancellation fee. Sorry, no refunds after July 5th.

Visit www.vtr2004.com for more regalia and on-line registration options.

For more information, visit www.vtr2004.com or contact VTR 2004 Chair Jeff Dewey at info@VTR2004.com or 804/746-9409



EVENTS

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

Mar 9 - Membership meeting (all members welcome), Bentley's Restaurant, Route 50, Falls Church, VA, Joe Cannon, (703) 280-4104

Mar 20 - BTCC Spring Fling Road Tour with CTR, Ira Schoen, pterodactyl711@aol.com or (703) 698-1691 *CTR*

Mar 27 - Collingwood Clean Up, Alexandria, VA, Charlie Brown *CTR*

Apr 3 - Spring Tune Up, Rockville, MD *CTR*

Apr 21 - BOG Stuffing Party, Fairfax, VA, Charlie Brown or Joe Cannon

Apr 24-25 - The Gathering, Winston-Salem, NC, Jamie Palmer, (919) 779-1224 or tr6driver@yahoo.com

Apr 25 - BOG 2004, Collingwood Library, Alexandria VA, Charlie Brown, (703) 339-5871 or cb1500@erols.com *CTR*

May 1 - TGIO for BOG Volunteers, Mason Neck, VA, Charlie Brown

May 2 - British Classic Car Meet, The Boulders, Richmond, VA, Ken Nachman, (804) 272-7523 or KMNTR6@aol.com

May TBD - Membership meeting, Falls Church, VA

May 16 - BTCC-BRRTA Road Tour with CTR, Thurmont, MD, Ira Schoen, pterodactyl711@aol.com or (703) 698-1691 *CTR*

May 16 - Autocross, Frederick, MD, Ed Chan (703) 658-0253 or capitaldriving@yahoo.com *CTR*

May 21-23 - Carlisle Kit, Replica and Import Show, PA, (717) 243-7855 or info@carsatcarlisle.com

May 29 - The British are back at Hope Lodge. Fort Washington, PA. Delaware Valley Triumphs, Steve

Klein,, (610) 825-2617 or Klassiccar@aol.com

Jun 5 - Brits on the Bay, Virginia Beach, VA, Tidewater Triumph Register, Mike Jones, (757) 482-2577 or jonesmp@prodigy.net

Jun 11 - Cruise-In at the Juke Box Diner, Annandale, VA, Paul Edelstein *CTR*

Jun 20 - Sully Antique Car Show, Chantilly, VA

Jun 20 - Autocross, Frederick, MD, Ed Chan *CTR*

Jun 11-13 - VIR Gold Cup Races, concours and participants' choice show, Triumph is featured marque, Danville, VA, Julie Allen, (434) 822-7700

Jun 27 - The Original British Car Day, Lilypons Water Gardens, Buckeystown, MD, John Tokar, (301) 831-5300 or tokarj@erols.com with CTR Picnic, René Burcksen *CTR*

Jul TBD - Membership meeting, Falls Church, VA

Jul 14-17 - VTR 2004 Richmond, VA, Jeff Dewey (804) 746-9409, info@vtr2004.com, or www.vtr2004.com (updated links)

Jul 25 - Virginia Scottish Games Car Show, Alexandria, VA

Jul 31 - Brits by the Bay, Pasadena, MD, TRAC, info@tracltd.org

Aug 1 - Autocross, Frederick, MD, Ed Chan *CTR*

Aug 7 - CTR Lucas Tour 4 with BTCC, Paul Edelstein *CTR*

Aug 21 - GW Parkway Run, VA and DC, Paul Scuderi *CTR*

Sep TBD - Membership meeting, Falls Church, VA

Sep TBD - Caravan to regional event *CTR*

Oct 2-3 - Vintage Races, Summit Point, WV, Ira Schoen

Oct TBD - Fall Overnighter, Joe Cannon (Rescheduled date probable to avoid conflict with Hunt Country Classic) *CTR*

Oct 10 - Hunt Country Classic, Middleburg, VA, MGCCWDCC (Corrected date) *CTR*

Oct TBD - CTR Cruisin' for Crustaceans with BTCC, MD, Art Fournier *CTR*

Nov TBD - Membership Meeting

Nov 13 - T4 *CTR*

Dec TBD - Holiday Party *CTR*

CLASSIFIED

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

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

1970 TR6 for sale. BRG, black interior, black top, Weber Carbs (2), street cam, crank, bearings, electric fan, oil cooler, rev limiter, valve cover, Mini-lite wheels, Yokohama tires, am/fm/cd, luggage rack, 1000 miles on rebuilt engine. Great shape. 2 covers. Garage kept & covered. MANY EXTRAYS. \$13,500.00 OBO. Darryl Travis (410) 257-9053 or djtcavalry@yahoo.com

1973 TR6 for sale. Overdrive, mimosa yellow, new tan interior and top, lots more new, garaged, excellent condition, award winner, \$10,950/best offer. For more information call (804) 739-3667 or e-mail mga-tr6@juno.com (photos available)

Two TRs for sale: 1974 TR6.

Exterior was done in 1996. Vehicle garaged until Sep 2003. Tires are new (1993) and have few if any cracks. Mounted on original steel rims complete with centers and trim rings. Non-factory hardtop and several soft top variations. Seats have been redone (1995). Engine runs, carbs functioning (should be rebuilt). All rubber needs replacing. **1965 TR4A IRS.** Needs complete restoration out and in. Floorboards and outer rockers are new. Original BRG and body.



CLUB OFFICERS

President	Paul Edelstein (703) 914-0507 Annandale pgedelstein@capitaltriumphregister.com
Vice President	RJ Fortwengler (703) 243-6426 Arlington fortwenr@nasdaq.com
Secretary	Rich Smalling (703) 430-0920 Sterling RJSmalling@aol.com
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	Karl Johnson (703) 978-4968 Fairfax ktjark@aol.com
BOG Coordinator	Charlie Brown (703) 339-5871 Mason Neck cb1500@erols.com

Updated CTR website

www.capitaltriumphregister.com
with members' photos and a lot more!

The Standard

Published by the Capital Triumph Register
Editor, Art Fournier
4729 Willows Road, Chesapeake Beach, MD 20732-4221
Phone - (410) 535-0690
E-mail - fournier@chesapeake.net

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

Membership Renewal / Application

For renewals with unchanged status, return your mailing label.

Name _____

Address _____

Phone _____

E-mail _____

TRIUMPH's owned _____

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

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

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

Advisors

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



The Capital Triumph Register
is a chapter of
The Vintage Triumph Register

4729 Willows Road
Chesapeake Beach, MD 20732-4221

The Standard



Signs of the Times



PHOTO CREDITS

Page 1 - Sharon Edelstein; Page 3 - Sharon Edelstein and Jim Nesbitt; Page 4 - Nigel Martin; Page 5 - Art Fournier; Page 7 - Joe and Rita Cannon

Classifieds *(Continued from Page 10)*

Has survived without any serious collisions (a few spots with plastic). Bought from original owner and will make a good collectible. Both vehicles may be inspected in Fairfax, VA. Call Spencer Jackson (703) 675-7254 to make appointment or for information

Triumph dealership items wanted. Indoor and outdoor signs, clocks, etc., etc. Don Weinberger. (215) 679-8109 or email vallarta@enter.net



**Deadline for the
next issue of
The Standard:
April 9th!**

From Rob the Toolman

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly painted part you were drying.



THE STANDARD

The Official Publication of the
Capital Triumph Register
Volume XVI, Number 4, April 2004

BRRTA Tour to Jefferson MD

Sunday, May 16th
Ira Schoen

Get ready and go with the BRRTA's (British Road Rovers Touring Association) tour with the BTCC (British Touring Car Club) and the CTR (Fred Schwenker, POC).

BRTTA is laying out a very scenic caravan drive with lots of "hills and dales" from Jefferson, MD that will take about an hour and one half to run, and put us back on Route 180.

For those interested, BRTTA has also made reservations for our group at the "Dutch's Daughter" restaurant located just outside south Frederick at noon. Plenty of Brit-car-friendly parking available.

Particulars: brunch per person: \$17.95 - full breakfast and luncheon buffet menu. Separate checks available. This is a very nice restaurant with a reputation for great food and service. They're happy to have our business. We will not be entering city of Frederick proper, so there will be no worries regarding multiple traffic lights and fragmented caravans. Of course, after brunch, smaller groups might want to visit Frederick's antique row off Market Street. A map with route instructions will be handed out in Jefferson, MD the day of the event.

Meeting points: depending on your location or inclination, participating cars can meet at the Amoco/BP gas station on Lander Road in Jefferson, MD at 10:30 am. Location is easily reached from DC and VA by taking Route 15 north from Leesburg area or Route 340 from either the Harpers Ferry or Frederick areas. CTR and BTCC members can meet at the Aldie Mill (right before Middleburg, Route

(Continued on Page 4)

CTR Spring Tune-up

"Casa Mendelson"
Paul Edelstein

CTR's annual "spring tune-up" was held on April 3 at member Ken Mendelson's house in scenic Rockville. Although the weather was not particularly cooperative, eight CTR members attended and had a good time.

The drizzly, sun-trying-real-hard day began with a scenic tour from the Cabin John Bridge to Rockville, via the "Valley of Wealth" and the "Gully of Cash." Driving through these areas in a relatively plebeian Triumph (a Rolls-Royce would have been more appropriate) made one feel, well, small. The size of the houses, better described as castles, contributed to this feeling.

Arrival at Ken's beautiful (though modest in comparison to those along the drive, sorry Ken!) house



Ken, Bill, Joe, "Nigel," Matt, René, and Matt's GT6 (in garage) at the CTR Spring Tune-up.

(Continued on Page 5)

PAGE 1 - BRRTA Tour; Spring Tune-Up; PAGE 2 - From the President and Vice President; CTR Happenings; PAGE 3 - BTCC Spring Fling; PAGE 4 - Collingwood Cleanup; From the Editor; PAGE 6 - Events; Classified; PAGE 7 - Club Info



**From the Prez:
Spring is Springing
(or is it?)**

As I write this note, spring is still trying real hard to happen, but not quite succeeding. This is a really frustrating “teaser” for sports car enthusiasts!

Last weekend, I took my TR8 for its first jaunt in months to the tune-up in Rockville. My winter tips worked very well (pat on my own back) – battery tender kept the battery fully charged, fuel preservative kept the gas fresh, and overinflation kept the tires round. Started right up, drove perfectly.

But then there are the things that just seem to break themselves, almost as if to say “I don’t like being left alone all winter.” My clock ceased functioning, and, on the way home, the temperature gauge started acting funny (read too low). I spent the rest of the day, and the better part of the next day, fixing. The clock problem turned out to be a bad connection in the cluster. The gauge problem turned out to be a bad connection at the sending unit. Certainly keeps it interesting

We’ve been spending most of our spare time the past two months getting ready for BOG. And it should be great! Please plan to join us on April 25th for the best BOG ever. And, we still need your help! If you are willing to help out for even an hour or two, send a note to Charlie Brown. I look forward to seeing you all there.

Beyond BOG, I look forward to real spring and summer weather, and many exciting events to come.

Cheers!
Paul Edelstein

Join us April 25th at Collingwood Library for
the Seventh Annual

Britain on the Green

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

Capital Triumph Register’s
largest event!



**From the Vice President:
BOG Volunteers Needed!
Any amount of time you can
contribute is welcome!**

Enjoy the great looks and hear the sweet sounds of British cars, have some extra fun, and help CTR with Britain on the Green 2004. Volunteer for a couple of hours to help locate vehicles on the show field and other activities!

CTR needs folks to help with Field Management activities including, but not limited to:

- Early morning field set-up
- Placing signs, trash containers, ballot boxes, etc. around the field
- Setting up CTR tents and tables for food, etc.
- Assisting vendors to their designated display space
- Directing vehicles through proper gates to their place on the field
- Dismantling tents, tables, and cleaning up

The greatest needs are early in the day preparing the field and concessions, directing entrants to their proper place on the field and spectator parking.

Please contact me at richard.fortwengler@nasdaq.com to volunteer. Please indicate any special expertise or activity for which you have a preference, and your time availability on show day beginning at 7:30 a.m. You will be contacted with details prior to the show.

Your help will be invaluable in making the 7th Annual Britain on the Green the best ever!

Thanks!
R.J. Fortwengler



CTR Happenings

BOG Stuffing Party

Stop by Joe and Rita Cannon’s in Fairfax on Wednesday evening, April 21st, to help with some the last minute pre-BOG details. One of the biggest projects is assembling (stuffing) the participant handout packages.

Please welcome CTR’s newest member:

➔ Rod Hunter, Washington, DC, 1972 TR6



BTCC Spring Fling

Mary Schoen

March 20 marked the first day of Spring and the first driving event of the season. We were fortunate that the weather cooperated – it was a lovely sunny day with blue skies and white clouds, a bit cool in the morning but with no signs of rain. This event, sponsored by the British Touring Car Club (BTCC), was well attended by 18 participants in eleven vehicles – including a nice mix of both CTR and BTCC members. Spitfires headed the list as the most numerous model in attendance.

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

For lunch, we broke bread at the 1763 Inn in Upperville. We were given a lovely private dining room



Drivers' Meeting



The 1763 Inn



At the Aldie Mill



Ed Geiger

that looked out a tranquil lake scene, including two resident swans. The menagerie was complete with a friendly dog and cat on the premises. After a leisurely gourmet lunch, the group departed – many for home and other commitments, but a hardy group remained for a short visit to Middleburg and then onto the Swedenburg Winery just outside of Middleburg. One of our members even saw the infamous Linda Tripp (she runs a Christmas shop on the main drag in Middleburg)!

The following individuals participated on our Spring adventure: Jeanne and Tom Buschbach, Karen and George Earwaker, Art Fournier, Ed Geiger, Olivia and Mike Hilt, Bruce Hogeland, Jim Nesbitt, Linda and Mike Papirtis, Mary and Ira Schoen (we hosted the event), Judy and Hank Seiff, and Kathy and Mark Stockman. Special thanks to Jim and Mike for taking photos of this event for inclusion in this newsletter. Finally, a special acknowledgement to Art for driving the longest distance to begin this Tour – he drove 90 miles from his home in Chesapeake Beach, Maryland to join us – with the top down no less!

Here's to a fun 2004 driving season!



Collingwood Cleanup

Roger Morrison

Neither sleet, nor hail, nor threat of rain (to coin a phrase) put a damper on the March 27th cleanup of Collingwood in preparation for the Spring and Summer events including our own BOG 2004. Twelve CTR members joined with a professional landscaping crew, and Collingwood's own volunteers in the Collingwood Staff's annual cleanup to remove debris caused by the various storms occurring over the fall and winter months. Thanks to Charlie Brown, Tom Burke, Joe Cannon, Paul Edelstein,

Art Fournier, Bruce Hilsop, Karl Johnson, Lionel Mitchell, Roger Morrison, Ira and Mary Schoen, and Rich Townsend for their efforts in making this cleanup a success.

The professional crew brought with them an industrial sized chipper-shredder to reduce the wood debris into mulch. One CTR group removed several downed trees from the woods to the field (after being sectioned into movable size by a chain saw). Others worked the wooded areas to remove fallen twigs and branches. Needless to say, we ended the day after creating several serious piles of mulch. I did remark to Art Fournier that it appeared to be counter-productive to haul all that debris to the field just to return it to the woods as mulch. Art responded with, "Ours is not to wonder why, ours is just to do or..."

We did observe a cautionary tale about a wet condition of the lower field when using it for BOG. The landscaping crew towed the chipper-shredder to the lower field with a one-ton truck. The field was soggy from all the recent rain, and the truck became stuck. A four wheel drive truck was able to tow the one ton truck to a dryer region, but the four wheel drive truck itself became stuck while trying to move the chipper shredder to a better site. At that point, the powers that be decided that we would move the debris to chipper-shredder! The one truck also had difficulty in negotiating the hill. While the cars using the lower field are much lighter than these vehicles, the lesson was not lost on those observing the travails.

After 3 and one half hours of hard work, members of the National Sojourners (the Masons that operate Collingwood) made a lunch of hamburgers, hotdogs, Cole slaw, potato salad, baked beans, cake, and more for their own volunteers, for the tree and lawn service crew, and us.



Left to right: Bruce Hislop, Art Fournier, Rich Townsend, Paul Edelstein, Karl Johnson, Charlie Brown, and Lionel Mitchell



From the Editor: Save a tree and a correction

Want to save paper? Want to see the pictures in *The Standard* in color? Want to receive your newsletter about a week earlier than your computer illiterate friends? Want to frustrate the professional paper manglers at the Post Office? Want to save CTR a little money? Then ask about receiving your newsletter electronically.

Last month's "Triumph Works: A Service Provider Review" article was actually written by Lionel Mitchell. Sometimes my mind wanders and I get the details wrong. Sorry Lionel and thanks again for a great article!

Art Fournier

BRRTA Tour (Continued from Page 1)

50) at 9:30 am. BRRTA member cars will probably drive south via Routes 15 and 340 to reach Jefferson, MD. Details to follow.

For additional information, contact Fred Schwenker at (717) 642-9217 or e-mail him at: intermezzo@supernet.com

See you on May 16th!





CTR Spring Tune-Up (Continued from Page 1)

brought boxes of Krispy Kreme donuts, platters of bagels, and fresh coffee. Just what the doctor ordered for a damp, cool, very British morning. Likely due to the weather, folks tended to trickle in throughout the morning.

In attendance, in order of appearance, were Ken (our host, TR6), Joe Cannon (TR6), Rich Townsend (TR6), yours truly (TR8), Michael Schwartz (TR6, first CTR event!), Bill Chism (Jeep Grand Cherokee w/TR6 seat in cargo area), Matt Schipani (GT6), and René Burcksen (VW).

Work accomplished at the event was, well, minimal. We spent some time examining Ken's TR6, currently in a state of partial disassembly in his basement, a la Ira Schoen. I helped Bill diagnose his upholstery dilemmas, and we all provided sage advice to Michael Schwartz for his newly acquired and very nice TR6. Matt wanted me to make sure that I pointed out that he was the only one who actually did any *real* work -- he installed a new car stereo in his GT6.

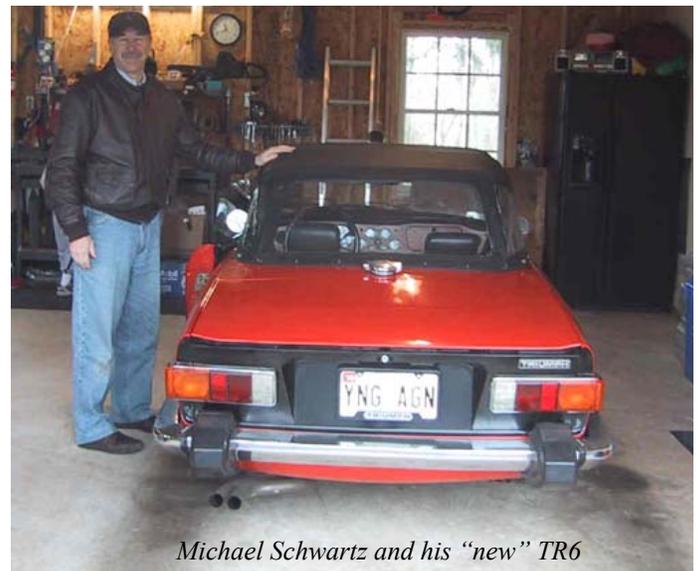
We parted in the early afternoon. Once again, weather notwithstanding, a good time was had by all. And thanks again to Ken for being such a great host!



Bill Chism and Joe Cannon



Paul Edelstein's TR8 and Rich Townsend's TR6



Michael Schwartz and his "new" TR6

Classifieds (Continued from Page 6)

Two TRs for sale: 1974 TR6. Exterior was done in 1996. Vehicle garaged until Sep 2003. Tires are new (1993) and have few if any cracks. Mounted on original steel rims complete with centers and trim rings. Non-factory hardtop and several soft top variations. Seats have been redone (1995). Engine runs, carbs functioning (should be rebuilt).

All rubber needs replacing. **1965 TR4A IRS.** Needs complete restoration out and in. Floorboards and outer rockers are new. Original BRG and body. Has survived without any serious collisions (a few spots with plastic). Bought from original owner and will make a good collectible. Both vehicles may be inspected in Fairfax, VA. Call Spencer Jackson (703) 675-7254 to make appointment or for information



EVENTS

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

Apr 21 - BOG Stuffing Party, Fairfax, VA, Charlie Brown or Joe Cannon

Apr 24-25 - The Gathering, Winston-Salem, NC, Jamie Palmer, (919) 779-1224 or tr6driver@yahoo.com

Apr 25 - BOG 2004, Collingwood Library, Alexandria VA, Charlie Brown, (703) 339-5871 or cb1500@erols.com *CTR*

May 1 - TGIO for BOG Volunteers, Mason Neck, VA, Charlie Brown

May 2 - British Classic Car Meet, The Boulders, Richmond, VA, Ken Nachman, (804) 272-7523 or KMNTR6@aol.com

May 2 - Get the Dust Off Rally, MG's of Baltimore, TSD rally approx 60 miles, Historic I & II/Vintage/Stock/SCCA(modern) classes, \$20 pre-registered by 4/17 or \$25 after, ends in Southern York County, PA. Contact Eric for details: or (410) 592-3029 Ensalminen@aol.com

May 11 - Membership meeting (all members welcome), Bentley's Restaurant, Route 50, Falls Church, VA, Joe Cannon, (703) 280-4104

May 16 - BRRTA-BTCC Road Tour with CTR, Jefferson, MD, Fred Schwenker, (717) 642-9217 or intermezzo @supernet.com *CTR*

May 16 - Autocross, Frederick, MD, Ed Chan (703) 658-0253 or capitaldriving@yahoo.com *CTR*

May 21-23 - Carlisle Kit, Replica and Import Show, PA, (717) 243-7855 or info@carsatcarlisle.com

May 29 - The British are back at Hope Lodge. Fort Washington, PA. Delaware Valley Triumphs, Steve Klein,, (610) 825-2617 or Klassiccar@aol.com

Jun 5 - Brits on the Bay, Virginia Beach, VA, Tidewater Triumph Register, Mike Jones, (757) 482-2577 or jonesmp@prodigy.net

Jun 11 - Cruise-In at the Juke Box Diner, Annandale, VA, Paul Edelstein *CTR*

Jun 20 - Sully Antique Car Show, Chantilly, VA

Jun 20 - Autocross, Frederick, MD, Ed Chan *CTR*

Jun 11-13 - VIR Gold Cup Races, concours and participants' choice show, Triumph is featured marque, Danville, VA, Julie Allen, (434) 822-7700

Jun 27 - The Original British Car Day, Lilypons Water Gardens, Buckeystown, MD, John Tokar, (301) 831-5300 or tokarj@erols.com with CTR Picnic, René Burcksen *CTR*

Jul TBD - Membership meeting, Falls Church, VA

Jul 10 - Poker Run, Gettysburg, Alan (717) 632-1778

Jul 11 - British Invade Gettysburg car show, LANCO MG Club, Ralph Eriksen, (717) 979-9242 or Ralph_Eriksen@yahoo.com

Jul 14-17 - VTR 2004 Richmond, VA, Jeff Dewey (804) 746-9409, info@vtr2004.com, or www.vtr2004.com (updated links)

Jul 25 - Virginia Scottish Games Car Show, Alexandria, VA

Jul 31 - Brits by the Bay, Pasadena, MD, TRAC, info@tracltd.org

Aug 1 - Autocross, Frederick, MD, Ed Chan *CTR*

Aug 6-7 - TRF Summer Party

Aug 14 - CTR Lucas Tour 4 with BTCC, Paul Edelstein (new date) *CTR*

Aug 28 - GW Parkway Run, VA and DC, Paul Scuderi (new date) *CTR*

Sep TBD - Membership meeting, Falls Church, VA

Sep TBD - Caravan to regional event *CTR*

Oct 2-3 - Vintage Races, Summit Point, WV, Ira Schoen

Oct 10 - Hunt Country Classic, Middleburg, VA, MGCCWDCC *CTR*

Oct 16-17 - Fall Overnighter, Joe Cannon (new date) *CTR*

Oct TBD - CTR Cruisin' for Crustaceans with BTCC, MD, Art Fournier *CTR*

Nov TBD - Membership Meeting

Nov 13 - T4 *CTR*

Dec TBD - Holiday Party *CTR*

CLASSIFIED

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

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

GM 4.3 Liter V-6 for sale. Freshly rebuilt and balanced. Rich Townsend (selling for a neighbor) (703) 257-7697 or retownsendjr@aol.com

1977 Triumph TR7 Coupe for sale. Currently registered and tagged. Passed MD emissions. Needs minor body work (surface rust) and paint. Drive it home for \$1800 obo. Bruce (301) 805-0293

1970 TR6 for sale. BRG, black interior, black top, Weber Carbs (2), street cam, crank, bearings, electric fan, oil cooler, rev limiter, valve cover, Mini-lite wheels, Yokohama tires, am/fm/cd, luggage rack, 1000 miles on rebuilt engine. Great shape. 2 covers. Garage kept & covered. MANY EXTRAYS. \$13,500.00 OBO. Darryl Travis (410) 257-9053 or djtcavalry@yahoo.com

1973 TR6 for sale. Overdrive, mimosa yellow, new tan interior and top, lots more new, garaged, excellent condition, award winner, \$10,950/best offer. For more information call (804) 739-3667 or e-mail mga-tr6@juno.com (photos available)

(Continued on Page 5)



CLUB OFFICERS

President	Paul Edelstein (703) 914-0507 Annandale pgedelstein@capitaltriumphregister.com
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BOG Coordinator	Charlie Brown (703) 339-5871 Mason Neck cb1500@erols.com

Updated CTR website

www.capitaltriumphregister.com
with members' photos and a lot more!

The Standard

Published by the Capital Triumph Register
Editor, Art Fournier
4729 Willows Road, Chesapeake Beach, MD 20732-4221
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The Standard welcomes any submitted material for publication; however, neither its editor nor the CTR accept responsibility for accuracy of article content or any damage or injury resulting from suggested modifications. Articles may be submitted in writing, by mail, fax, or e-mail. Photos are also welcome. If any material must be returned, please include self-addressed, stamped envelope.

Membership Renewal / Application

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Advisors

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The Capital Triumph Register
is a chapter of
The Vintage Triumph Register

4729 Willows Road
Chesapeake Beach, MD 20732-4221

The Standard



**Personal Triumphs:
George and Karen Earwaker's
GT6 (CTR Member # 009)**



Members Triumphs will be featured here. Send the editor a photo of your car (or project) or have a photo taken at an event.

From Rob the Toolman

TIMING LIGHT: A stroboscopic instrument for illuminating grease buildup.

HYDRAULIC ENGINE HOIST: A handy tool for testing the tensile strength of ground straps and fuel lines you may have forgotten to disconnect.

**Deadline for the next
issue of
The Standard:
May 14th!**

PHOTO CREDITS
Pages 1 and 5 - Paul Edelstein;
Pages 3 and 8 - Jim Nesbitt;
Page 4 - A Collingwood Volunteer



THE STANDARD

The Official Publication of the
Capital Triumph Register
Volume XVI, Number 5, May 2004

What a Day! Charlie Brown, BOG Coordinator

Well, Britain on the Green 2004 has come and gone. By all reports it was a record year. Not from the standpoint of the most cars ever—there were about 160 on display, down from our typical sunny day shows of 175+. This year was exceptional because of the effort our BOG staffers made to round up sponsors, expand the food menu, and add a lot of new items to the silent auction.

All was not without a hitch, though. About two days before the show, I got a call from a friend in the MG club. He informed me the GW Parkway was going to be closed, both directions, on Sunday morning from about 8 a.m. to 11 a.m., for a 10K run. That gave our dedicated staff about one day to get the word out to all those who preregistered. I called about 10 people, who called about 10 people, who called about . . .

Anyway, we were able to let people know not to come down the Parkway. Fortunately, for us, the little bridge that crosses the Parkway is about 2 blocks north of the Collingwood entrance. We were able to get folks on the show field with little fuss. Well, maybe a little fuss. Our car show signs, posted in both directions on the Parkway, went missing sometime during the show. The 10k organizers remember seeing the signs, but (say they) didn't take them. The Park police say they didn't take 'em. I'm guessing a disgruntled neighbor got tired of noisy little cars driving through their neighborhood and set out to hide our location.

This year's field had a good representation of just about every British marque. The Austin Healey's were out in force thanks to Michael Oritt, President of their local club. We

(Continued on Page 4)

Sunday Night Cruise at the Juke Box Diner June 13th Paul Edelstein

Plan to join us for our -- believe it or not -- *fifth* annual "British Invasion" of the Cruise-in at the Juke Box Diner. In past years, we have had an excellent club showing (ten plus cars!) for this most informal of events.

For those of you new to CTR or otherwise unfamiliar with the Cruise-in, the Juke Box Diner in Annandale (corner of John Marr Drive and Columbia Pike, near K-mart) has an impromptu car show every weekend from late spring through early fall. The Mid Atlantic Camaro Club (MACC) orchestrates this event on a continuing basis. It has been going on for many years now and has maintained its popularity. Food at the diner is quite good, as well. Participants in the cruise-in are mainly, but not limited to, American muscle cars (and some very nice ones). Every

(Continued on Page 3)



Many of the BOG volunteers were already on the road home when this late day group photo was taken. However, BOG's success wouldn't have been possible without the help of everyone involved!

PAGE 1 - BOG Recap; Juke Box Diner; PAGE 2 - From the President; CTR Happenings; PAGE 3 - BRRTA-BTCC-CTR Tour; PAGE 6 - British Car Day; British Car Week in Southern Maryland; Rearview Mirror; PAGE 7 - BOG Results; PAGE 8 - Autocross Results; Autocross Tech Tip; PAGE 10 - Events; Classified; PAGE 11 - Club Info



From the Prez:

Beyond BOG

Britain on the Green is over for another year. Planning BOG is like planning a wedding – months and months of preparation and hard work, and the actual event comes and goes in a blink of the eye. I am pleased how well it turned out, and extend my gratitude to all involved for their ceaseless efforts. Now, I look forward to a summer chock full of events that require *a lot* less forethought!

Looking at the calendar, I see that there is something to do nearly every weekend from now through October – a veritable British Car orgy of activity! I am particularly looking forward to the unique events; that is, things that we haven't done before or things that don't happen every year.

For example, I am really looking forward to attending the antique car show at Sully Plantation on Father's Day. This show hosts 400 beautiful cars of all ages, makes, models, and national origins, from Model Ts through 1972 classics. It features a huge flea market, live entertainment, and a seemingly endless "for sale" area. Want to buy a '36 Buick? You'll probably find it there! Information about the show can be found at <http://www.gwcmodeleda.com/>.

After BOG (of course) and the *original* British Car Day, this show is clearly my favorite. And I've missed it the past two years because of the BCD conflict. This year, with my TR6 finally done (enough) and BCD back to its original date, I will be able to *participate* in Sully for the first time with a registered car! Though not an official CTR event, I've encouraged other club members to attend to improve Sully's only flaw – a smallish turnout of British cars.

With the cancellation of the TRF Party :-{(, I am really looking forward to the VTR National in Richmond in mid-July. If the 2000 Regional is any indication, this event should be superbly run and a blast all around.

So, we've got shows, tours, autocrosses, rallies, tech sessions, road trips, overnights, business meetings, and social events – something for everyone. I look forward to seeing all club members at at least one event this summer!

Cheers,

Paul Edelstein



From the Membership Czar:

6 Pack Membership

At the CTR March ESB (Executive Steering Board) Meeting, we voted to pursue a chapter membership in the 6-Pack, the national club for all TR250 and TR6's.

The guidelines are very simple, and I can pass them along if you want to read them. The most significant issue is that a chapter or charter must have at least 6 current members of 6 Pack to gain the charter, and we must maintain at least six members of 6 Pack at all times.

So far, I've identified three members of 6 Pack. If you are a member, but haven't let me know, please drop me a line at rmorrison@capitaltriumphregister.com or (703) 534-8416.

Roger Morrison



CTR Happenings

TRF Summer Party and VTR National

The Roadster Factory's Summer Party was off, then on, and now is definitely off for 2004.

Something that is definitely on, however, is the Vintage Triumph Register's National Convention sponsored by our friends in the Richmond Triumph Register on July 14 through 17. Contact Jeff Dewey (804) 746-9409, info@vtr2004.com, or www.vtr2004.com

Please welcome CTR's newest member:

- ➔ Gary O'Donnell, Alexandria, VA, 1971 TR6
- ➔ David Rohrer, Knoxville, MD, 1980 Spitfire 1500
- ➔ Dennis Miller, Thurmont, MD, 1977 TR7 Coupe
- ➔ Kevin Jones, Silver Spring, MD, 1967 GT6 Mk 1
- ➔ Dennis Herrera, Myersville, MD, 1957 TR3
- ➔ John Elliott, Arlington, VA
- ➔ Rhonda Keeling, Upper Marlboro, MD 1974 TR6
- ➔ E. Kevin Thompson, LaPlata, MD, 1970 TR6
- ➔ Ralph Eriksen, Gettysburg, PA, 1961 TR3
- ➔ John Marino, Manassas, VA, 1967 TR4A
- ➔ Robert Fabie, Fredericksburg, VA, 1975 TR6
- ➔ Earl Eby, Huntingdon, PA, 1967 TR4A
- ➔ Steven Hantzis, Alexandria, VA, 1980 Spitfire



BRRTA's (British Road Rovers Touring Association) Driving Tour

Mary Schoen

Sunday, May 16, did not begin encouragingly in the Washington suburbs – rain was falling in some areas while for others the skies were very overcast. However, as we arrived at our starting point, the Aldie Mill, a few miles east of Middleburg, Virginia, sunny skies appeared. From this meeting spot, the British Touring Car Club (BTCC) and Capital Triumph Register (CTR) convoy embarked on a short tour to join the British Road Rovers Touring Association (BRRTA) of South Central Pennsylvania in Jefferson, Maryland. Thus began a delightful driving tour through the Maryland countryside – through Middletown and the outskirts of Frederick. All told, there were 16 British Cars, with 29 drivers and navigators on this tour. BTCC/CTR members included: Joe and Rita Cannon, Paul Edelstein, Art Fournier, Mike and Olivia Hilt, Bruce Hogeland, George Phillips, Ira and Mary Schoen, Hank and Judy Seiff, Rich and Lisa Smalling, Bill and Kathy Wemhoff. BRRTA's Fred Schwenker is also a member of BTCC, while Ralph Eriksen is also a member of the CTR.

The first leg of our trip brought us to Middletown Park where we had the chance to chat with other attendees. It was a good opportunity to visit with other like-minded drivers of British automobiles as well as enjoy what had turned into a nice day. After departing from the Park, we traveled to our brunch destination – at a great restaurant in Frederick, Maryland called *Dutch's Daughter* – an institution in that community but now housed in a state of the art facility. Our meal was a real treat with so many items from which to choose on the buffet. Certainly no one left the table hungry. And, Joe and Rita Cannon, and Bruce Hogeland were awarded some neat prizes for their navigation and observation skills.

After our meal, most attendees then continued on the last leg of our tour – including crossing over several 19th century covered bridges. Once completing this leg of the trip, we headed home – our Pennsylvania friends returning to Gettysburg while those from the BTCC and CTR returning to Northern Virginia and Maryland.

Hats off to BRRTA's Fred Schwenker and Ralph Eriksen for planning the driving tour and making the arrangements for brunch at *Dutch's Daughter*. The roads were lovely and the meal outstanding. This tour would definitely be worth repeating!



BRRTA, BTCC, and CTR members on tour. The BRRTA would like to remind everyone of the "British Invade Gettysburg" show on July 11th. Contact Ralph Eriksen at (717) 979-9242 or Ralph_eriksen@yahoo.com for details. (Pre-registration is only \$6 until June 27th.)

Juke Box (Continued from Page 1)

week, there are new and different cars (including British cars on occasion). Our participation tends to shift the balance and gets a lot of attention! For photos of this event, check out the MACC web site at <http://www.geocities.com/MotorCity/7966/maccrcui.htm>.

CTR members attend in a semi-organized fashion. MACC is gracious enough to reserve some space in the middle of the parking lot for us (which they do not even do for themselves!). We set up a mini "Triumph" display, have dinner as a group, and just hang out for a while.

And, yes, you read the headline correctly – the Cruise-in has *moved from Friday to Sunday*, effective the weekend of May 23. The MACC decided to try Sunday for a few reasons. Most notably, Friday rush hour traffic has become intolerable and seems to keep a lot of people away. A side benefit of Sunday is that the neighboring stores all close at 5:00, permitting expanded use of the parking lot and an earlier starting time. We'll see how it goes.

This year's bash/crash will be Sunday, June 13, 2004 (subject to cooperative weather, of course). If you are interested in joining us, please send me an e-mail (by Thursday evening, June 10) at pgedelstein@capitaltriumphregister.com, or call me at (703) 914-0507 so I can give them an approximate head, er, wheel, count, for reserved space purposes. I will also send more detailed directions to those who need them. There is no admission fee for this event. Dinner, however, is on your own. As in the past, I will even prepare a CTR dash placard for your car! Send me the model, production year, and any interesting details. If you have a previous placard and don't need a new one, let me know. I look forward to seeing you on June 13.



What a Day! (Continued from Page 1)

had a large number of Minis from the Capital Mini Register, mostly vintage, but some of the BM...er... newer models. There were three Morgans in a class of their own. Lotus was represented by an Élan, an Elise, and a Europa. I remember seeing an Allard or two. We had a race prep Elva. We had lots of Jaguars, Rolls Royces, and Bentleys on the upper field. All in all, a good mix of gorgeous autos.

Something new this year was the type of award presented to the winners. Every year, in the planning meetings, we discuss upgrading or trying a different style of awards. Well, this year, Paul Edelstein came up with something to replace our standard wall plaques. After long involved discussions and email traffic, we ordered Olympic style medallions with hanging ribbons. The obverse side is the BOG logo and on the reverse, the year and class. They come in gold, silver and bronze. Winners seemed to like them.

As BOG Coordinator I can't say enough about the crew who worked on this show. From the planning phases to the awards presentation, this group met the challenges and put on one damn fine car show. I actually had time this year to walk the fields and cast my ballot. I'm going to try to recognize some of the bigger roles and the folks who took care of them.

First, Paul Edelstein was constantly updating the web site, registration forms, and generally keeping BOGgers on track with updated information. RJ Fortwengler stepped up to fill Dennis Eckhout's (now deployed to Oklahoma) role as Field Marshall, planning where the cars and vendors were going. Mary Schoen did a great job on the food service, from ordering and planning the quantities, to preparing a visually appealing service area. Ira Schoen filled the role of Gate Keeper, making sure any "civilian" who wanted to see the cars, paid the toll.

Roger Morrison, handled all the incoming registrations and made the information available to the rest of us. His constant attention was tested when we had to notify everyone about the last minute change in the route to the show. My better half, Pam Michell, met the challenge of keeping track of all the Silent Auction items, plus finding and adding a whole lot more on her own. This was our best





Silent Auction yet (OK, so I'm a little biased, but the final figures will bear me out).

Karl Johnson again this year took all the miscellaneous type and artwork that sponsors sent (or not, and he had to make up) to produce a great show program for the participants. Karl also produces the class signage for the field and BOG Staff name tags. John Buescher is our "Hit Man". Whenever something needed to be done, in the planning phases or the day of the show, John stepped up and took on the task. He's a handy guy to have around. Keith Dunklee is another handy guy to have around when a task needs to be performed. He also solicits his family to work the day of the show, and his brother Craig does the silk screening for our BOG T-shirts.

Remember the missing signage on the Parkway? Well Tom Burke makes and updates our signs on a yearly basis. Without the signage people couldn't find the show or their way around the show field.

We bill our show as a family event, which means there are going to be little people there also. Sharon Edelstein continues to provide the activities for our junior show attendees.

Finally, a big thanks goes to "Papa" Joe Cannon. As Treasurer, he keeps track of all the money. Sometimes it gets a little confusing, but when we need an accounting of the income and expenses, he always seems to have the answers. We don't know if they're correct, but he's always got answers. (You know I'm kidding, right Joe? Joe?)

To everyone else who helped beforehand and the day of the show, thank you all. Art's not going to give me enough space to mention every name, but that doesn't mean your effort is not appreciated.

Thank you all for making Britain on the Green 2004 our best ever.





British Car Day

One of CTR's best-attended events over the years was the picnic the club held as part of British Car Day (BCD) at Allen Pond Park in Bowie. Unfortunately, the organizers were forced to move BCD and the new location, Smokey Glen Farm in Gaithersburg, didn't allow outside food to be brought in. BCD is moving again for 2004 and the newest location, Lilypons Water Gardens in Buckeystown, is much more accommodating. Consequently, CTR plans to reinstitute its tradition of a BCD picnic. Plans are still in work; however, René Burcksen will be organizing our efforts – contact him to see what needs to be brought.

This year, BCD moves back to its traditional weekend and will be held on Sunday, June 27th. If you haven't already received an application, you can find one on the web (<http://www.chesapeakechaptermgtclub.com/BCDFlyer2004.pdf>) or request one from the New England MGT Register's point of contact, John Tokar (phone (301) 831-5300 or e-mail tokarj@erols.com). Preregistration is \$15.00 through June 1st and \$20.00 thereafter.

Once again, CTR members will help guide Triumphs into their areas on the display field, so arrive early to give a hand. Contact Keith Dunklee if you're willing to help. Keith and representatives of other British car clubs in the area have been working with the NEMGTR organizers to help ensure BCD meets our needs. BCD has a long history as one of the largest British car shows in the East. Come join with us on June 27th to help keep the tradition alive.

Here are directions to Lilypons Water Gardens from Washington. Directions from other locations may be found on their website (<http://www.lilypons.com/index.html>). From Route 495, take Route 270 North, towards Frederick. Continue on Route 270 N, approximately 35 miles, to Exit 26 for Route 80 West, Buckeystown. Turn right off the exit ramp, circling under the highway and continue on Route 80 W, approximately 1.5 miles to Park Mills Road on the left. Turn left onto Park Mills Road and continue straight for approximately 3 miles, to Lilypons Road on the right. Turn right onto Lilypons Road and proceed 1/4 mile to the entrance on the right.

British Car Week in Southern Maryland

Michael and Mary Oritt will host their 3rd annual Southern Maryland British Car Week celebration at Little Cove Farm in Saint Leonard on Sunday, May 30th. Each year they open their farm for a picnic and offer music, hay rides, nature walks, and more to LBC drivers, families, and friends. Bring your own food, beverages, chairs, games, and the like. Arrive any time after 10:00 am.

They have also organized "The Great Patuxent Valley Rallye," an observation type event that will begin near Upper Marlboro. Participants will follow route instructions and note the answers to questions on sights along each leg. The course is roughly 50 miles in length, different than last year's route, will end at the gate of Little Cove Farm, and should take 1-1/2 hours to complete. Plan on starting between 9:30 and 10:15 am (drivers' meeting at 10:00).

There is no charge to attend the picnic or rallye; however, donations may be made to the Calvert Hospice. The first 100 donors will receive an official British Car Week T-shirt.

CTR members interested in traveling by caravan to the picnic via the rallye route (we won't spend time researching the answers) should contact Art Fournier at (410) 535-0690 or fournier@chesapeake.net. Additional information can be obtained from Michael Oritt at awgertoo@aol.com or from his website at www.chesapeake.net/~orrit

To the Picnic: Saint Leonard, MD, is about midway between Prince Frederick and Solomons Island on Route 4 (less than an hour from the Capital Beltway). Turn west off of Route 4 at Parran Road, go about 1 mile to a T-intersection at Mackall Road, turn left and go 2 miles to Garrity Road, turn left and go 1/4 mile to Little Cove Farm at 2455 Garrity Road -- **Follow the British flags!**

To the Rallye: From Route 4 and US 301 (near Upper Marlboro) go south on 301 about 1/10 mile and enter the Giant Supermarket parking lot (east side of 301).



In the Rearview Mirror:

Volume 1, Number 1, May 1989

Fifteen years ago in May 1989 the Capital Triumph Register published its first newsletter. The newsletter wasn't yet called *The Standard*. For that matter, the club wasn't called the Capital Triumph Register at the time. The name on the newsletter's masthead was the National Capitol Area Vintage Triumph Register. Capitol would change to Capital in 1990 and the whole name would shorten to Capital Triumph Register in 1995. But on May 4, 1989 a

(Continued on Page 12)



Here are the BOG 2004 award winners. Classes and the number of awards in each class were determined by pre-registrations. Note that there were several new classes this year: Austin-Healey 100, Austin-Healey 3000, Lotus, and Morgan. CTR member names are highlighted. Congratulations to all – there were many, many great cars on display!

Triumph Spitfire and GT6:

1st **Linda Papirtis**, vermilion red 1979 Spitfire; 2nd **Matt Schipani**, pimento 1972 GT6; 3rd **Charlie Brown**, BRG 1972 Spitfire; Honorable Mention **Tom Costigan**, BRG 1975 Spitfire

Triumph TR2 and TR3:

1st Randy Jones, blue 1956 TR3

Triumph TR4 and TR4A:

1st Mike Ford, white 1962 TR4

Triumph TR5 and TR250:

1st **René Burcksen**, yellow 1968 TR250; 2nd Steve Higginbotham, British white 1968 TR250

Triumph TR6 1969-1973:

1st **Paul Edelstein**, damson 1971 TR6; 2nd **Joe Cannon**, BRG 1971 TR6; 3rd Joseph Davis, jasmine yellow 1971 TR6

Triumph TR6 1974-1976:

1st **Robert Fabie**, white 1975 TR6; 2nd **Bill Wemhoff**, red 1976 TR6; 3rd **Mike Keenan**, green 1974 TR6

Triumph TR7 and TR8:

1st **Sharon and Paul Edelstein**, Persian aqua 1980 TR8



BOG 2004 Award Winners

MG Early:

1st **Joe Cannon**, red 1953 MG TD

MG MGA:

1st Dick Farwell, black 1961 MGA; 2nd Gary T. Hattwick, red 1961 MGA; 3rd Dave Michel, green 1959 MGA Twin Cam

MG MGB to 1974:

1st Paul and Kathleen Hanley, iris blue 1964 MGB; 2nd Howard and Beth Harman, red 1972 MGB; 3rd Jim Stuart, burgundy 1966 MGB Roadster

MG MGB 1974-½ to 1981:

1st Randall Shuck, red 1979 MGB; 2nd Eric Furbee, Tahiti blue 1977 MGB; 3rd Don Dicken, citron 1976 MGB

MG MGB GT:

1st David Krebs, tartan red 1967 MGB GT; 2nd Steve Boyce, burgundy 1974 MGB GT

Morgan:

1st Walter Stewart, cream and gray 1964 Plus 4

Austin-Healey 100:

1st Tim Flaherty, cream 1956 100; 2nd Ralf Berthiez, white and black 1956 100

Austin-Healey 3000:

1st Fred McConville, green 1966 BJ8, 2nd Jaxon A. White, old English white 1960 3000; 3rd George Phillips red 1960 3000

Austin-Healey Sprite and MG Midget:

1st Richard Jones, black 1964 Austin-Healey Sprite



Austin and Morris Mini:

1st Frank Parsons, silver and blue 1973 Austin Mini; 2nd Larry Atkinson, red 1972 Austin Mini; 3rd Don Baier, yellow 1961 Austin Mini; Honorable Mention Shannon and Brian Peters, white 1967 Mini Cooper S

Jaguar Sedan:

1st Sara Rosenfeld, opalescent silver 1963 Mark 2 3.8L; 2nd Ken Nachman, silver 1963 Mark 2 3.8

Jaguar Sports:

1st John Jordan, red 1960 XK 150S; 2nd Jim and Mary Sasser, blue XKE coupe; 3rd Richard Moorhouse, white 1955 XK 120

Bentley:

1st Michael Winston, silver 1959 S1 coupe; 2nd Ace Rosner, 1937 4/4 Drophead; 3rd Rod Rydlun, silver 1934 3-½ Litre

Rolls-Royce:

1st Jay Givens, burgundy and black 1936 20/25 Sedan de Ville; 2nd John Bays, white 1933 20/35 limousine; 3rd Martin Davenport, gray 1961 Silver Cloud II

Special Interest:

1st Martin Stickley, BRG 1951 Allard K2; 2nd Chris Cole, black 1970 Morris Minor Traveler; 3rd Tom Cummings, red 1963 Elva Courier Mk III

Spectators' Choice:

David Collins, green 1998 Morgan Plus 8

Best of Show:

Jay Givens, burgundy and black 1936 20/25 Sedan de Ville





Capital Driving Club Autocross Series with the Mazda Sportsclub of Washington D.C. Ed Chan

On Sunday, May 16th, the Capital Driving Club, sponsored by the Capital Triumph Register, held an autocross at Harry Grove Stadium in Frederick, MD in conjunction with the Mazda Sportsclub of Washington DC (MSCW). Although we had 60 people registered (including 5 Triumphs), the threat of rain and several TR's that were either broken, not fixed in time, or in the case of me, drivers too busy setting up the event, limited the participant count to 48.

The British cars included Les Shockey's modified 1969 TR6 with a 351 Windsor V8. We also had Jim Stuart driving his 1966 MGB V8, Randy Astarb and Joe Macinnes driving their 1966 Sprite, Mike McIntire driving his 1972 MG Midget and Tom Delaney in his 1971 Mini Cooper.

The rest of the field was full of Madzas, Hondas, Subarus, Nissans, two large Mercedes sedans, a Porsche, and a Corvette. The fastest time of the day went to Pete Gouchman in his 2003 Honda S2000 with a time of only 30.04 seconds. For the full statistics see the table on page 9. We do not follow SCCA indexes but formulate an index based on each driver and car from the last 3 events.

The day only saw a few sprinkles in the late afternoon and everyone got 7 runs on the autocross course. Everyone seemed to have a good time. If any of the participants have any feedback on this last event, please send them to me at capitaldriving@yahoo.com. One lesson learned was that we need more than one tech inspector to speed the process.

Also, new members of the Capital Driving Club are invited to send a photo of you and/or your car to capitaldriving@yahoo.com. We're happy to welcome 22 new faces to the Capital Driving Club and the Capital Triumph Register:

Mike McIntire, Frederick, MD
 Ted and Denise Joseph, McLean, VA
 Peter and Barrie Gouchman, Silver Spring, MD
 Mark Ammerman, Frederick, MD
 Father and Sons Tim, Chris and Greg Maier, Alexandria, VA
 James Moran III, New Market, MD
 Conrad Minor, Lovettsville, VA
 Matt Chambers, Reston, VA
 Les Shockey, 1969 TR6, Alexandria, VA
 Mark Rivers, Germantown, MD
 Michael and Jennifer Moran, New Market, MD
 Steve Walters and Janet McFarland, Alexandria, VA
 Joe and Cathie Macinnes, Frederick, MD
 Randy and Angel Astarb, Frederick, MD

Tech Tip: Driving a Skid Pad Ed Chan

Here are a few things to think about the next time you drive a skid pad at an autocross.

Driving in the Skid Pad:

Let's look at the capability of your vehicle to sustain lateral acceleration (e.g. how much sideways acceleration the car will hold before sliding). Let's assume this force is A_c .

We can calculate the centripetal acceleration force experience in the skid pad with the following equation:
 $A_c = (\text{Velocity})^2 / \text{Radius}$

So what does this mean? Consider what happens if the velocity doubles. The radius would increase by a multiple of 4. In other words, if you were driving at the lateral acceleration limit around a skid pad, you would complete the fastest revolution with the smallest radius. Increasing the velocity, at the maximum vehicle A_c , would only pull the vehicle away to a larger radius by the square with an overall effect of a slower time around the skid pad.

The lesson is:

The fastest way around a skid pad is the tightest radius allowed by the course, at the highest velocity allowed by the vehicle. Once the vehicle pushes to a large radius, you're just taking more time.

Exiting a Skid Pad:

Here's the tricky part about a skid pad; the exit. The exit velocity of the skid pad really doesn't have anything to do with the skid pad, but what comes after the skid pad.

If a long straightaway comes afterwards, then the sooner you start your linear acceleration (hitting the gas) the better. So you might get the best overall time by accelerating while still in the skid pad just before you leave.

However if you have a slow sharp turn right after the skid pad, you may not have to hit the brakes after the skid

(Continued on Page 9)



Event Organizer: Joe Macinnes
Course Designer: Larry Rittenger
Tech Inspector: Mike McIntire
Set-Up, Grid, Timing: Ed Chan, Maximo Aviles, Janet McFarland, Randy Astarb

Name	Year	Make	Model	Time	Index	Index Time
Peter Gochman	2003	Honda	S2000	30.04	1.102	33.10
David Lane	1985	Mazda	RX-7	30.10	1.100	33.10
Gonzalo Puig	2003	Subaru	WRX	30.59	1.082	33.10
James Moran III	1996	Acura	Integra	31.06	1.066	33.10
Ted Joseph	1999	Mercedes	CLK320	31.20	1.061	33.10
David Caramanica	1992	Mazda	Miata	31.21	1.061	33.10
Tim Maier	1997	Mazda	Miata	31.29	1.058	33.10
Joe Macinnes	1966	Austin Healey	Sprite	31.34	1.056	33.10
Thad Sliwinski	1996	Mazda	Miata	31.48	1.051	33.10
Charles Saftner	1993	Mazda	RX-7	31.58	1.048	33.10
Douglas Johnson	2000	Mazda	Miata	31.62	1.047	33.10
Bill Kratz	2003	Mazda	GS	31.88	1.038	33.10
Denise Dersin	1999	Mercedes	CLK320	31.88	1.038	33.10
Kyu Hwaneg	2003	Mazda	Protege	31.89	1.038	33.10
Gregory Hess	2003	Mazda	GS	32.02	1.034	33.10
Greg Voth	1984	Mazda	RX-7	32.12	1.031	33.10
Josh Derbyshire	1985	Mazda	RX-7	32.19	1.028	33.10
Conrad Minor	2000	Acura	Integra	32.24	1.027	33.10
Matt Chambers	1997	Honda	Civic	32.31	1.024	33.10
Steven Walters	1972	Mercedes	300SEL	32.35	1.023	33.10
Phil Caramanica	1997	Mazda	Miata	32.38	1.022	33.10
Mark Weller	1993	Mazda	RX-7	32.39	1.022	33.10
Andre Helou	2003	Mazda	6	32.55	1.017	33.10
Michael Robbs	2003	Mazda	Protege 5	32.70	1.012	33.10
Carl Cordes	2004	Mazda	RX-8	32.82	1.009	33.10
Charles Winings	1990	Mazda	Miata	32.88	1.007	33.10
Greg Maier	1983	Porsche	911	32.92	1.005	33.10
Michael Moran	1986	Ford	Mustang	33.00	1.003	33.10
Mark Rivers	1985	Chevrolet	Corvette	33.13	0.999	33.10
Dan Donohue	1985	Mazda	RX-7	33.15	0.998	33.10
Mark Ammerman	1995	Nissan	240SX	33.16	0.998	33.10
Ashutosh Mehndiratta	2003	Mazda	6i	33.22	0.996	33.10
Elisa Baker	2003	Subaru	WRX	33.26	0.995	33.10
Philip Ruhl	1984	Mazda	RX-7	33.48	0.989	33.10
Salvaor Cecilio	2003	Mazda	6	33.70	0.982	33.10
George Sammuels	1990	Mazda	RX-7	33.73	0.981	33.10
Fadi Tarapolsi	1991	Mazda	Miata	33.75	0.981	33.10
Barrie Gochman	2002	Subaru	WRX	34.06	0.972	33.10
Les Shockey	1969	Triumph	TR6	34.08	0.971	33.10
Stephen Edwards	2003	Mazda	6	34.16	0.969	33.10
Kay Winings	1990	Mazda	Miata	34.45	0.961	33.10
Randy Astarb	1966	Austin Healey	Sprite	36.04	0.918	33.10
Katie Orgler	2003	Mazda	Protege 5	36.20	0.914	33.10
Mike McIntire	1972	MG	Midget	36.32	0.911	33.10
Jim Stuart	1966	MG	B V8	36.46	0.908	33.10
John Fitez	2002	Mazda	Protege 5	37.17	0.891	33.10
Tom Delaney	1971	Austin	Mini Cooper	38.02	0.871	33.10
Patrick Thomas	1994	Mazda	Miata	39.39	0.840	33.10



Skid Pad (Continued from Page 8)

pad. Hitting the gas just before exiting only hurts your time in the skid pad and overall time.

The lesson is:

Exit a Skid Pad Based on what's next on the course. Just don't hit the gas.

The trick is to know how to define how long is long enough to make the trade-off to accelerate while still in the skid pad. The Capital Driving Club offers at least 6 runs. So you can experiment with the various exit velocities the next time you see a skid pad.



EVENTS

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

May 21-23 - Carlisle Kit, Replica and Import Show, PA, (717) 243-7855 or info@carsatcarlisle.com

May 29 - The British are back at Hope Lodge. Fort Washington, PA. Delaware Valley Triumphs, Steve Klein,, (610) 825-2617 or Klassiccar@aol.com

Jun 1 - BOG Committee Chair Debrief, Fairfax, VA, contact Roger Morrison or Paul Edelstein

Jun 5 - Brits on the Bay, Virginia Beach, VA, Tidewater Triumph Register, Mike Jones, (757) 482-2577 or jonesmp@prodigy.net

Jun 4-6 - Austin Healey Capital Classic, Williamsburg, VA, Michael Oritt, Awgertoo@aol.com — Stop by on Jun 6 if attending Brits on the Bay on June 5

Jun 11 - Cruise-In at the Juke Box Diner, Annandale, VA, Paul Edelstein *CTR*

Jun 11-13 - VIR Gold Cup Races, concours and participants' choice show, Triumph is featured marque, Danville, VA, Julie Allen, (434) 822-7700

Jun 13 - British Car Day South, Salisbury, NC, Ann (704) 843-5821

Jun 20 - Sully Antique Car Show, Chantilly, VA, contact Paul Edelstein for CTR participation

Jun 27 - The Original British Car Day, Lilypons Water Gardens, Buckeystown, MD, John Tokar, (301) 831-5300 or tokarj@erols.com with CTR Picnic, René Burcksen *CTR*

Jul TBD - Frame Restoration Tech Session, Haymarket, VA, Lionel Mitchell, (703) 754-7362 or haymarkt@erols.com *CTR*

Jul 6 - Membership meeting (all members welcome), Bentley's

Restaurant, Route 50, Falls Church, VA, Joe Cannon, (703) 280-4104

Jul 10 - Poker Run, Gettysburg, Alan (717) 632-1778

Jul 11 - Autocross, Osbourn Park HS, Manassas, VA, Ed Chan, (703) 658-0253 or tr6healey@hotmail.com *CTR*

Jul 11 - British Invade Gettysburg car show, LANCO MG Club, Ralph Eriksen, (717) 979-9242 or Ralph_eriksen@yahoo.com

Jul 14-17 - VTR 2004 Richmond, VA, Jeff Dewey (804) 746-9409, info@vtr2004.com, or www.vtr2004.com

Jul 25 - Virginia Scottish Games Car Show, Alexandria, VA

Jul 31 - Brits by the Bay, Pasadena, MD, TRAC, info@tracltd.org

Aug 1 - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan *CTR*

Aug 14 - CTR Lucas Tour 4 with BTCC, Paul Edelstein *CTR*

Aug 22 - Autocross, Osbourn Park HS, Manassas, VA, Ed Chan *CTR*

Aug 28 - GW Parkway Run, VA and DC, Paul Scuderi *CTR*

Sep 4 - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan *CTR*

Sep TBD - Membership meeting, Falls Church, VA

Sep TBD - Caravan to regional event *CTR*

Sep 19 - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan *CTR*

Sep 25 - Autocross, Stonewall Jackson, Manassas, VA, Ed Chan *CTR*

Sep TBD - Distillery Road Tour, northern VA, Bill Wemhoff, (703) 471-8276 or wemhoff@erols.com *CTR*

Oct 2-3 - Vintage Races, Summit Point, WV, Ira Schoen

Oct 3 - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan *CTR*

Oct 10 - Hunt Country Classic, Middleburg, VA, MGCCWDCC *CTR*

Oct 16 - Autocross, Stonewall Jackson, Manassas, VA, Ed Chan *CTR*

Oct 16-17 - Fall Overnighter, Joe Cannon *CTR*

Oct 31 - CTR Cruisin' for Crustaceans with BTCC, southern MD, Art Fournier *CTR*

Nov TBD - Membership Meeting

Nov 13 - T4 *CTR*

Dec TBD - Holiday Party *CTR*

CLASSIFIED

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

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

Four Michelin X Redline tires.

Original and in usable condition. They are for free but you must collect or pay for shipping. Need to make space in my garage, else they will go in recycling!! If you're interested, please contact Willy Delzongle (703) 729-0937 or delzongle@hotmail.com

GM 4.3 Liter V-6 for sale. Freshly rebuilt and balanced. Rich Townsend (selling for a neighbor) (703) 257-7697 or retownsendjr@aol.com

1977 Triumph TR7 Coupe for sale. Currently registered and tagged. Passed MD emissions. Needs minor body work (surface rust) and paint. Drive it home for \$1800 obo. Bruce (301) 805-0293

1970 TR6 for sale. BRG, black interior, black top, Weber Carbs (2), street cam, crank, bearings, electric fan, oil cooler, rev limiter, valve cover, Mini-lite wheels, Yokohama tires, am/fm/cd, luggage rack, 1000 miles on rebuilt engine. Great shape. 2 covers. Garage kept & covered. MANY EXTRAYS. \$13,500.00 OBO. Darryl Travis (410) 257-9053 or djtcavalry@yahoo.com



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Updated CTR website

www.capitaltriumphregister.com
with members' photos and a lot more!

The Standard

Published by the Capital Triumph Register
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4729 Willows Road, Chesapeake Beach, MD 20732-4221
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The Standard welcomes any submitted material for publication; however, neither its editor nor the CTR accept responsibility for accuracy of article content or any damage or injury resulting from suggested modifications. Articles may be submitted in writing, by mail, fax, or e-mail. Photos are also welcome. If any material must be returned, please include self-addressed, stamped envelope.

Membership Renewal / Application

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The Capital Triumph Register
is a chapter of
The Vintage Triumph Register

4729 Willows Road
Chesapeake Beach, MD 20732-4221

The Standard



CTR Regalia



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

**Deadline for the next issue of
The Standard: June 18th!**

Rearview Mirror *(Continued from Page 6)*

group of 24 Triumph enthusiasts met at the Quality Inn on Edsal Road near Alexandria and laid the groundwork for the club as we know and enjoy it today.

As might be expected, most of the three pages of that first newsletter were dedicated to organizational issues. Among the names mentioned in the newsletter were Charlie Brown, Jack Burrows, Rosemary and Abe Kooiman, Joe Silberlicht, Henry Irving, Mike Skoze, and Curt Robinson. (Charlie and Rosemary are, of course, still active members.)

Quote from the newsletter: "General consensus dictates that we emphasize activities over business meetings." Planned activities included a dinner meeting and a table at British Car Day. Sounds as though we're still on the track laid out by our founders!

From Rob the Toolman

OXYACETELENE TORCH:
Used almost entirely for lighting various flammable objects in your garage on fire. Also handy for igniting the grease inside the brake drum you're trying to get the bearing race out of.



PHOTO CREDITS

Page 1 - Art Fournier;
Page 3 - Fred Schwanker;
Pages 4 and 5 - Julius Tolentino, Art Fournier and Rob Reynolds;
Page 7 - Julius Tolentino;
Page 9 - Ed Chan



THE STANDARD

The Official Publication of the
Capital Triumph Register
Volume XVI, Number 6, June 2004

MGCCWDCC Braille Rallye July 10, 2004

Our friends in the MG Car Club Washington DC Centre have asked the CTR to participate in one of their premier events: the 42nd annual Braille Rallye to be held on Saturday, July 10th, starting at the Burke Lake Front Park in Fairfax County. The rallye will cover about 30 miles through the surrounding countryside and end back at the park. It will be followed by a picnic for participants, families and friends and by an awards presentation.

What makes this rallye unique is the fact that each driver will be paired with a sight-impaired navigator who will be given instructions in Braille or large type just prior to departure. The navigator will read the instructions to the driver who will then have to locate landmarks and routes. This is not a time, speed and distance rallye; however, participants will be scored against an optimal time based on the posted speed limits. The Braille rallye provides a memorable experience for drivers and navigators alike.

The MG Car Club organizes this event in coordination with the Columbia Lighthouse for the Blind. If you are interested in participating in this very worthwhile event, please contact Nelson Wilson at (703) 723-1419 or George Marshall at gcmars43@hotmail.com for additional information.

Juke Box Diner Cruise-In

On Sunday, June 13th, the CTR joined the Mid Atlantic Camaro Club at its weekly Cruise-In at the Juke Box Diner in Annandale. The Triumphs in attendance included a GT6, a Spitfire, a TR250, three TR6s, a TR7, and two TR8s – not a bad showing. Thanks go to Paul Edelstein for coordinating CTR's participation and for making window placards for the cars that were signed up in advance.

The Cruise-In is usually a chance to see a wide array of muscle cars, hot rods, and American classics – cars we don't get to examine at club events or British car shows. In previous years, the parking lot at the Juke Box Diner has been packed to overflowing. This year however, the Triumphs far outnumbered the hosts. Maybe it was because the date had recently changed from Friday to Sunday evening and the word hadn't gotten out. Maybe it had to do with the possible threat of a show (it never did rain). Hopefully attendance at these events will spring back by next year. They certainly have been a great way to enjoy a warm spring evening, something of a nostalgia trip combined with a chance to socialize, and enjoy the Diner's food with other car nuts.



Joe Cannon and Matt Shipani relax by Matt's GT6 at the Juke Box Diner Cruise-In

PAGE 1 - Braille Rallye; Juke Box Diner; PAGE 2 - CTR Happenings; From the Membership Czar; From the Editor; PAGE 3 - British Car Week in Southern Maryland; PAGE 4 - Garage Spot - Silicone Brake Fluid; PAGE 5 - Carlisle Import Car Show; Looking Back - June 1989; PAGE 6 - Events; Classified; PAGE 7 - Club Info



CTR Happenings

The Original British Car Day

British Car Day will be held at Lilypons near Buckeystown, MD, on Sunday, June 27th. CTR members who can arrive early are asked to help line Triumphs up in the display area. Look for Keith Dunklee or René Burcksen.

Also, CTR will hold a picnic as part of the event. The club will provide barbeque, soda, plates, utensils and the like. Everyone is asked to bring a little something (a side dish or dessert) to share. — contact René or Keith to coordinate. And don't forget to bring a blanket or folding chair.

For more on BCD, contact John Tokar at (301) 831-5300 or tokarj@erols.com

VTR National Convention in Richmond

The Vintage Triumph Register's National Convention sponsored by the Richmond Triumph Register on July 14 through 17 is getting close. If you haven't already done so, contact Jeff Dewey (804) 746-9409, info@vtr2004.com, or www.vtr2004.com

Please welcome CTR's newest member:

- ➔ Terry Ippel, Fairfax, VA, 1971 TR6
- ➔ Adam Wilhite, Germantown, MD, 1973 TR6
- ➔ Julie Houk, Falls Church, VA, 1980 TR7
- ➔ Ann Miduch, Falls Church, VA, 1970 and 1972 TR6
- ➔ Bert Tondo, Gaithersburg, MD, 1975 Spitfire
- ➔ Steven Walthers, Alexandria, VA
- ➔ Mike MacIntire, Mount Airy, MD
- ➔ Randy Astarb, Frederick, MD
- ➔ Joe MacInnes, Frederick, MD
- ➔ Gonzalo Puig, Boyds, MD
- ➔ Ted Joseph, McLean, VA
- ➔ Peter Gochman, Silver Spring, MD
- ➔ Mark Ammerman, Frederick, MD
- ➔ Tim, Chris, and Greg Maier, Alexandria, VA
- ➔ Michael and James Moran, New Market, MD
- ➔ Conrad Minor, Lovettsville, PA
- ➔ Matt Chambers, Reston, VA
- ➔ Les Shockey, Alexandria, VA
- ➔ Mark Rivers, Germantown, MD
- ➔ William Wisner, Silver Spring, MD



From the Membership Czar:

6 Pack and TRA Membership

The Capital Triumph Register is now a Chapter of 6 Pack, the national club for TR 250 and TR6 owners. 6 Pack has been helping TR6 & TR250 enthusiasts restore, preserve and enjoy their cars for almost 25 years. Check their website at www.6-pack for more extensive details of their programs and activities. Rich Smalling is our liaison with 6 Pack.

CTR is also now associated with the Triumph Register of America as one of their Centres. Triumph Register of America, or TRA, is the national club for TR2, TR3, TR3A, TR3B, TR4 and TR4A owners. TRA is a non profit organization to help owners in the preservation, maintenance, and enjoyment of these cars. More details can be found at www.triumphregister.com. Bill Kapsidelis is our Point of Contact with TRA.

Roger Morrison



From the Editor:

Ramblings and Thanks

Sue and I took an all too short vacation to Naples, Florida, last month. If you're like me, you look for British cars when you travel. It doesn't matter that you rarely see them at home; you somehow expect to see more of them when you're away. Naples is a car watcher's delight with lots of older and up-scale cars to be seen. However, not many were older British cars – all I saw were a rubber-bumper MGB, a MG TD, and a Jaguar Mk 2. New British cars are another story. Lots Mini Coopers, Bentleys, Rolls-Royces, and especially Jaguars are to be seen. "The" car to be seen in this year is apparently the Jaguar XK8. They're everywhere. They seemed to outnumber Ferraris and Maseratis (no surprise), Bimmers, Porsches, and quite a few other upscale marques.

CTR members have been very supportive of the club's newsletter. Please keep up the good work! We're always looking for articles, photos, interesting bits, and the like. You don't have to limit yourself to CTR events – we welcome anything of interest to LBC owners in general and Triumph fans in particular. Tech tips, articles on car-related events where you may have been the only CTR member present, suggestions for driving destinations, tech questions, etc., etc., are all welcome. And remember, your contributions earn you end-of-year recognition points.

Art Fournier



British Car Week at Little Cove Farm

Several CTR members accepted Michael and Mary Oritt's invitation to celebrate British Car Week by attending a picnic at their Little Cove Farm in St. Leonard, MD on May 30th. The day began with a rallye that began in Upper Marlboro, traveled more or less along the Patuxent River through Prince George, Charles and Calvert Counties, and ended at the Oritt's farm. CTR members George and Karen Earwaker and Paul Edelstein were among those who tied for third place in the rallye. Joe Cannon followed Art Fournier along the route, but didn't take part in the rallye. That might have been a sound decision since Art missed the first turn and wound up passing Paul who was going in the opposite direction. Joe's confidence in Art was shaken to say the least.

At the farm, Rich and Patty Townsend set up a canopy for shade, Joe Cannon broke out his portable grill (only charring one towel in the process), and everyone brought out the folding chairs and tables we've learned we can't travel without. Also on hand from CTR were RJ Fortwengler, Maureen Royle and Jay Donn. There were also familiar faces from the British Touring Car Club, the MG Car Club's Washington Centre, and the Capital Area Austin-Healey Club among others.

Michael and Mary Oritt were, as always, gracious hosts providing music, horse cart rides, information on bee keeping, and other activities in addition to the use of Little Cove Farm for the picnic. And you couldn't beat the cost – the event was free although donations could be made to the Calvert Hospice as a way of saying thank you for a delightful day!



Rich Townsend displays one of the "British Car Week Little Cove Farm 2004" tee shirts given those making a donation to the Calvert Hospice.





The Garage Spot The Real and True Story About Silicon Brake Fluid

Joe Cannon

Over the past several years I have read quite a few articles concerning Silicone Brake Fluids versus Conventional Brake Fluids. They all seemed negative toward silicone fluid with statements like “you must completely dismantle and clean your wheel cylinders and master cylinders and flush the lines with alcohol to convert to a silicon fluid” also “the elastomer components of the older vintage hydraulics are incompatible with silicone fluid.”

Recently I came across an article in “Old Car Weekly” that speaks with authority and states the case citing sources of testing, results, development programs etc. of silicone fluid. It dispels all the advice and technical bla-bla of those well meaning misinformed writers. The article is quite long so I will take only the salient points for discussion here.

A bit of History and the Authority

Through the mid 1960s the U. S. Army used three types of brake fluids; arctic for temperatures -30 degrees C to -55 degrees C; preservative for vehicles in long term storage; and normal or standard brake fluid. In May 1966 the U. S. Army Coating and Chemical Laboratory began searching for a brake fluid that was less sensitive to water contamination. In 1967 Union Carbide, General Electric, and Dow Corning submitted fluids for evaluation.

Three years of testing by the Coating and Chemical Lab. indicated deficiencies in each of the samples but these were corrected by the sponsors by additives to improve lubrication and elastomer compatibility. Three test locations with different climatic conditions were chosen for field testing: Fort Greeley, Alaska; Yuma Proving Ground, Arizona; and the Tropic Test Center, Panama Canal Zone. Extensive testing and sectioning of the components through the Mobility Equipment Research and Development Center concluded the silicone fluids were equal to their predecessors in normal conditions and superior to conventional fluids in tropic conditions.

A quote by Dr. Hermann Spitzer (supervisory chemist in the Fuels and Lubricants Division, Energy and Water Resources Laboratory, U. S. Army Mobility Equipment

R&D command) “Silicone brake fluid is completely compatible with elastomer materials used in conventional brake systems. It is compatible with glycol brake fluids as a two-phase mixture. In other words an accidental mixing of the two fluids will not cause mutual precipitation or leaching of additives in this type of environment.”



In layman’s terms DOT3 and DOT5 can be mixed with no ill effects due to chemical incompatibility or to the elastomers in the brake system.

The article goes on and on describing how to convert a conventional brake system to silicon fluid, the Army way. In brief, it is exactly the way I did my TR6, three years ago, by rigging up a pressure bleed affair to my brake lines, opening the bleeder valves at the wheel cylinders and purging with DOT5 silicon fluid.

I did this three times not being sure it was a correct procedure and slightly intimidated by the bla-bla articles on silicon fluids, which as this article points out, was an overkill. I had also soaked a couple of elastomer brake cylinder parts in silicon fluid for a year and had a mixture of silicon and conventional fluids sitting on the shelf for this period to see how they would react. Nothing happened, so I felt certain it was safe proceed with converting to silicon.

The only reason I had to do this conversion was that almost every hydraulic cylinder I ever encountered in my life had a tiny to small to some seepage of fluid somewhere on the device. Any conventional hydraulic fluid drip or drop that gets on the paint in the engine compartment will dissolve the paint making an ugly mess in this area. Silicon fluid will not harm automotive paint, it will not dissolve it nor will it discolor it, actually it makes it shiny.

The only down side to silicon fluid, the Army found, was that the silicon fluid tended to entrain air so there is a caution not to shake the container and to pour it slowly into the master cylinder also to let it sit a while before using it. Also they advise against pumping too vigorously during the bleeding operation. This is the reason silicon is not recommended for ABS equipped vehicles

If anyone is interested in reading the full text of the article I slightly plagiarized here, you are more than welcome, just give me a call or email.

Let’s hope this ends all further discussion about silicon fluid. [editor’s note: Sorry Joe, it probably won’t.]



Carlisle Import Car Show

Art Fournier

For years I've wanted to attend the Import, Kit and Replica Car Show held in late May in Carlisle, PA. This year the national Spitfire and GT6 club, NASS, decided to use the show as a venue for one of their regional get-togethers, so I had my opportunity to attend. There were about two dozen NASS members there with their cars. NASS held a "show within a show" with plaques presented in several categories (my car received second place in the late Spitfire class). They also held a rally and had a large tent with displays and snacks. The tent was a very welcome respite from the sun.

Carlisle is described as a huge and eclectic gathering of cars and vendors. Actually, the import show is only one of several shows held annually at Carlisle. There are also shows for Fords, Chevys, Harleys, and several other groups. The fairgrounds where the event is held offers the opportunity for camping; however, a motel room is about as close as I like to come to roughing it at this point, so I elected to stay indoors. Everyone involved with the show is friendly and efficient, which, considering the size of the event, is a good thing.

Eclectic is a good description of the show. Since it is for import, kit, and replica cars, you expect diversity. However, if you simply consider the imports, there is an amazing variety of new and old cars. I've never been to a gathering with collections of Citroëns, Peugeots, Renaults, Saab Sonnets, old Volvos, old Volkswagens, you name it. One surprise was the large number of Pontiac Fieros on hand. Fieros don't seem to fit into any of the three main categories, but there were dozens of them there. British cars were in shorter supply – not a bad thing, just not what I am used to. A Pennsylvania VTR chapter was there in force and an Austin-Healey club had a tent, but that and NASS seemed to be the extent of organized LBC participation.

There were lots of vendors – acres of them in fact. If you discount the many vendors that sold discount tools and car care products, there were still row after row after row of people selling greasy and rusty pits and pieces. Many of these focused on British cars and several of the NASS attendees came away with various treasures. Unfortunately, there were no new parts vendors.

I took a roundabout route to Carlisle and avoided

interstate highways. Even with that, it was under a three-hour drive from Southern Maryland. And to be honest I enjoy my Spitfire more on secondary highways than on the interstates. I spent two nights in Carlisle. If I hadn't been with the NASS crowd, one day at the show probably would have been sufficient. The size and diversity of the Carlisle show is amazing, but my interest focuses on British cars.



The NASS tent with a row of Spitfires and GT6s at Carlisle.



Looking back at *The Standard*:

Volume 1, Number 2, June 1989

By its second edition, the National Capitol Area Vintage Triumph Register (or NCAVTR as we were called way back then) newsletter had grown to six typed pages. Its theme was "gathering speed" with a report on the club's organization progress and planned activities. Thirteen Triumph enthusiasts attended the club's June 1989 meeting. Mike Skoze, club treasurer, reported a balance of \$155, but due to difficulties in obtaining a tax number, no bank account to keep it in. Upcoming activities included club participation in the British Car Day and Gunston Hall shows.

The June 1989 newsletter contained its first technical article, "On Achieving 1 Degree Negative Camber," by Charlie Brown along with an article on Virginia emissions inspections by Curt Robinson.

Although the club did not yet have elected officers, several members had taken on responsibilities: Henry Irving – VTR liaison and newsletter; Charlie Brown – membership; Mike Skoze – treasurer; Georgia Rogers – activities; and Joe Silberlicht – TRA liaison.



EVENTS

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

Jun 27 - The Original British Car Day, Lilypons Water Gardens, Buckeystown, MD, John Tokar, (301) 831-5300 or tokarj@erols.com with CTR Picnic, René Burcksen *CTR*

Jul TBD - Frame Restoration Tech Session, Haymarket, VA, Lionel Mitchell, (703) 754-7362 or haymarkt@erols.com *CTR*

Jul 6 - Membership meeting (all members welcome), Bentley’s Restaurant, Route 50, Falls Church, VA, Joe Cannon, (703) 280-4104

Jul 10 - Braille Rallye, MGCCWDCC, Nelson Wilson at (703) 723-1419 or George Marshall at gcmars43@hotmail.com

Jul 10 - Poker Run, Gettysburg, Alan (717) 632-1778

Jul 10 - Autocross, Osbourn Park HS, Manassas, VA, Ed Chan, (703) 658-0253 or tr6healey@hotmail.com, **New Date** *CTR*

Jul 11 - British Invade Gettysburg car show, LANCO MG Club, Ralph Eriksen, (717) 979-9242 or Ralph_eriksen@yahoo.com

Jul 14-17 - VTR 2004 Richmond, VA, Jeff Dewey (804) 746-9409, info@vtr2004.com, or www.vtr2004.com

Jul 25 - Virginia Scottish Games Car Show, Alexandria, VA

Jul 31 - Brits by the Bay, Pasadena, MD, TRAC, info@tracltd.org

Aug 1 - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan *CTR*

Aug 14 - CTR Lucas Tour 4 with BTCC, Paul Edelstein *CTR*

Aug 14 - Autocross, Osbourn Park

HS, Manassas, VA, Ed Chan, **New Date** *CTR*

Aug 28 - GW Parkway Run, VA and DC, Paul Scuderi *CTR*

Sep 4 - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan *CTR*

Sep TBD - Membership meeting, Falls Church, VA

Sep TBD - Caravan to regional event *CTR*

Sep 19 - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan *CTR*

Sep 25 - Autocross, Stonewall Jackson, Manassas, VA, Ed Chan *CTR*

Sep 25 - MGs on the Rocks, Rocks State Park near Belair, MD, www.mgsof baltimore.com

Sep 26 - Meeting of the Marques, Allenberry Resort, Boiling Springs, PA, Bob Shaffer, (717) 259-0150 or bugeyebob@aol.com

Sep TBD - Distillery Road Tour, northern VA, Bill Wemhoff, (703) 471-8276 or wemhoff@erols.com *CTR*

Oct 1-3 - 23rd British Car Festival, Waynesboro, VA, www.svbcc.net

Oct 2-3 - Vintage Races, Summit Point, WV, Ira Schoen

Oct 3 - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan *CTR*

Oct 10 - Hunt Country Classic, Middleburg, VA, MGCCWDCC, Tom Herrick (703) 933-0811 *CTR*

Oct 16 - Autocross, Stonewall Jackson, Manassas, VA, Ed Chan *CTR*

Oct 16-17 - Fall Overnighter, Joe Cannon *CTR*

Oct 31 - CTR Cruisin’ for Crustaceans with BTCC, Southern MD, Art Fournier *CTR*

Nov TBD - Membership Meeting

Nov 13 - T4 *CTR*

Dec TBD - Holiday Party *CTR*

Apr 24, 2005 - Britain on the Green, Collingwood Library and Museum, Alexandria, VA, Charlie Brown *CTR*

CLASSIFIED

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

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

GT6 MKII Engine for sale. Comes with manifolds, carbs and distributor. \$400. Please call 571-275-3800 for more details.

1972 TR-6 for sale - parts or restoration. 21 years under a tarp. Clear title. Earl Bland, Highland, MD, (301) 854-5099

Four Michelin X Redline tires. Original and in usable condition. They are for free but you must collect or pay for shipping. Need to make space in my garage, else they will go in recycling!! If you’re interested, please contact Willy Delzongle (703) 729-0937 or delzongle@hotmail.com

1977 Triumph TR7 Coupe for sale. Currently registered and tagged. Passed MD emissions. Needs minor body work (surface rust) and paint. Drive it home for \$1800 obo. Bruce (301) 805-0293

1970 TR6 for sale. BRG, black interior, black top, Weber Carbs (2), street cam, crank, bearings, electric fan, oil cooler, rev limiter, valve cover, Mini-lite wheels, Yokohama tires, am/fm/cd, luggage rack, 1000 miles on rebuilt engine. Great shape. 2 covers. Garage kept & covered. MANY EXTRAYS. \$13,500.00 OBO. Darryl Travis (410) 257-9053 or djtcavalry@yahoo.com



CLUB OFFICERS

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Updated CTR website

www.capitaltriumphregister.com
with members' photos and a lot more!

The Standard

Published by the Capital Triumph Register
Editor, Art Fournier
4729 Willows Road, Chesapeake Beach, MD 20732-4221
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The Standard welcomes any submitted material for publication; however, neither its editor nor the CTR accept responsibility for accuracy of article content or any damage or injury resulting from suggested modifications. Articles may be submitted in writing, by mail, fax, or e-mail. Photos are also welcome. If any material must be returned, please include self-addressed, stamped envelope.

Membership Renewal / Application

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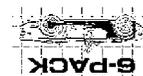
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The Capital Triumph Register
is a chapter of
The Vintage Triumph Register,
6-Pack, and
The Triumph Register of America



4729 Willows Road
Chesapeake Beach, MD 20732-4221

The Standard

CTR Regalia



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

Coming soon: CTR lapel pins - 1" width with either jewelry or pin backs.



From Rob the Toolman

WIRE WHEEL: Cleans rust off old bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls and hard-earned guitar calluses in about the time it takes you to say, "Ouc...."

PHOTO CREDITS

Pages 1, 3, and 5 - Art Fournier

**Deadline for the next issue of *The Standard*:
July 24th!**



THE STANDARD

The Official Publication of the
Capital Triumph Register
Volume XVI, Number 7, July 2004

Lucas Tour IV - An Evening Adventure Saturday, August 14, 2004 Paul Edelstein

Mark your calendars now! CTR and BTCC members will embark on the fourth annual *Lucas Tour* on Saturday afternoon, August 14. We have had an excellent turnout for this event, and this year I am planning on something a little different (I really mean it this time!). We are considering a Maryland route (in part, at least) to expand the Tour's availability for our Maryland members. Hopefully, we will repeat last year's wonderful weather and avoid my small Lucas-appropriate embarrassment.

While we have not yet planned the route, here is the overview:

Concept. We will enjoy a rigorous two-part road tour, approximately 75 to 100 miles total, with a picnic dinner midway. The tour will start in the late afternoon and continue well into the evening, to escape the midsummer's day heat!

Meeting place. We will meet at a convenient location to begin, with a possible additional mid-point rendezvous for outlying members, location and timing dependent upon the RSVPs I receive.

Tour. The tour will be on paved secondary roads of the area, leading to a suitable picnic location. After the picnic, the tour will continue via a different route, back home. We will plan a dessert stop on the return trip. The tour will end around midnight.

If you are at all interested in the tour (i.e. a definite maybe), please drop me an e-mail at pgedelstein@capitaltriumphregister.com or call me at (703) 914-0507 and I'll be sure to keep you in the planning loop! Look for final details via e-mail in early August. Shine on!

British Car Day June 27, 2004 At Lilypons Water Gardens Keith Dunklee

The day started out as sunny and pleasant and the drive thru the Maryland countryside was a nice change from the traffic you normally encounter on Route 270. The new venue for an old show had been carefully mapped out over the rolling terrain of Lilypons in Buckeystown MD. The organizers were careful to avoid some of the problems that might come up in a show this size by including the British Car Club community in a planning meeting months before the June show. As the overwhelming consensus of the club representatives was to keep the show going and make it a successful venture so it can return year after year, the show organizers were trying to fulfill their promise to do just that. The CTR members who turned out for the twenty-seventh year of this annual event appeared not to be disappointed this year. The field where we were given space to park the Triumphs was roomy and gave us a great view of most of the cars arriving to their assigned parking spaces. The cars had to take a left turn or go straight forward past out camp

(Continued on Page 3)



A long row of TR4s and TR250s sits in front of CTR's tent at British Car Day

PAGE 1 - Lucas Tour; British Car Day; PAGE 2 - CTR Happenings; Frame Restoration Tech Session; PAGE 3 - GW Parkway Run; PAGE 4 - Autocross Results and Tech Tip; PAGE 6 - Events; Classified; PAGE 7 - Club Info



CTR Happenings

Thanks from the Calvert Hospice

CTR made a donation to the Calvert Hospice to thank Michael and Mary Oritt for hosting British Car Week at Little Cove Farm. In a letter of appreciation, Lynn Bonde, Executive Director of Calvert Hospice, wrote: "Thank you so much for your generous support of the Second Annual British Car Week to benefit the Calvert Hospice House. We were delighted to see such a great turnout at Little Cove Farm; it was a fun event for Southern Maryland's car enthusiasts."

"Calvert Hospice is honored that you share in Michael and Mary Oritt's support of hospice. Your donation will help in the building of Hospice House and bring this important service to Calvert County."

VTR National Convention in Richmond

The Richmond Triumph Register did an absolutely fantastic job hosting the 2004 Vintage Triumph Register's national convention! Several CTR members either attended the multi-day event or drove down to Richmond for the car show on Saturday. In either case, there were nothing but rave reviews. Detailed coverage will be included in the August edition of *The Standard*.

Please welcome CTR's newest members:

- ➔ Walt Greehaigh, Stafford, VA, 1973 TR6
- ➔ Art Harman, Fairfax, VA, 1981 TR7
- ➔ A.L. Britt, Vienna, VA

See page 4 for several additional new members of both CTR and the Capital Driving Club.

Triumph Works Frame Restoration Tech Session July 31, 2004

Lionel Mitchell will host a frame restoration tech session on Saturday, July 31st from 10:00 AM to noon. Lunch will be provided. The location will be at the Mitchell's home at 7032 Venus Court in Haymarket (about 10 miles West of Manassas, VA). Please RSVP by July 30th to Lionel at (703) 754-7362 (home), (703) 217-1485 (cell) or haymarkt@erols.com

Directions:

The Mitchell home is about 2 miles from the intersection of I-66 and U.S. 15 at the edge of the town of Haymarket.

From the Beltway & points East of Haymarket:

I-66 West to the U.S. 15 exit, left on U.S. 15

Left at traffic light onto VA 55

Right onto Jefferson Street

Cross Railroad track and turn Right onto Haymarket Drive (note: road closed – you have to turn right)

Turn left on Venus Court (first street)

House is 3rd one on the right (Look for British flag at the street)

From Frederick, MD or Leesburg, VA:

Take U.S. 15 South to I-66 & follow directions above

From Reston, Sterling, Northern Fairfax County:

Take VA 28 or Fairfax County Parkway South to I-66 West

Follow I-66 directions above

From Alexandria, Southern Fairfax County:

Follow beltway to I-66 or take Fairfax County Parkway North to I-66

Follow I-66 directions above



More scenes from British Car Day.



British Car Day (Continued from Page 1)

to park with their classes. The warm weather was offset by an occasional breeze and no one seemed to mind the lack of natural shade. Tents provided by the club and Rich Townsend kept the food and the CTR participants covered.

It is always nice to leave a show with good impressions of the day. I personally enjoyed the more relaxed pace of this years event (along with not having to endure the sound of Scottish bagpipes as in the past years entertainment. Sorry Art). The grounds and ponds to explore was a welcome tour. The show was unlike the past two years in that picnic lunches were welcomed by the hosts and the CTR spread of food was the most extensive seen the entire day. This year's show introduced a few firsts. The first to provide a show program, the first to encourage the attendance of British motorcycles and the first to be held in partnership with a business. I saw a few top down cars leaving with stalks of plants sticking out of the cockpits as Lilypons sales room was open for business. If you wanted to buy a pond, a fountain or a plant to go in the garden, it was all available for purchase.

No day would be complete without a few prizes being awarded to CTR members and their cars. The winners from the CTR where Joe Cannon with 3rd place in both MG TD class and early TR-6 class and an Honorable Mention in the TR2/TR3 class. Paul Edelstein with a 1st place in early TR-6 class. Linda and Mike Papiritis with a 3rd place in the Spitfire/GT-6 class. Matt Shipani with a 2nd place in the Spitfire/GT-6 class. Tom Delaney's Daimler SP 250 took an award in the miscellaneous class. A very nice turnout from the club helped make the day memorable with the number of TRs on the field. Thanks to René and Denise Burcksen for moving the supplies from home and setting up the food e-mail list. I will be back next year and hopefully park a real car on the show field.

Second Annual GW Parkway Run August 28, 2004 Paul Scuderi

Once again CTR will dominate (well, maybe a little) George Washington Parkway from tip to stern. We'll meet at the parking lot of Turkey Run Park at the northern end of the Parkway at 10:00 AM sharp (come a little early if you can, as we've a timed meeting with others along the run). On this leisurely drive down the Parkway we'll scoot into the Nation's Capital to "loop" a monument or two, then at 10:45 AM rendezvous with the Southern Contingent at the Columbia Island Marina just north of the 14th Street Bridge. From there it's to the Parkway through Old Town Alexandria and to Mount Vernon. Finally, after lap around the M.V. circle it's back up the Parkway to Collingwood.

This was a nice time last year, as our run, though not long, is leisurely, with some of the best scenery this country has to offer. A few notes: be sure to bring that cup of coffee along with you as there's no place to buy a cup at the rendezvous point; we'll try to stop in front of a monument or two during our Capital loops, so be sure to bring your camera; we'll visit a GREAT bakery just south of Alexandria, so if you missed or spilled your cup of java - take heart! - there WILL be an opportunity for a replacement :-).

For info on this trip, call Paul Scuderi at (240) 876-7222, and please spread the word to other clubs. This'd be a wonderful opportunity to share!





Capital Driving Club Autocross Series First Time Autocrosser Wins Ed Chan

On Saturday July 10th the Capital Driving Club, sponsored by the Capital Triumph Register, held an autocross at Osbourn Park High School in Manassas, VA. We had a good turn-out of vintage cars and Triumphs, including Dan Roger's 1964 Porsche, Les Shockey's 351W powered TR6 and Les' completely stock TR6 driven by Rick Kortlang, Peter Mitchell's Spitfire, Charlie Brown's Spitfire, and my TR6 which Joe Seward and I both drove. Pat Thompson also arrived in a 1973 TR6.

The most interesting part of this autocross started last week when Jim Kulbaski e-mailed me and asked if we had loaner helmets. His wife, Laura, was going to try an autocross, and Jim thought that he shouldn't go buy a helmet if Laura was only going to use it only once.

They both arrived and planned on sharing their new Mini Cooper S running in the 2nd and 4th heats. The best time Jim could do was 34.37 seconds - a good time.

Laura, driving the same car, started with a conservative time of 42.02 seconds, but by the afternoon she was able to turn in a time of only 32.04. She went even faster at 31.93 seconds, but knocking down one cone caused a 2 second penalty.

At 32.04 seconds, only Joe Seward, driving a TR6, could beat that time at 31.59 seconds. However, Joe had an advantage, being one of the event organizers and driving the course a few times to aid in the setting up the course. I came in third place, but I knew the course (although was off-course on all 3 morning runs) for 3 weeks. So Joe and I can not be considered in a category of fair times.

So the next "untainted" driver was Pete Gochman driving his S2000 at 32.54 seconds - 0.50 seconds slower. And Pete's an extremely good driver, often getting FTD (Fastest Time of the Day) in the club and other clubs.

So Laura's FTD is that much more impressive. So next time you wonder about autocross, you should try it. You might find yourself getting the Fastest Time of the Day!

The day was hot (but not oppressive), and we offered free water and sodas. Everyone got to run 7 runs on the autocross course, and seemed to have a good time. If any

of the participants have any feed-back on this last event, please send them to me at capitaldriving@yahoo.com. One lesson learned was that we need more than one tech inspector to speed the process.

Also, new members of the Capital Driving Club are invited to send a photo of you and/or your car to capitaldriving@yahoo.com. We're happy to welcome 24 new faces to the Capital Driving Club and the Capital Triumph Register:

- ➔ Jim and Laura Kulbaski, Fairfax Station, VA
- ➔ Peter Mitchell and Jeni Skinner, Alexandria, VA, 1980 Spitfire
- ➔ Patricia Thompson, Alexandria, VA, 1973 TR6
- ➔ Joe Seward and Kathie Coyne, Clifton, VA, 1973 TR6
- ➔ Richard Lipsky and Peggy Morris, Arlington, VA
- ➔ Jerry and Christine Louton, Arlington, VA
- ➔ Chris Doolittle, Chantilly, VA
- ➔ Francois Bru and Valeri Dachary-Bru, Arlington, VA
- ➔ Dan Rogers and Randi Korn, McLean, VA
- ➔ Michael Bevels, McLean, VA
- ➔ William Kratz, Burke, VA
- ➔ Corey Churgin, Herndon, VA
- ➔ Albert Angulo, Boston, VA
- ➔ David Appleman, Mclean, VA
- ➔ Phillip Li, McLean, VA
- ➔ Alex Liu, McLean, VA
- ➔ Eduardo (Maximo) Aviles, Rockville, MD

Capital Driving Club Tech Tip Adjusting Tire Pressure with Tire Temperature Ed Chan

Most of us are not sure what is the best pressure to put in our tires. Using a tire pyrometer can help determine the optimum tire pressure. The pyrometer measures the temperature at a local point and determine the tire temperature across the tire tread.

If the tire is over-inflated, the tire temperature will be higher in the middle. If the tire has hotter temperatures on the outer sides of the tread than the middle, the tire is under-inflated.

As a general rule, if the tire temperature is hotter on the outer side than the inner most side of the tread, increasing negative camber may help in the rear and front.

Higher tire temperatures on the outer side tread (in the



Event Organizer: Charlie Brown
Course Designer: Larry Rittenger and Charlie Brown
Tech Inspector: Maximo Aviles, Joe Seward, Ted Joseph, Richard Lipsky
Set-Up, Grid, Timing: Ed Chan, Maximo Aviles, Richard Lipsky, Pat Thompson

Tech Tip (Continued from Page 4)

Name	Year	Make	Model	Time	Index	Index Time	Today's Index
Joe Seward**	1973	Triumph	TR6	31.59			1.118
Laura Kulbaski*	2004	Mini	Cooper	32.04			1.102
Ed Chan**	1973	Triumph	TR6	32.41			1.090
Peter Gochman	2003	Honda	S2000	32.54	1.102	35.86	1.085
Steve Edwards	2003	Mazda	6	32.69	0.969	31.68	1.080
Gonzalo Puig	2002	Subaru	WRX	32.87	1.082	35.57	1.075
Francois Bru	2003	Toyota	Matrix	33.39			1.058
Ted Joseph	2002	Mercedes	SLK320	33.61	1.061	35.66	1.051
Denise Dersin	2002	Mercedes	SLK320	33.62	1.038	34.9	1.051
Bill Kratz	2003	Mazda	6	33.77			1.046
Greg Maier		Subaru	WRX	34.18	1.005	34.35	1.033
Greg Hess	2003	Mazda	6	34.18			1.033
Jim Kulbaski	2004	Mini	Cooper	34.37			1.028
James Moran	1996	Acura	Integra	34.38	1.066	36.65	1.027
Charlie Brown**	1972	Triumph	Spitfire	34.39			1.027
Chris Doolittle	2000	Subaru	RS	34.52			1.023
Jesse Leifert	2002	Nissan	Sentra	35			1.009
Michael Moran	1986	Ford	Mustang	35.31	1.003	35.42	1.000
Mark Ammerman	1995	Nissan	240SX	35.41	0.998	35.34	0.997
Norval Johnson	2004	Subaru	STI	35.48			0.995
Mark Rivers	1985	Chevy	Corvette	35.49	0.999	35.45	0.995
Stryder	2003	Mitsubishi	Evo	35.57			0.993
Mr Leifert	1989	Pontiac	Firebird	35.62			0.992
Sean McCoy	2002	Subaru	WRX	35.74			0.988
Peter Mitchell	1980	Triumph	Spitfire	35.78			0.987
Corey Churgin	1996	Ford	Mustang	35.86			0.985
Jerry Louton	1983	Porsche	911	35.88			0.984
Les Shockley	1969	Triumph	TR6	35.94	0.971	34.9	0.983
Barrie Gochman	2002	Subaru	WRX	36.1	0.972	35.09	0.978
Michael Bevels	1995	Audi	90	36.11			0.978
Steve Klein	2004	Subaru	WRX	36.2			0.976
David Drake	2003	Nissan	350Z	36.38			0.971
Al Angulo	1994	Mercedes	SL600	36.91			0.957
Dan Rogers	1964	Porsche	356	37.11			0.952
Hank Seiff	2002	Mazda	Miata	37.24			0.948
Chris Joseph	2002	Chevy	Corvette	38.36			0.921
PSL	2003	Mazda	6	40.03			0.882
Rick Kortlang	1974	Triumph	TR6	46.24			0.764

* FTD Laura Kulbaski
 ** Not eligible (organizers)

Mean 35.32

Indexed Results

Name	Year	Make	Model	Time	Index	Index Time
Steve Edwards	2003	Mazda	6	32.69	0.969	31.68
Greg Maier		Subaru	WRX	34.18	1.005	34.35
Denise Dersin	2002	Mercedes	SLK320	33.62	1.038	34.90
Les Shockley	1969	Triumph	TR6	35.94	0.971	34.90
Barrie Gochman	2002	Subaru	WRX	36.10	0.972	35.09
Mark Ammerman	1995	Nissan	240SX	35.41	0.998	35.34
Michael Moran	1986	Ford	Mustang	35.31	1.003	35.42
Mark Rivers	1985	Chevy	Corvette	35.49	0.999	35.45
Gonzalo Puig	2002	Subaru	WRX	32.87	1.082	35.57
Ted Joseph	2002	Mercedes	SLK320	33.61	1.061	35.66
Peter Gochman	2003	Honda	S2000	32.54	1.102	35.86
James Moran	1996	Acura	Integra	34.38	1.066	36.65

front tires) may also indicate insufficient negative castor when turning. Increasing the castor in the front may help. By increasing the castor, the negative camber increases on the outside turning wheel as the driver turns the steering wheel. The downside is that as castor is increased, so does the effort required to turn the steering wheel.

This article should be taken as general information is not a substitute for advice for professional suspension tuning.

The Capital Driving Club has an infrared pyrometer that members can borrow at any autocross. If you want to use it, e-mail us at capitaldriving@yahoo.com because we don't normally carry the pyrometer at each autocross.



Proving that autocross isn't limited to specially prepared sports cars, 1951 Triumph Renown and Matt Schipani's 1973 Triumph 2000 sedans take trips through the cones at the autocross held as part of the 2004 Vintage Triumph Register's national convention in Richmond. By the way, Matt turned in times as good as many TR6s and TR8s.





EVENTS

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

Jul 31 - Frame Restoration Tech Session, Haymarket, VA, Lionel Mitchell, (703) 754-7362 or haymarkt@erols.com *CTR*

Jul 31 - Brits by the Bay, Pasadena, MD, TRAC, info@tracld.org

Aug 1 - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan *CTR*

Aug 14 - CTR Lucas Tour 4 with BTCC, Paul Edelstein *CTR*

Aug 14 - Autocross, Osbourn Park HS, Manassas, VA, Ed Chan *CTR*

Aug 21 - TRAC Poker Run, starting in Towson and ending at Basignani Winery in Sparks, MD,, www.tracld.org or Karen Martin, karmar9@cablespeed.com

Aug 28 - GW Parkway Run, VA and DC, Paul Scuderi *CTR*

Sep 4 - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan *CTR*

Sep 12 - National Capital Jaguar Owners' Club Concours d'Elégance, MD, Sherman Taffel - CTR caravan to participate *CTR*

Sep 14 - Membership meeting (all members welcome), Bentley's Restaurant, Route 50, Falls Church, VA, Joe Cannon, (703) 280-4104

Sep 19 - Distillery Road Tour, northern VA, Bill Wemhoff, (703) 471-8276 or wemhoff@erols.com *CTR*

Sep 19 - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan *CTR*

Sep 25 - Autocross, Stonewall Jackson, Manassas, VA, Ed Chan *CTR*

Sep 25 - MGs on the Rocks, Rocks State Park near Belair, MD, www.mgsof baltimore.com

Sep 26 - Meeting of the Marques, Allenberry Resort, Boiling Springs, PA, Bob Shaffer, (717) 259-0150 or bugeyebob@aol.com

Oct 1-3 - 23rd British Car Festival, Waynesboro, VA, www.svbcc.net

Oct 2-3 - Vintage Races, Summit Point, WV, Ira Schoen

Oct 3 - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan *CTR*

Oct 10 - Hunt Country Classic, Middleburg, VA, MGCCWDCC, Tom Herrick (703) 933-0811 *CTR*

Oct 16 - Autocross, Stonewall Jackson, Manassas, VA, Ed Chan *CTR*

Oct 16-17 - Fall Overnighter, Joe Cannon *CTR*

Oct 23 - Mid Atlantic European Car Festival, Ocean City, MD, http://www.europecarfestival.com

Oct 31 - CTR Cruisin' for Crustaceans with BTCC, Southern MD, Art Fournier *CTR*

Nov TBD - Membership Meeting

Nov 13 - T4 *CTR*

Dec TBD - Holiday Party, Fairfax, VA, Karl and Penny Johnson *CTR*

Apr 24, 2005 - Britain on the Green, Collingwood Library and Museum, Alexandria, VA, Charlie Brown *CTR*

CTR Regalia



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

Coming soon: CTR lapel pins - 1" width with either jewelry or pin backs.

CLASSIFIED

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

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

GT6 MKII Engine for sale. Comes with manifolds, carbs and distributor. \$400. Please call 571-275-3800 for more details.

1972 TR-6 for sale - parts or restoration. 21 years under a tarp. Clear title. Earl Bland, Highland, MD, (301) 854-5099

Four Michelin X Redline tires. Original and in usable condition. They are for free but you must collect or pay for shipping. Need to make space in my garage, else they will go in recycling!! If you're interested, please contact Willy Delzongle (703) 729-0937 or delzongle@hotmail.com

1977 Triumph TR7 Coupe for sale. Currently registered and tagged. Passed MD emissions. Needs minor body work (surface rust) and paint. Drive it home for \$1800 obo. Bruce (301) 805-0293

1970 TR6 for sale. BRG, black interior, black top, Weber Carbs (2), street cam, crank, bearings, electric fan, oil cooler, rev limiter, valve cover, Mini-lite wheels, Yokohama tires, am/fm/cd, luggage rack, 1000 miles on rebuilt engine. Great shape. 2 covers. Garage kept & covered. MANY EXTRAYS. \$13,500.00 OBO. Darryl Travis (410) 257-9053 or djtcavalry@yahoo.com



CLUB OFFICERS

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Updated CTR website

www.capitaltriumphregister.com
with members' photos and a lot more!

The Standard

Published by the Capital Triumph Register
Editor, Art Fournier

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

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



4729 Willows Road
Chesapeake Beach, MD 20732-4221

The Standard

Rudder at the Wheel



From Rich Townsend: Here's a shot of our boy Rudder practicing his parking skills in our driveway or "Rudder, how about running up to the Safeway to RETRIEVE me a 6-PACK of Molson GOLDEN?" or "Where's your seat belt, son?" or "Driving a Triumph will put a smile on your face."



Save a Tree

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

From Rob the Toolman

BATTERY ELECTROLYTE TESTER: A handy tool for transferring sulfuric acid from a car battery to the inside of your toolbox after determining that your battery is dead as a doornail, just as you thought.

PHOTO CREDITS

Pages 1, 3, and 5 - Art Fournier;
Page 2 - Art Fournier, Rich Townsend,
and Camellia Taffel;
Page 8 - Rich Townsend

**Deadline for the next issue
of *The Standard*:
August 20th!**



THE STANDARD

The Official Publication of the
Capital Triumph Register
Volume XVI, Number 8, August 2004

Triumph Frame Restoration Tech Session Lionel Mitchell

Twelve CTR members enjoyed a tech session given by John Burket of Triumph Works at my house in Haymarket on Saturday, July 31st. John Traveled from Claysburg, Pennsylvania and spent two hours imparting his vast knowledge about Triumph frames to the CTR members.

John began the session in the garage by using my '75 TR6 frame, which is separated from the body and which he recently restored, to illustrate the problem areas and what repairs and restorations are typical. These have been recounted in a previous CTR newsletter article. He talked about the differences between early and late TR6 frames (earlier

(Continued on Page 9)



John Burket discusses the strengths and weaknesses of a TR6 frame

Second Annual GW Parkway Run August 28, 2004 Paul Scuderi

Once again CTR will dominate (well, maybe a little) George Washington Parkway from tip to stern. We'll meet at the parking lot of Turkey Run Park at the northern end of the Parkway at 10:00 AM sharp (come a little early if you can, as we've a timed meeting with others along the run). On this leisurely drive down the Parkway we'll scoot into the Nation's Capital to "loop" a monument or two, then at 10:45 AM rendezvous with the Southern Contingent at the Columbia Island Marina just north of the 14th Street Bridge. From there it's to the Parkway through Old Town Alexandria and to Mount Vernon. Finally, after a lap around the M.V. circle it's back up the Parkway to Collingwood.

This was a nice time last year, as our run, though not long, is leisurely, with some of the best scenery this country has to offer. A few notes: be sure to bring that cup of coffee along with you as there's no place to buy a cup at the rendezvous point; we'll try to stop in front of a monument or two during our Capital loops, so be sure to bring your camera; we'll visit a GREAT bakery just south of Alexandria, so if you missed or spilled your cup of java - take heart! - there WILL be an opportunity for a replacement :-).

For info on this trip, call Paul Scuderi at (240) 876-7222, and please spread the word to other clubs. This'd be a wonderful opportunity to share!

PAGE 1 - Frame Restoration; GW Parkway Run; Page 2 - From the Prez; PAGE 3 - CTR Happenings; Jaguar Club Concours; Looking Back; PAGES 4-8 - VTR National Convention; PAGE 9 - VIR Gold Cup; Fall Shows; PAGE 10 - CTR Pins; PAGES 10-11 - Autocross Results; Page 12 - Tech Tip; PAGE 14 - Events; Classified; PAGE 15 - Club Info



From the Prez:

VTR National Convention 2004

“The Terry Quinn Award”

At this year’s VTR convention, a special one time award was presented by Richard Sharp, the Sales Manager from Rimmer Bros. (a major sponsor of the convention). The VTR convention brochure described the award as follows:

“The Vintage Triumph Register 2004 Convention Committee is honored to announce that Richard Sharp of Rimmer Brothers has established a one-time award to be presented at this year’s convention The award is in memory of Terry Quinn, a long-time member of the Richmond Triumph Register who died earlier this year, and will be presented to the individual that Mr. Sharp believes to best represent the spirit of Triumph ownership. Terry’s triumphant spirit was legendary, and he truly epitomized all the best qualities of a club member. This award is intended to recognize long-term devotion to the marque and will be determined by length of membership in VTR, convention attendance, and the daily use of a Triumph. Other criteria include a high degree of visibility on the local, regional, and national levels including offices held, technical expertise and the willingness to share that with others, thoughtfully executed upgrades to his/her automobile, and the giving of oneself to help other TR owners.”

When I read this description, one of our own came immediately to mind ... Charlie Brown, of course! It was my pleasure to nominate him for the award. Here is my nomination statement:

“Charlie Brown has been a Triumph enthusiast and major booster for twenty years. Over that time, he has made significant contributions to preservation of the marque and has shared his enthusiasm with countless others.

“I first came to know Charlie in 1989. At that time, he was spending endless hours of time and effort organizing the National Capital Area Vintage Triumph Register (later shortened to Capital Triumph Register) as the Washington,

DC metropolitan area Triumph club. It took a couple of years of hard work, but Charlie finally put together the necessary critical mass of Triumph owners through oodles of phone calls and personal contacts. CTR was first a VTR zone, then later became a full CTR Chapter. Charlie subsequently served as CTR’s first President. Today, CTR is thriving with nearly 150 members.

“After ‘retiring’ as President and handing the reigns over to Karl Johnson, Charlie became (or continued as, I’m not sure of the timing) the editor of *The Standard*, CTR’s newsletter. Using his professional creative and artistic skills (Charlie is a self-employed commercial photographer), Charlie built *The Standard* into a widely known, well-respected, and award-winning publication. *The Standard* is published 11 times per year (now under current editor Art Fournier) and includes meaty content such as technical articles, humor, photo essays, club news, event promotions and reports, and classified advertising.

“For the past three years and for next year (at least), Charlie has served as the Coordinator of *Britain on the Green* (BOG), CTR’s annual all-British car show held in Mount Vernon. Charlie was one of the original protagonists in starting BOG, and has helped built it into one of the best car shows (British or otherwise) in the area and perhaps the country.

“Those who know Charlie know that clubs, newsletters, and shows notwithstanding, his true passion is autocross. His ’72 BRG Spitfire (affectionately known as “Weenie”) is fully autocross-prepared, down to the twin Webers and outrageously expensive tires. The car has taken countless prizes at shows as well as having been piloted by Charlie to numerous autocross trophies. Within the past few months, Charlie facilitated a new union between the Capital Driving Club and the Capital Triumph Register, bringing nearly 20 new members to CTR whose primary interest is autocross. And CTR’s event calendar now includes a monthly local autocross event.

“Charlie’s enthusiasm for Triumphs extends to his “regular” life as well. For a couple of years, Charlie’s other Spitfire “Buzz” was his daily transportation, in cold, heat,

(Continued on Page 3)



“Who me?” “Yes you, Charlie Brown.”



Terry Quinn Award *(Continued from Page 2)*

sun, rain, snow, and sleet. Although Buzz was fun and reliable (for the most part) and even won a trophy once(!), his time finally came as a result of various wear-outs and terminal tin worm.

“Charlie currently resides in Mason Neck with his wife, Pam Michell. Though not originally a Triumph enthusiast, Pam has been “converted.” She ran one terrific silent auction at BOG this year, and even shared a prize (with me) as Navigator for the Fun Rallye at VTR 2000 in Richmond, which she earned while Charlie was (of course) doing the autocross.”

In the end, over 30 nominations were received and scrutinized. Though he did not win, Charlie was one of the three finalists (along with Dean Tetterton from the Richmond Triumph Register and Bill Redinger, the winner), and was acknowledged by Richard during the awards presentation. Charlie has done much for the car hobby, Triumph enthusiasts, and CTR. The way I look at it, without him, we wouldn't be here. Thanks for all you do, Charlie, and keep it up!

Cheers,
Paul Edelstein



CTR Happenings

Postponements and New Dates:

Hurricane Charley's aftermath forced a postponement of CTR's Lucas Tour that had been planned for the evening of August 14th. Event organizer Paul Edelstein will either reschedule for this year or replan for next year. Stay tuned for details.

The hurricane also forced the cancellation of the Autocross planned for August 14th. That had a ripple effect in the whole Autocross schedule. New dates and locations are included in the Events Calendar on page 10.

Bill Wemhoff has had to reschedule his Distillery Tour from September 19th to October 2nd.

Please welcome CTR's newest members:

- ➔ A. L. Britt, Vienna, VA, 1975 TR6
- ➔ Sharon Payne, Reston, VA
- ➔ Ed Kirk, Annapolis, MD, 1974 TR6

Nation's Capital Jaguar Club Concours d'Elégance September 12, 2004

We've talked about attending another marque club's car show as a CTR activity for some time now. CTR member Sherman Taffel is the president of the Nation's Capital Jaguar Owners Club and suggested their Concours d'Elégance as a suitable venue. The Concours will be held on Sunday, September 12th, at Montgomery College in Rockville, Maryland.

Details on the Concours may be found on the Jaguar Club's website, www.jagnet.com, or by contacting event chairman Bill Moore at genrlbill@aol.com or (703) 827-9509. Pre-registration in the British Display class is \$15 (\$25 the day of the show). The Concours will showcase numerous Jaguar models presented in three divisions: championship, driven, and special (competition, limited production, modified and replica). Food will be available on site.

CTR plans for the event are not yet finalized, but include a caravan to the show. If you are interested in participating, contact René Burcksen at rburcksen@aol.com or (301) 963-4518 or Paul Edelstein at pgedelstein@capitaltriumphregister.com or (703) 914-0507 to obtain details as they are firmed up.



Looking back at *The Standard*:

Volume 1, Number 3, August 1989

CTR's third newsletter featured an article on the club's participation in the Gunston Hall British car show. Bill Manley's Stag, which had a best in show at the 1986 nationals, received special recognition in the article. The remainder of the newsletter's four pages was given over to Mike Skoze's treasurer's report (\$450 in the bank, thank you very much), an events calendar, want ads, and a collection of brief articles that should sound familiar to current CTR members: a TR inspection tech session to be conducted by Jeff Burns of Motorhead, a planned autocross, and a business meeting. However, the newsletter's most significant change would come in its next issue.



VTR National Convention

VTR 2004

Art Fournier

All right, Vintage Triumph Register's 2004 national convention was to be a few hours away in Richmond, Virginia. Kitchen pass in hand, I made reservations to spend from Wednesday through Saturday at the event. However, I'd skip the Saturday awards banquet and return home Saturday afternoon right after the car show.

Several of us from CTR were planning to attend and talked about getting together to caravan down. It wasn't meant to happen – we all wanted to leave at different times and follow different routes. Some actually wanted to travel down I-95 – go figure! From Southern Maryland, US Route 301 provides a much more pleasant way to travel. Few traffic lights and even less traffic. By the way, if you travel that way, stop at the Houndstooth Café in Hanover Courthouse, Virginia – great food and service in a very small town atmosphere.

The host hotel for VTR 2004 was the Richmond Sheraton West, a sprawling motel that provided friendly service and other amenities, such as reserving the lower deck of a parking garage for Triumphs (a convenient place to change a head gasket) and reserving several outdoor spaces for washing cars. The Richmond Triumph Register sponsored VTR 2004 and did a masterful job of organizing a complex, multi-day series of events. If there were any loose ends or glitches, they weren't apparent. The schedule for VTR 2004 was full of opportunities and well enough laid out to take advantage of most of them.

Wednesday afternoon I arrived at the same time as Paul and Sharon Edelstein and joined them when they went up the road for lunch. In the middle of lunch it began to rain, and Paul was good enough to drive me back to the motel so I could put the top up on my car. The rain stopped a few minutes later, so my top came back down and stayed down for the remainder of VTR 2004. Back at the motel, I watched Sharon and Paul in the funkhana event. They had a lot of fun, but I don't think darts is Sharon's game. That evening there was a reception with heavy hors d'oeuvres.

On Thursday, I fell in behind Joe and Rita Cannon in one of the caravans heading off for the Berkeley Plantation tour. Our guide, Glenn Larson, asked if we wanted the



Sharon and Paul Edelstein after the Funkhana.

direct or scenic route. We chose scenic, so Glenn led us through downtown Richmond with its cobblestone streets (keep that in mind for later) before taking us out Route 5 to Berkeley. After the tour I joined up with Charlie Brown and Pam Michell as we made our way to Dorey Park for a box lunch. The park was also the starting point for the time, speed and distance rally, in which Paul and Sharon took part. Were they trying to prove their marriage was strong enough to stand up to the stress of the TSD rally?



Charlie Brown, Pam Michell, and Joe and Rita Cannon at Berkeley Plantation.

(Continued on Page 5)



VTR 2004 (Continued from Page 4)

Thursday afternoon, Pam Michell agreed to be my navigator for the fun rally. The roads were fantastic! And most of the clues were straightforward. Well, there was the one answer that was invisible from the driving height of a Spitfire. And then there was the car on the post – what was it? We had a few guesses, but weren't sure. So we asked. Would a little old lady in a "the truth shall make you free" tee shirt in an antique store lie to you? You bet she would! And I believed her! Sorry Pam.

Thursday evening there were a series of caravans going to restaurants in the Shockoe Slip area of downtown Richmond. Back down Monument Street to the heart of Richmond (once more, keep the cobblestones in mind). A group of us from CTR – Joe and Rita Cannon, Charlie Brown and Pam Michell, Rich and Joann Wilkins, Paul and Sharon Edelstein, Matt Schipani, and I – chose to eat at the Tobacco Company. When we got back to the cars after dinner, mine wouldn't start. As I cranked (and muttered), Charlie discovered that one of the primary ignition wires had fallen out of its connector. Fortunately, it was a very easy fix. Apparently my car didn't like all those cobblestone streets. After dinner, most of the others went to Bruster's for a planned ice cream social, while I went back to the motel — Art the party animal!

On Friday I drove over to the lot where the autocross was being held. Matt Schipani and Kevin McCarthy ran in the first heat. Matt drove his 1973 2000 sedan with its automatic transmission and power steering – not your typical autocross car. However, by his third run he was turning in times on a par with some of the TR6s and TR8s and wound up with a very respectable second place in his class.

Back to the motor to rendezvous with the group planning to take the tour of two very old British homes – Agecroft Hall and the Virginia House – that were disassembled and moved to Richmond in the 1920s. A walking tour of the gardens and high tea were also included. While at Virginia House, we received word that Charlie Brown's Spitfire had blown a head gasket during his second autocross run. Despite that, his first run time earned him a second overall in his class. When we got back to the motel, we found Charlie replacing the offending head gasket in the parking structure. Everyone wanted to help and Charlie received parts, specialty tools and much, much advice from the convention goers. Friday evening's events included a barbeque and auction at the motel.



JoAnn Wilkins in the English gardens.

On Saturday there was a panoramic photo taken in front of the SR-71 at the Richmond Aviation Museum. After that, the RTR hosts quickly sorted out all the cars into classes for the concours and participants' choice car shows at the museum. For the concours, the cars were arranged around the SR-71 while the owners used the aircraft for shade. Admission to the museum was included for the car show participants. RTR arranged for a number of older aircraft to fly in for the show. One of these was a World War II Supermarine Spitfire fighter, a tail dragger with a Rolls Royce Merlin engine. After the show, a photo op with it was arranged for the Triumph Spitfires. Unfortunately, I had left before the end of the show and missed the chance. Unbeknownst to many Bob Tullius flew his antique T-6 trainer to the show – Charlie Brown recognized him and got an autograph.

Several additional CTR members – RJ Fortwengler, Ed Chan, Lionel and Laura Mitchell, and probably others – drove down to Richmond for the Saturday show. Dennis Eckhout was in Washington from Oklahoma on a business trip and drove down to visit and see the show. Paul Edelstein knew Dennis was planning to attend, so he

(Continued on Page 6)



VTR 2004 (Continued from Page 5)

brought Dennis' 2002 and 2003 CTR participation certificates with him for "official presentation" at the car show.

was a chance to get together with old friends from others shows and events. And, due in no small part to the outstanding RTR organizers, I had an absolutely outstanding time!



Dennis Eckhout belatedly receives his 2002 and 2003 CTR participation certificates. Left to right: RJ Fortwengler, Dennis Eckhout, Paul Edelstein, and Matt Schipani.

I wasn't at the awards banquet Saturday evening, but several CTR members were recognized for their results in VTR 2004 activities. These included: Scott Tilton – 1st place in the Funkhana, 2nd place in the TSD, and 3rd place in class in the Autocross; Charlie Brown – 1st in class in the Autocross; the Edelsteins – 1st in class in the Participant's Choice car show, 2nd in class in the TSD Rally, and 3rd in class in the Fun Rally; and Matt Schipani – 2nd in class in the Autocross. And congratulations to Frank McCarthy (Kevin's father) for a 3rd in the TR7 class in the Concours. And I'm probably missing quite a few.

I've only been to two VTR national conventions: 2003 and 2004. The 2003 event was held in conjunction with The Roadster Factory's Summer Party in Indiana, Pennsylvania. Consequently, it was a huge affair; however, the weather was abysmal. While I had a good time, I wasn't sure if it was a "typical" VTR convention. And to be honest, I was a little leery of a VTR convention and was afraid the attendees would be car snobs. That wasn't the case at all. Everyone was easygoing and friendly. The cars ran the gamut from daily drivers to trailer queens. Plus it



Lionel Mitchell and Rich Wilkins at the Car Show.



Italia — the featured model.



At The Autocross

Charlie Brown

For the second time in four years, our friends in the Richmond Triumph Register have held another great Vintage Triumph Register convention. Four years ago it was a regional, this year was the annual national meet. This event was bigger, with more activities, but executed as well, if not better than the regional. They knew how to do it right.

From my perspective, the VTR meets are the real reason for belonging to the national club. Where else will you find about 250 TRs in one town, at the same time, at the same hotel? It's down right impressive. There are cars in all conditions. There are cars from the "Diamonds in the Rough" category to the most gorgeous concours maintained cars. There are cars "street prepared" to go fast, There are a few cars heavily modified to go even faster. Surprisingly, this year, there were no out right race cars. Usually, there are two or three.



People who know me, know I go for one main reason: The autocross. I really enjoy the tours, but for heart pounding fun, it's tough to beat competing against cars like your own. This event was no exception. RTR autocross guy, John Lye, was responsible for the layout. It was a tight course. I knew my Spitfire, Weenie, and I had a chance.

Matt Schipani and I drove out together that morning. Matt was in his right hand drive, dead-stock TR 2000. He had never autocrossed and wanted to give it a try. He chose the first heat and I opted for the second. I wanted to get a photo of him driving and watch the first heat to see where

people were going to have trouble. Kevin McCarthy was in the first heat, driving his TR8. I think this was Kevin's first autocross also. Guys just want to have fun, too!



The staging lot was pretty full, with about 70 cars. They called for the drivers of the first heat. I took up position to watch and photograph.

A few cars plowed off course, which was to be expected. People soon discovered this layout would be an "equalizer." Smaller, more nimble, less powered cars *could* keep pace with their larger, more powerful TR brothers. Matt, in his 2000, and Kevin, in the 8, both made very impressive runs. Their fastest times were 41.473 and 41.548, respectively. Only a 0.76 seconds difference! Did I mention this course was an equalizer? Matt got cautioned about driving with one hand on the roof (an autocross no-no) and his other hand on the steering wheel. "What's the problem, I've got power steering."



When you do your walk-throughs before the actual runs, the course is fairly easy to see, at standing height. When you're sitting in your car, all you see is a sea of

(Continued on Page 8)



At the Autocross (Continued from Page 7)

orange cones. That would be my only complaint about the VTR autocrosses. They use too many cones to define the course. This may make it easier for novice drivers to stay on-course, but for more experience drivers it adds more potential for two-second penalties and takes away alternate lines through the corners. Just an observation.

It was time for the second heat. I got in line with the rest of the drivers, ending up as the last car in the group. While waiting for my first run, I could hear my predecessor's times on the PA system. During the first heat, a GT6 had set fast time of 34.509. I thought that would be a tough time to beat. No one in this group had bettered it.



The man at the starting gate said "Go" and I brought the revs up to about 4 grand and let out the clutch. My thoughts were first to stay on course and not plow off, and secondly "...damn, these new Yokohama tires are really working!" As I ran through the stop gate, I could see my time on the display: 33.699. The announcer declared "fastest time of the day." Yeow! Now we're having fun!

My second start was, shall we say, more eventful. As I broke through the starting beam, my engine let go. Not in a spectacular way, it just lost power. Something was wrong and it would require more than a visual inspection. I got a push back to the staging area.



After a half-hour of diagnosis, a compression tester revealed a blown head gasket. Either that, or two blown pistons, numbers one and two.

Sometimes the gods smile upon you. A New York Spitfire driver, Bob Harris, was there. He had, in his trunk, a top end gasket kit and torque wrench. He was the one with the compression tester, too. He must not trust his car as much I do mine. Of course, New York is a much longer ride.

A tow back to the hotel's garage got me a covered place to work. After about 5 hours of removal and "...reverse the procedure..." Weenie was back in operation. It was indeed a blown head gasket, between cylinders one and two. I ended up missing the Friday evening BBQ dinner and auction, but my car was ready to be driven home on Sunday. That gasket is getting displayed on the wall of my garage.



I've said it for years, if you're going to break down, a VTR convention is the place to do it. I've seen it happen before to others, and now it was my turn. People stop by to lend moral support, advice, and tools. What a great group. By the way, Glenn Minucci, I still have your wrenches. Thanks also to my significant other, Pam, and Art Fournier for making the Pep Boys oil and coolant run. Bob Harris, if you see this article, I can't thank you enough.

Anyway, I got one run. A good one, but not enough to hold off a couple of faster cars. Sadly, I missed watching them. I ended up First in Class and about fourth overall (well, OK, fifth if you count that damn Bugeye Sprite!)

The fastest car was a TR6 with a time of 31.959.

Now, that's impressive.



Triumphs featured at VIR Gold Cup Historic Races

Triumph was the featured marque at Virginia International Raceway's Gold Cup historic races on June 12th and 13th with approximately 40 examples of the British sports car on hand, including Triumph-engined specials. The Moss Motors International Triumph Challenge was held on Sunday, with British visitor Keith Files overcoming all challengers with his 1972 TR6. He was chased to the checkered flag by the Spitfires of Rob Stewart of Norcross, GA and Leigh Derby of Charlotte, NC. A number of special awards were presented by Moss Motors. These included: First Place Eight-Cylinder Triumph, won by Jeff Young of Raleigh, NC, 1980 Triumph TR8; First Place Six-Cylinder Triumph, won by Files; First Place Four-Cylinder Triumph Over 2000cc, won by Mike Jackson of Palm Beach Gardens, FL, 1962 Triumph TR3; First Place Four-Cylinder Triumph Under 2000cc, won by Stewart; First Place Triumph Special, won by Robert Stadel of Lancaster, PA., 1957 Ambro/Triumph; and the Triumph Spirit Award, won by Richard Taylor, Jr. of Atlanta, GA., who drove his 1964 Triumph TR4 to the track. In Group B (Historic Production, Small-Bore and Vintage Production, Medium-Bore), Mike Jackson led a Triumph sweep of the top three places, his 1962 TR3 besting the 1961 TR3A driven by Jeff Snook of Bowling Green, OH, and the 1962 TR4 of Henry Frye of North Granby, CT.



Jon Wood's TR6



Mike Jackson's 1963 TR3 (left) and Jeff Shook's 1961 TR3 (right)

The Hunt Country Classic And Area Fall British Car Shows

Fall is a good season for car shows in our area. Close to home we have the MG Car Club Washington DC Centre's Hunt Country Classic on October 10th near Middleburg, Virginia at the Willoughby Farm, the home of Bill and Barbara Scott the owners of Summit Point Raceway. This is always a great show and one many of us attend year after year. As an added bonus and inducement to attend the show, Lionel and Nancy Mitchell have invited CTR members and their families to a cook-out at his home in Haymarket after the show. Please RSVP to the Mitchells at (703) 754-7362 or haymarkt@erols.com no later than the Saturday before the show. Directions will be provided. For more information on the Hunt Country Classic, e-mail HuntCountryClassic@mgcarclubdc.com..

There are several other shows that are a little further away, but all within reasonable driving distance. Each has its own

personality. Contrary to its name, MGs on the Rocks on September 25th is open to all British marques. The Rocks State Park and 4H Camp is in a beautiful setting in rural Harford County, Maryland. Details are on their web site, <http://www.mgsofbaltimore.com>, or can be obtained from Mike Lutz at (410) 592-8610. The Meeting of the Marques on September 26th in Boiling Springs, Pennsylvania, groups cars by year rather than by marque. It's interesting, but somewhat daunting, to find your Spitfire competing against E-Type Jaguars. For more information on that show go to www.svsvcc.org/mom.htm or call (717) 259-0180.

Additionally, there are the Central Virginia British Car Days in Richmond on September 17th through 19th (<http://cvbcc.com> or (804) 965-5384) and Fall British Car Festival in Waynesboro, Virginia, from October 1st through 3rd (<http://svbcc.net> or Michael Brittingham at (540) 456-8436). With all these shows to choose from, there's no excuse for keeping your LBC home in the garage this fall.



A Membership Benefit: CTR Pins

The CTR Board has obtained a supply of cloisonné style lapel pins with the club's logo in dark green on a polished gold background. The pins are approximately one inch wide and are available with two different style backs: pin and clutch back.

Now the good news: one pin will be available free to each current member (i.e., one per family) while supplies last. (Additional pins will be available for sale.) And while supplies last, members will be given their choice of back styles. Please let membership secretary Roger Morrison — (membership@capitaltriumphregister.com or (703) 534-8416 — know which style you prefer.

These are great looking pins that we hope you'll enjoy and wear with pride.



Pin back with
safety catch

Military style
single post
clutch back



The Wilkins and the Cannons at VTR 2004

Capital Driving Club Autocross Series Gone in 51 Seconds

Ed Chan

On Sunday August 1st the Capital Driving Club, sponsored by the Capital Triumph Register, held an autocross at Harry Grove Stadium in Frederick, MD. We set up the course in the pouring rain, but by the 8:30 registration time, the rain stopped and the lot started to dry. We had a good turn-out, even with the threat of rain the entire day.

Even more British cars showed up to the event, including an Austin-Healey 100 (Michael Oritt), GT6 (Mathew Schipani), Spitfire (Pete Mitchell), TR4 (The Tiltans), and the regulars - Sprite (Joe Macinnes), two New Minis (Les Shockey and the Kulbaskis) and TR6 (Joe Seward and I). We also saw a several new faces and new cars, ranging from a new Subaru STI, Mazdas, and Saab.

As suggested by several participants, we tried to make the course longer at around 40 to 50 seconds. The average turned out to be 51.10 seconds. So we seemed to meet that objective.

The day was hot (but not oppressive), and we offered free water and sodas. Everyone got six runs on the autocross course, and seemed to have a good time. If any of the participants have any feed-back on this last event, please send them to me at capitaldriving@yahoo.com. One lesson learned was that we need more than one tech inspector to speed the process.

Also, new members of the Capital Driving Club are invited to send a photo of you and/or your car to capitaldriving@yahoo.com.

We're happy to welcome Sharon Payne from Reston, VA to the Capital Driving Club and the Capital Triumph Register.

August 1st Event Results at Harry Grove Stadium

Event Organizer: Joe Macinnes

Course Designer: SCCA Course modified with Joe Macinnes, Larry Rittinger, Tom Newman

Tech Inspector: Peter Gochman, Larry Rittinger

Set-Up, Grid, Timing: Ed Chan, Maximo Aviles, Joe Seward



Name	Year	Make	Model	Time	Index	Index Time	Today's Index	New Index (Avg of last 3)
FT Selekler *	2004	Subaru	STI	44.20			1.156	1.156
Peter Gochman	2003	Honda	S2000	45.64	1.094	49.93	1.120	1.103
Joe Seward**	1973	Triumph	TR6	46.42	1.118	51.90	1.101	1.109
Ed Chan**	1973	Triumph	TR6	46.47	1.090	50.65	1.100	1.095
Jim Kulbaski	2004	Mini	Cooper	46.88	1.102	51.66	1.090	1.096
Gonzalo Puig	2002	Subaru	WRX	47.17	1.078	50.85	1.083	1.080
James Moran	1996	Acura	Integra	47.30	1.047	49.52	1.080	1.058
Bill Lear	1992	Acura	Integra	47.69			1.072	1.072
Joe Macinnes**	1966	Austin-Healey	Sprite	48.23	1.056	50.93	1.060	1.058
Matt Chambers	1997	Honda	Civic	48.41	1.024	49.57	1.056	1.040
Maximo Aviles	1973	Triumph	TR6	48.54			1.053	1.053
Tom Newman**	2002	Ford	Focus	48.54			1.053	1.053
Chris Doolittle	2000	Subaru	RS	48.83	1.023	49.95	1.046	1.035
Fernando Puig	2002	Subaru	WRX	49.34			1.036	1.036
Larry Rittinger**	1966	Austin-Healey	Sprite	49.55			1.031	1.031
Kevin Shum		Mazda	Miata	50.54			1.011	1.011
Mark Ammerman		Nissan	240SX	50.65	0.997	50.5	1.009	1.001
Scott Tilton	1963	Triumph	TR4	51.02			1.002	1.002
Barrie Gochman	2002	Subaru	WRX	51.19	0.975	49.91	0.998	0.983
Kyle Bowker	1984	Volvo	242	51.31			0.996	0.996
Mike Bevels	1995	Audi	90	51.45	0.978	50.32	0.993	0.986
Ben Kaplan	1984	Volvo	242	51.49			0.992	0.992
Thomas Blowkowski		Subaru	RS	51.67			0.989	0.989
Michael Moran	1986	Ford	Mustang	51.68	1.002	51.78	0.989	0.998
Corey Churgin	1996	Ford	Mustang	51.78	0.985	51	0.987	0.986
Laura Kulbaski	2004	Mini	Cooper	52.01	1.028	53.47	0.983	1.005
Brendan Bahr	1995	BMW	M3	52.04			0.982	0.982
Michael Oritt	1955	Austin-Healey	100	52.16			0.980	0.980
Peter Mitchell	1980	Triumph	Spitfire	52.44	0.987	51.76	0.974	0.981
Mathew Schipani	1972	Triumph	GT6	53.07			0.963	0.963
Peter W	1986	Toyota	MR2	53.48			0.955	0.955
Les Shockey	2004	Mini	Cooper	53.48	0.977	52.25	0.955	0.970
Matt Girard	2003	Ford	Focus	53.51			0.955	0.955
Rod Chu	1991	Honda	Prelude	53.57			0.954	0.954
Bridget Tilton	1963	Triumph	TR4	53.65			0.952	0.952
Patrick Wright	1999	Honda	Civic	54.49			0.938	0.938
Coleman Rogers	1997	Mazda	Miata	54.76			0.933	0.933
Sharon Payne	1999	Saab	Viggen	55.37			0.923	0.923
Alex Redding	1973	MG	BGT	57.17			0.894	0.894
Elizabeth Rimi				66.79			0.765	0.765

* FTD FT Selekler
 ** Not eligible for FTD

Indexed Results

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James Moran	1996	Acura	Integra	47.30	1.047	49.52
Matt Chambers	1997	Honda	Civic	48.41	1.024	49.57
Barrie Gochman	2002	Subaru	WRX	51.19	0.975	49.91
Peter Gochman	2003	Honda	S2000	45.64	1.094	49.93
Chris Doolittle	2000	Subaru	RS	48.83	1.023	49.95
Mike Bevels	1995	Audi	90	51.45	0.978	50.32
Mark Ammerman	1995	Nissan	240SX	50.65	0.997	50.50
Ed Chan**	1973	Triumph	TR6	46.47	1.09	50.65
Gonzalo Puig	2002	Subaru	WRX	47.17	1.078	50.85
Joe Macinnes**	1966	Austin-Healey	Sprite	48.23	1.056	50.93
Corey Churgin	1996	Ford	Mustang	51.78	0.985	51.00
Jim Kulbaski	2004	Mini	Cooper	46.88	1.102	51.66
Peter Mitchell	1980	Triumph	Spitfire	52.44	0.987	51.76
Michael Moran	1986	Ford	Mustang	51.68	1.002	51.78
Joe Seward**	1973	Triumph	TR6	46.42	1.118	51.90
Les Shockey	2004	Mini	Cooper	53.48	0.977	52.25
Laura Kulbaski	2004	Mini	Cooper	52.01	1.028	53.47



Richmond Triumph Register autocross photos from the July 2004 Vintage Triumph Register National Convention



Capital Driving Club Tech Tip

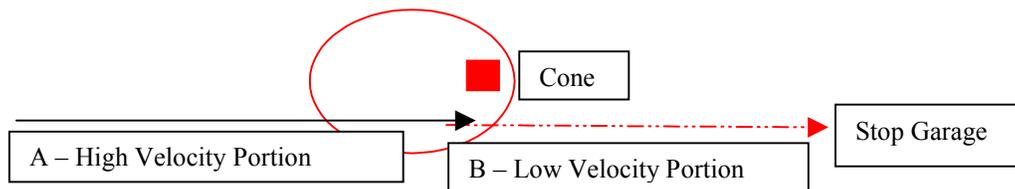
Maneuvering Around A Single Turn-Around Cone

Ed Chan

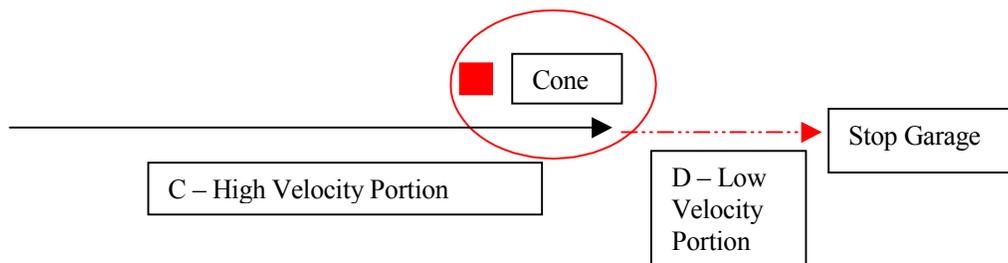
The end of a recent (August 1st) autocross course had a single turn-around cone. The purpose of this cone is to ensure that the cars slow down enough to ensure a safe slow velocity entrance into the stop garage.

So the question is, “What’s the best line to take to drive around that single cone?” Most have a tendency to begin the turn-around maneuver just beside the cone. However, we shouldn't make such a snap decision. Here's why.

When traveling at high velocity towards the single cone, we initiate the maneuver by going into a hard braking action to slow down for the turn-around. Consider “A” as the distance of when the car is traveling at high velocity. Since the turning diameter of the vehicle is much larger than the cone, initiating the turning-around at the cone leaves the car further away from the cone at the completion of the maneuver. This distance the vehicle must now drive at lower velocity is “B.”



Now let’s consider driving past the cone, then initiating the maneuver. By starting the turn-around further, you also initiate the braking later, and thus increase the distance “C” at which the vehicle travels at high velocity. In addition, the car upon finishing the maneuver now finishes the turn-around beside the cone, rather than further back from the cone. This position beside the cone, offers a shorter distance “D” in which the vehicle must travel to the stop garage at low velocity.



The lesson is to choose the best method of driving that maximizes you distance of high velocity and minimizes the low velocity distance (assuming all other things being equal).

Advance Turn-Around with High Power Vehicles

If you’re ready to try something more advanced and if your car will throttle steer, you can approach the turn-around, turn hard around the cone and hit the throttle to break the rear end traction to cause the rear to pivot around the cone. By lifting up the throttle at the right moment will stop the slide and leave you a straight shot to the stop garage. This maneuver is not easy to do and impossible if your car doesn’t have the power to break the traction for the rear to slide. However, Pete Gochman has the car and is a driver that can do this maneuver very well. Pete demonstrated this advanced maneuver on his best run on August 1st.



Frame Restoration (Continued from Page 1)

frames were made of better steel), TR frames for non-IRS cars, and Spitfire and GT6 frames in terms of their strengths and weaknesses.



Scott Tilton's TR6 serves as a visual aid as a recently completed frame on body restoration.

In the second part of the session, we migrated to the lawn where we inspected Scott Tilton's '71 TR6. John had just completed restoring Scott's frame with the frame on the body. This process involves cutting rectangular sections out in the parcel area behind the seats to access the differential mounting brackets on the bridge of the frame. After welding the reinforcing plates around the brackets, he welds the sections back and grinds the seams flat. The other frame repair work is performed from underneath the car.

In addition to talking about the repairs, John also illustrated how to properly jack up an IRS Triumph from the rear. John has seen many frames bent at the back due to improper jacking. The secret is to distribute the load across the frame in the vicinity of the differential. John brought his "TR6 jacking bar," which is just a steel bar long enough to span the width of the outside frame rails at the differential. The jacking point is the center of the bar. John cautioned against placing jack stands under the rear-most sections of the outside frame rails because of their upward-turn. Because these sections are not level, the stands can become unstable.

We ended the session with a "guess the mystery part"

contest. The part was not much of a mystery to TR6 drivers – Paul Edelstein identified the part before I could complete the question. The part was the new adjustable trailing arm bracket made by Richard Good. This led to further discussion by John Burket and CTR club members about the camber adjustment problem with the factory brackets and the impact on camber due to the trailing arm bushings. As a part of his frame restoration service, John installs new nylatron bushings, made by Richard Good. His experience is that stock rubber bushings last for two years at most and are more time consuming to install than the nylatron ones. Talk of these upgraded components naturally led to numerous side conversations of other popular upgrades for the TR6 until we were summoned to lunch on the verandah.

Throughout the morning, we were treated to muffins, coffee and juice followed by deli sandwiches and chocolate chip cookies for lunch catered by Nancy and Laura Mitchell. During our leisurely lunch, conversations continued about frames, with members asking John specific questions about their cars. John volunteered to come back again for a session to inspect CTR members' frames. Someone joked that the guys who drove their TRs would probably call a taxi for the ride home after hearing all of the things that could be wrong with their frames. Stay tuned for location and date for a follow-up tech session with John.

Thanks to John for making the long journey and sharing his knowledge on Triumph frames; to Nancy and Laura for all of the delicious food; and to all the members who came out to Haymarket to participate. We had six Triumphs driven to the session, including Matt Schipani's 2000 Saloon. Art Fournier wins the prize for the longest distance driven in a Triumph.





EVENTS

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

Aug 21 - TRAC Poker Run, starting in Towson and ending at Basignani Winery in Sparks, MD., www.tracld.org or Karen Martin, karmar9@cablespeed.com

Aug 28 - GW Parkway Run, VA and DC, Paul Scuderi *CTR*

Sep 4 - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan *CTR*

Sep 11 - Autocross, Osbourn Park HS, Manassas, VA, Ed Chan *CTR*

Sep 12 - National Capital Jaguar Owners' Club Concours d'Elégance, Rockville, MD, Sherman Taffel -

CTR caravan to participate *CTR*

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

Sep 17-19 - Central Virginia British Car Days, Richmond, svvscc@usa.net or (804) 965-5384

Sep 19 - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan *CTR*

Sep 25 - MGs on the Rocks, Rocks State Park near Belair, MD, www.mgsofbaltimore.com

Sep 26 - Meeting of the Marques, Allenberry Resort, Boiling Springs, PA, Bob Shaffer, (717) 259-0150 or bugeyebob@aol.com

Oct 1-3 - 23rd British Car Festival, Waynesboro, VA, www.svbcc.net or (540) 456-8436

Oct 2 - Distillery Road Tour, northern VA, Bill Wemhoff, (703) 471-8276 or wemhoff@erols.com *CTR* !! Revised Date!!

Oct 2-3 - Vintage Races, Summit

Point, WV, Ira Schoen

Oct 3 - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan *CTR*

Oct 10 - Hunt Country Classic, Middleburg, VA, MGCCWDCC, Tom Herrick (703) 933-0811 *CTR*

Oct 16 - Autocross, Stonewall Jackson, Manassas, VA, Ed Chan *CTR*

Oct 16-17 - Fall Overnighter, Joe Cannon *CTR*

Oct 23 - Mid Atlantic European Car Festival, Ocean City, MD, <http://www.europecarfestival.com>

Oct 31 - CTR Cruisin' for Crustaceans with BTCC, Southern MD, Art Fournier *CTR*

Nov TBD - Membership Meeting

Nov 13 - T4 *CTR*

Dec TBD - Holiday Party, Fairfax, VA, Karl and Penny Johnson *CTR*

Apr 24, 2005 - Britain on the Green, Collingwood Library and Museum, Alexandria, VA, Charlie Brown *CTR*

CLASSIFIED

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

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

TR3 and TR6 Parts for sale. TR3 used front seatcovers. TR3 and TR5 front grills. TR3 four new tires mounted on steel rims. TR6 vinyl hardtop. John Boston, Spencerville, MD, (301) 421-9638

1972 TR-6 for sale - parts or restoration. Overdrive. Never wrecked, but much body rust. 21 years under a tarp. Mechanicals intact. Clear title. Price reduced to \$500 for quick sale! Earl Bland, Highland, MD, (301) 854-5099

GT6 MKII Engine for sale. Comes with manifolds, carbs and distributor. \$400. Please call 571-275-3800 for more details.

Four Michelin X Redline tires. Original and in usable condition. They are for free but you must collect or pay for shipping. Need to make space in my garage, else they will go in recycling!! If you're interested, please contact Willy Delzongle (703) 729-0937 or delzongle@hotmail.com

1977 Triumph TR7 Coupe for sale. Currently registered and tagged. Passed MD emissions. Needs minor body work (surface rust) and paint. Drive it home for \$1800 obo. Bruce (301) 805-0293

CTR Regalia



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

Now available: CTR lapel pins - 1" width with either pin or military clutch backs.



CLUB OFFICERS

President	Paul Edelstein (703) 914-0507 Annandale pgedelstein@capitaltriumphregister.com
Vice President	RJ Fortwengler (703) 243-6426 Arlington fortwenr@nasdaq.com
Secretary	Rich Smalling (703) 430-0920 Sterling RJSmalling@aol.com
Treasurer	Joe Cannon (703) 280-4104 Fairfax jpc8904@yahoo.com
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	René Burcksen (301) 963-4518 Montgomery Village rburcksen@aol.com
Club Liaison	Keith Dunklee (703) 521-2245 Arlington dunklee61@msn.com
Membership	Roger Morrison (703) 534-8416 Falls Church membership@capitaltriumphregister.com
Members-at-Large	Paul Scuderi (240) 876-7222 Gaithersburg tr6_guy@hotmail.com
	Karl Johnson (703) 978-4968 Fairfax ktjark@aol.com
BOG Coordinator	Charlie Brown (703) 339-5871 Mason Neck cb1500@erols.com

Updated CTR website

www.capitaltriumphregister.com
with members' photos and a lot more!

The Standard

Published by the Capital Triumph Register
Editor, Art Fournier

4729 Willows Road, Chesapeake Beach, MD 20732-4221
Phone - (410) 535-0690

E-mail - fournier@chesapeake.net

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

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



4729 Willows Road
Chesapeake Beach, MD 20732-4221

The Standard

Eye-Catching Paint Job



**Deadline for the next issue of *The Standard*:
September 11th!**



Save a Tree

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

From Rob the Toolman

GASKET SCRAPER:

Theoretically useful as a sandwich tool for spreading mayonnaise; used mainly for getting dog-doo off your boot.

PHOTO CREDITS

Pages 1 & 13 - Lionel Mitchell;
Pages 2, 4, 5 & 6 - Art Fournier;
Pages 7 & 8 - Charlie Brown
and Pam Michell;
Page 9 - Larry Rittinger;
Pages 8 (upper left), 10 & 11 -
Scott and Bridget Tilton and (with
sincere appreciation) many mem-
bers of the Richmond Triumph
Register!



THE STANDARD

The Official Publication of the
Capital Triumph Register
Volume XVI, Number 9, September 2004

2nd Annual GW Parkway Run Paul Scuderi

CTR 2004 Fall Road Tour (combined with the MG Car Club of DC) October 2nd at 9:30 Bill Wemhoff

BRITISH CARS SEIZE REFLECTING POND THREATEN TO “LEAK OIL”!!!

Not really....but...it MIGHT have happened!!! This summer’s “GW Parkway Run” went off without a hitch (well, thanks for the jump-start, Art) with five British cars meeting at Turkey Run Park at 10 AM on a beeeautiful day for a top down drive. Clear skies, temps in the 80s, we left Turkey Run (who on EARTH named THAT one) and meandered down GW Parkway. A detour took us within backfiring distance of the Lincoln Memorial...then over to Virginia for a preemptive photo-op in front of the Women in the Military Memorial at Arlington National Cemetery. Five beautiful British Cars posing in from of a wall of granite. What a pretty sight! From there, we met up with the “Southern Contingent” at Columbia Island Marina near the Pentagon and had a leisurely visit. Then it was off to the Parkway, with STELLAR views of the Washington Monument,

(Continued on Page 3)



CTR Triumphs at the Women in the Military Memorial at Arlington National Cemetery.

During our 2002 and 2003 CTR Fall Road Tours, we enjoyed breweries and wineries. So this year, we plan to include something a little different – a tour of a distillery (hmmm seems to be an underlying theme here). Something else that we are doing different this year is inviting the MG Car Club of Washington, DC, to join with us. The club consists of around 200 members, is very active, and hosts the annual **Hunt Country Classic** in Middleburg – an absolutely first class, top-notch, British Car Show. All CTR members are encouraged to participate in this year’s show, scheduled for October 10.

We’ll start our road tour this year leaving from the Manassas Regional Airport / Harry P. Davis Field (just south of Manassas on Highway 28) at 9:30 am. Our route will take us over some scenic back roads to Fredericksburg, VA, home of the A. Smith Bowman Distillery. Following a guided tour of the distillery and lunch at the Riverview Restaurant in Old Town Fredericksburg, we’ll have an opportunity to visit the many shops and antique stores in the large downtown historic district.

The Fredericksburg area is brimming with more than 300 years of real history. The town contributed heavily to the American cause in the Revolutionary War. Munitions were manufactured here; five generals left their families here to fight; and Fredericksburg fortunes were devoted to the fight. Thomas Jefferson and others met in 1777 in Fredericksburg to draft the Virginia Statute of Religious Freedom.

(Continued on Page 2)

**PAGE 1 - GW Parkway Run; Fall Tour; PAGE 2 - CTR Happenings; Looking Back;
PAGES 4-5 - Autocross Results; Driving Tech Tip; PAGE 6 - Events; Classified;
PAGE 7 - Club Info**



CTR Happenings

Hunt Country Classic:

Don't forget to sign up for the Hunt Country Classic on October 10th. Nancy and Lionel Mitchell have offered to have food and drinks available at their home in Haymarket after the show. RSVP to Lionel at haymarkt@erols.com, (703) 754-7362 (home), or (703) 217-1485 (cell).

Fall Overnighter:

Details for CTR's Fall Overnighter are still being worked out. If they are finalized before this issue of *The Standard* goes in the mail, they will be included in a supplemental page. If not, they will go out by e-mail. **Remember to keep those e-mail addresses up to date!**

Cruisin' for Crustaceans:

CTR's annual Cruisin' for Crustaceans tour will be held on Sunday, October 31st. Details will be in the October issue of *The Standard*, but plan to meet at 10:00 AM for a tour over Southern Maryland's back roads followed by lunch at a crabhouse.



Looking back at *The Standard*:

Vol. 1, Number 1, September 1989

CTR's fourth newsletter included several firsts. It was the first to be named *The Standard* and the first to contain the club's logo, but for some unknown reason the second to be called issue number one. Along with its new name, the format for *The Standard* took a giant step forward and is recognizable as a close relative of what you are reading today. Articles included Brian Lee recounting the story of his "personal Triumph" (a 1979 Spitfire), Rosemary Kooiman discussing autocross activities, Charlie Brown's photos (another first) and article on a tech session at Motorhead in which new member "Rich" Fortwengler's TR250 was evaluated, and Jack Burrows' visitors guide to Summit Point Raceway. More change was in the wind – the club's first elections were to be held at a meeting at Keith Dunklee's home in University Park, Maryland. Since there was no October 1989 issue of *The Standard*, you'll have to wait until November for the results.

Fall Road Tour (Continued from Page 1)

One of the reasons that Fredericksburg has had such a long and interesting history is its strategic location at the falls of the Rappahannock River. To the Indians, the falls were favorite fishing and hunting grounds. To Virginia's early settlers, the fall line was the colony's first frontier. The town's importance grew with increased river traffic. In 1728, it became an official inland port. Tobacco trade brought prosperity.

But the city's location also brought danger and disaster. Located halfway between the two Civil War capitals - Washington, D.C., and Richmond, Va. - Fredericksburg was battered bloody for three years. The city was crippled by a Federal offensive in December 1862. Confederate troops defending the heights above the city were able to hold off repeated Union attacks mounted from the shell-pocked remains of the business district. The armies were back in the spring of 1863. This time most of the fighting raged outside the city, at a country crossroads called Chancellorsville. Again, in 1864, the blue and the gray clashed nearby. U.S. Grant had begun the last big campaign in the East in the tangled Wilderness. Ignoring massive losses, he soon had punched through to Spotsylvania. In each of the campaigns, the armies left many of their dead and wounded behind.

Today, Fredericksburg has preserved its memories well. Its large downtown historic district is dotted with Colonial structures and reminders of the people who lived and worked here. Its Civil War past is inescapable. A major National Park interprets the battles, and the city still shows its glories and its scars.

Founded in 1935 by Bowman and his two sons, the A. Smith Bowman Distillery was, until its recent purchase, the oldest family-owned distillery in the United States. The Bowmans began producing bourbon on their farm in Northern Virginia's Fairfax County at the end of Prohibition. The distillery was originally located on Sunset Hills Farm, an area that would eventually become the city of Reston. The family moved the distillery operation 60 miles south to the historic city of Fredericksburg in 1988. Ironically, the new location is near the site where Elijah Craig, the "inventor" of bourbon whiskey, was born and raised. Craig later moved west to Kentucky but left a legacy of bourbon whiskey in Virginia.

(Continued on Page 5)



GW Parkway Run (Continued from Page 1)

Jefferson Memorial, et al!!!

Arrangements were made for a rendezvous at a famous bakery on the southern outskirts of Alexandria (Charlie....way to lead!). No one got lost and we managed a quick snack at the...ummm....Roy Rogers??

Last minute plans were made for an all out assault on Mount Vernon. The plan was for a "jump out squad" style assault...where Paul (yours truly) would meander into the Mount Vernon circle. This meandering would allow for the rest of the crew to pull up in front of Our First President's Home and slow down enough for Paul (yours truly) to snap a photo....jump BACK into his car and speed off! WHAT A PLLLLAN!!!! Unfortunately.....this plan was foiled by a rather enamoured Mount Vernon guard, who GLADLY allowed us all to pull in front of the entrance to the grounds, for me to leisurely snap my photo...then leisurely wander off to Collingwood. DRAT that guard! He was even nice enough to ferry the White Knight's trash to a trashcan!!!! I must say I enjoyed the risk, be it slight.

We all met at peaceful Collingwood, where we walked to the Potomac. What a relaxing time it was.



By the Potomac River at Collingwood



As close as we could get to the Lincoln Memorial



At Collingwood



Eight Triumphs at Mount Vernon

PERfect day, good people and cars worth a look. Those whose calendars allowed doubled back for a quick lunch in Alexandria (unfortunately, for me, duty called).

Thanks to all that attended: Rich Bohan, Charlie Brown, Beverly and David Dougherty, RJ Fortwengler, Art Fournier, Gary O'Donnell, and Bill and Cathy Wemhoff.

The second annual GW Parkway Run was as pleasant as the first....and I hope we will make this a CTR tradition, as it was a nice way to spend a Saturday with good folks and fun cars. And if ya missed it....well.....we'll get next year's on the calendar early so's you can work that trip to the beach around it :-).

Keep your head up and your top down!



LBCs heading south on the GW Parkway



Fall Road Tour (Continued from Page 2)



Bowman Distillery's hallmark product is its Virginia Gentleman® bourbon. In addition to the eighty proof variety that is based on the original family recipe and remains popular, Bowman Distillery now offers Virginia Gentleman® 90 Small Batch Bourbon. As the name implies, VG 90® is a ninety proof bourbon manufactured in "small batches." It is aged for a minimum of six years in charred oak barrels and produced under the watchful eye of long-time Master Distiller Joe Dangler, our tour guide. VG 90® has won many awards, including four stars from Spirit Journal and, previously, silver medals at the San Francisco World Spirits Competition in 2000 and 2001.

In a connection to Britain, the packaging, which depicts a foxhunt in England, has also won an award (some drinkers have nicknamed it the "Fox"). The artwork is from a painting by Britain's John Sortorius.

Again, the date is Saturday, October 2nd, and our meeting location to begin the road tour will be the Manassas Regional Airport / Harry P. Davis Field (just south of Manassas on Highway 28). After a short drivers' meeting, we'll begin at 9:30 am – so don't be late. If you have questions, need more detailed information, or to let us know that you'll be joining us so you won't be left behind, email Bill & Kathy Wemhoff at wemhoff@erols.com or call (703) 471-8276. This promises to be an enjoyable outing – Hope You Can Join Us!

Capital Driving Club Tech Tip Feathering in the Throttle while Unwinding the Wheel Ed Chan

You'll find a lot of people giving advice on early or late apex, but not many people talk about when to hit the gas and how to "bring it on."

Many people also believe that one should drive at full acceleration or full deceleration, anything else and you're just wasting your time. This statement is true, but assumes the reader understands that when turning, you are in fact, accelerating towards the center.

Another way to look at the situation is that your

Capital Driving Club Autocross Series Ed Chan

On Saturday September 4th the Capital Driving Club, sponsored by the Capital Triumph Register, held an autocross at Harry Grove Stadium in Frederick, MD. The weather was moderate with dry conditions: A perfect day for autocrossing.

Since the event was during Labor Day weekend and that we were holding 3 events in three weeks, we thought turnout would be low. To our surprise, we sold out the field. Rod Chu and other regulars brought many of their friends to participate at the event, which helped to make the event well attended. We would like to thank everyone that helped spread the word.

Again, we tried to make the course at around 40 to 50 seconds. The average turned out to be 48 seconds.

Everyone got to run 6 runs on the autocross course, but due to the large group, we had to run through lunch, with everyone taking a staggered lunch. If any of the participants have any feedback on this last event, please send them to me at capitaldriving@yahoo.com. One lesson learned was that we need a better process to quickly conduct tech inspection and registration to speed the process. Also, new members of the Capital Driving Club are invited to send a photo of you and/or your car to capitaldriving@yahoo.com.

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

- ➔ Kyle Bowker, Washington, DC
- ➔ Rod Chu, Germantown, MD
- ➔ Asama Dumrongmongecolgue, Fairfax, VA
- ➔ Josef Hanning, Frederickburg, VA
- ➔ Deep Kalsi, Burtonsville, MD
- ➔ Mike Schmidt, Mt. Airy, MD
- ➔ Kenny Shum, Arlington, VA
- ➔ David Valeri, Vienna, VA
- ➔ Peter Wiley, New Market, MD

vehicle has a certain amount of grip, you use some of it under acceleration and deceleration but you also use some when you turn. If you use the entire "grip" up in the deceleration into a turn, you won't have any left for the turn itself. The result is that you try to turn and you just go straight!

Conversely as you start to unwind your steering wheel as you leave a turn, you start getting more of that "grip" back: Grip that can be used for accelerating.

So next time at the autocross, remember that as you begin



September 4th Event Results at Harry Grove Stadium

Name	Year	Make	Model	Time	Index	Index Time	Today's Index	New Index (Avg of last 3)
Brian Krays*	1976	MG	Midget	43.36			1.126	1.126
Pete Gochman	2003	Honda	S2000	43.51	1.102	47.95	1.123	1.109
Mike Louie	2000	Honda	Civic	44.63			1.094	1.094
Greg Obadia	2002	Honda	S2000	45.45			1.075	1.075
Mike Collins	1993	Honda	Civic	45.59			1.071	1.071
Ted Joseph**	2002	Mercedes	SLK320	45.67	1.056	48.23	1.069	1.060
John	2002	Subaru	WRX	46.16			1.058	1.058
James Moran	1996	Acura	Integra	46.20			1.057	1.057
Mike Moran	2000	Subaru	RS	46.24	1.047	48.41	1.056	1.015
Joe Macinnes	1966	A. Healey	Sprite	46.48	1.058	49.18	1.051	1.056
Matt Chambers	1997	Honda	Civic	46.51	1.04	48.37	1.050	1.043
Josh Taylor		Acura	Integra	46.65			1.047	1.047
Bill Kratz	2003	Mazda	6	46.72	1.042	48.68	1.045	1.043
David Tucker	1972	DeTomas	Pantera	46.84			1.043	1.043
Ben Kaplan	1991	Mazda	Miata	46.90	0.992	46.52	1.041	1.017
Mark Rivers	1985	Chevy	Corvette	47.04			1.038	1.038
Josh Morehouse	2003	Mitsubishi	EVO	47.40			1.030	1.030
Charles Saftner	1993	Mazda	RX7	47.45			1.029	1.029
Kyle Bowker	1991	Mazda	Miata	47.50	0.996	47.31	1.028	1.012
Rob Son	2004	Subaru	STI	47.50			1.028	1.028
Mark Ammerman	1995	Nissan	240SX	47.51	1.001	47.56	1.028	1.011
Phillip Ruhl	1984	Mazda	RX7	47.60			1.026	1.026
Kenny Shum	1997	Mazda	Miata	47.67	1.011	48.19	1.025	1.018
Jose	2003	Mitsubishi	EVO	47.92			1.019	1.019
Craig Newcomb	1994	Mazda	Miata	47.95			1.019	1.019
Vell Johnson	2004	Subaru	STI	48.05			1.016	1.016
Mike Schmidt	1998	Chevy	Corvette	48.08			1.016	1.016
Toby Shum	1997	Mazda	Miata	48.25			1.012	1.012
Carlos Roncajolo	1996	BMW	M3	48.55			1.006	1.006
David Valeri	2000	Acura	Integra	48.68			1.003	1.003
Dan Rogers	1964	Porsche	356	49.08			0.995	0.995
Bill Hopper	1979	Mercedes	C280	49.44			0.988	0.988
Jerry Louton	1983	Porsche	911	49.71	0.984	48.91	0.982	0.983
Peter Nguyen	1997	Nissan	240SX	49.75			0.982	0.982
Barrie Gochman	2002	Subaru	WRX	50.06	0.983	49.21	0.976	0.984
Mike Diblasi	1997	Audi	A428	50.26			0.972	0.972
Mathew Stark	2002	Mazda	Protege 5	50.33			0.970	0.970
Rod Chu	1991	Honda	Prelude	50.37	0.954	48.05	0.970	0.962
Charles Tsui	1984	BMW	633csi	50.38			0.969	0.969
Mike Bevels	1995	Audi	90	50.48	0.986	49.77	0.968	0.980
Steve Campbell	2003	Subaru	WRX	50.50			0.967	0.967
Sean B	1997	Mazda	Miata	50.57			0.966	0.966
Francisco Brito	2000	Mitsubishi	Eclipse	50.70			0.963	0.963
Pete Wiley		Toyota	MR2	50.83			0.961	0.961
Joe Hanning	1993	Mazda	RX7	51.26			0.953	0.953
Matt Schipani	1972	Triumph	GT6	51.29			0.952	0.952
Bob Kramer	2004	Porsche	911	51.43			0.950	0.950
Eric Fargo	1984	Chevy	Corvette	52.41			0.932	0.932
Anderson Yao	1994	Honda	Civic	52.87			0.924	0.924
Sarah Brito	2000	Mitsubishi	Eclipse	53.82			0.907	0.907
Deep Kalsi	1989	Mazda	RX7	53.99			0.905	0.905
John Herrera	1957	Triumph	TR3	57.07			0.856	0.856
Prae Dumrong	1993	Honda	Civic	58.16			0.840	0.840

*FTD Brian Krays **Not eligible for FTD Mean 48.8456603773585

Indexed Results

Ben Kaplan	1991	Mazda	Miata	46.90	0.992	46.52
Kyle Bowker	1991	Mazda	Miata	47.50	0.996	47.31
Mark Ammerman	1995	Nissan	240SX	47.51	1.001	47.56
Pete Gochman	2003	Honda	S2000	43.51	1.102	47.95
Rod Chu	1991	Honda	Prelude	50.37	0.954	48.05
Kenny Shum	1997	Mazda	Miata	47.67	1.011	48.19
Ted Joseph	2002	Mercedes	SLK320	45.67	1.056	48.23
Matt Chambers	1997	Honda	Civic	46.51	1.040	48.37
Mike Moran	2000	Subaru	RS	46.24	1.047	48.41
Bill Kratz	2003	Mazda	6	46.72	1.042	48.68
James Moran	1996	Acura	Integra	46.20	1.058	46.88
Jerry Louton	1983	Porsche	911	49.71	0.984	48.91
Joe Macinnes	1966	Austin Healey	Sprite	46.48	1.580	49.18
Barrie Gochman	2002	Subaru	WRX	50.06	0.983	49.21
Mike Bevels	1995	Audi	90	50.48	0.986	49.77

Event Organizer:
Joe Macinnes

Course Designer:
Joe Macinnes

Tech Inspector:
Peter Gochman,
Ted Joseph,
Kyle Bowker,
Andrew Brown

Set-Up, Grid, Timing:
Ed Chan,
Maximo Aviles,
Andrew Brown,
Joe Macinnes



Driving Tip (Continued from Page 4)

to straighten out the steering wheel, also begin feathering in more and more throttle so that by the time the wheel is fully straight, you have full throttle. You'll get higher speeds and faster times with less effort.

To an observer, your driving will look very smooth and even slower. You'll even hear people say how smooth drivers get great times. In truth, velocity is velocity. You're just increasing it smoothly as the vehicle can handle as close to the limit as possible.



EVENTS

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

Sep 11 - Autocross, Osbourn Park HS, Manassas, VA, Ed Chan
CTR

Sep 12 - National Capital Jaguar Owners' Club Concours d'Élégance, Rockville, MD, Sherman Taffel - CTR caravan to participate *CTR*

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

Sep 17-19 - Central Virginia British Car Days, Richmond, svvscc@usa.net or (804) 965-5384

Sep 19 - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan
CTR

Sep 25 - MGs on the Rocks, Rocks State Park near Belair, MD, www.mgsof baltimore.com

Sep 26 - Meeting of the Marques, Allenberry Resort, Boiling Springs, PA, Bob Shaffer, (717) 259-0150 or bugeyebob@aol.com

Oct 1-3 - 23rd British Car Festival, Waynesboro, VA, www.svbcc.net or (540) 456-8436

Oct 2 - Distillery Road Tour, northern VA, Bill Wemhoff, (703) 471-8276 or wemhoff@erols.com
CTR **!! Revised Date!!**

Oct 3 - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan
CTR

Oct 3 - Antique Auto Assembly show for cars 25 years old and older, Armed Forces Retirement Home, Washington DC, Alfred Linton, POB 29237, Washington DC 20017

Oct 10 - Hunt Country Classic, Middle-burg, VA, MGCCWDCC, Tom Herrick (703) 933-0811
CTR

Oct 10 - LANCO MG Club Poker Run, Lancaster PA, Phil Kinsey (717) 292-0579 or philkin2@epix.net

Oct 16 - Autocross, Stonewall Jackson, Manassas, VA, Ed Chan *CTR*

Oct 16-17 - Fall Overnighter, Details to be announced *CTR*

Oct 23 - Mid Atlantic European Car Festival, Ocean City, MD, http://www.europeancarfestival.com

Oct 31 - CTR Cruisin' for Crustaceans with BTCC, Southern MD, Art Fournier
CTR

Nov TBD - Membership Meeting

Nov 13 - T4 *CTR*

Dec TBD - Holiday Party, Fairfax, VA, Karl and Penny Johnson *CTR*

Apr 24, 2005 - Britain on the Green, Collingwood Library and Museum, Alexandria, VA, Charlie Brown
CTR



Elva Courier for sale. 1963 Mk 3, MGB engine and trans. Vintage raced and street legal. Excellent condition. \$25 K firm. Photos avail from tkcracer@aol.com or (703) 867-4419

TR3 and TR6 Parts for sale. TR3 used front seatcovers. TR3 and TR5 front grills. TR3 four new tires mounted on steel rims. TR6 vinyl hardtop. John Boston, Spencerville, MD, (301) 421-9638

1977 Triumph TR7 Coupe for sale. Currently registered and tagged. Passed MD emissions. Needs minor body work (surface rust) and paint. Drive it home for \$1800 obo. Bruce (301) 805-0293

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

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Now available: CTR lapel pins - 1" width with either pin or military clutch backs. Available at CTR events or mailed out with membership card on application or renewal



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President	Paul Edelstein (703) 914-0507 Annandale pgedelstein@capitaltriumphregister.com
Vice President	RJ Fortwengler (703) 243-6426 Arlington fortwenr@nasdaq.com
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	Karl Johnson (703) 978-4968 Fairfax ktjark@aol.com
BOG Coordinator	Charlie Brown (703) 339-5871 Mason Neck cb1500@erols.com

Updated CTR website

www.capitaltriumphregister.com
with members' photos and a lot more!

The Standard

Published by the Capital Triumph Register
Editor, Art Fournier

4729 Willows Road, Chesapeake Beach, MD 20732-4221
Phone - (410) 535-0690

E-mail - fournier@chesapeake.net

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

Membership Renewal / Application

For renewals with unchanged status, return your mailing label.

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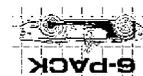
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Advisors

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TR250 & 6	Arleigh Cottrell (301) 627-6637 RaceNutz@aol.com
	Joe Cannon (703) 280-4104 jpc8904@yahoo.com
TR7 & 8	Paul Edelstein (703) 914-0507 pgedelstein@capitaltriumphregister.com
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GT6	George Earwaker (703) 204-1104
Stag	Glenn Minucci (301) 862-5433 gminucci@paxr.veridian.com
Autocross	Charlie Brown (703) 339-5871 cb1500@erols.com
Racing	Ira Schoen (703) 698-1691 pteroactyl711@aol.com



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



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The Standard

Tech Tip: Barn roofing can be used effectively in auto body repair!



Save a Tree

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



Now and Then

CTR's current logo is shown above the original version that appeared for the first time in the September 1989 edition of *The Standard*.

From Rob the Toolman

PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

ELECTRIC HAND DRILL: Normally used for spinning steel pop rivets in their holes until you die of old age, but it also works great for drilling mounting holes just above brake lines.

PHOTO CREDITS

Pages 1 & 3 - Paul Scuderi;
 Page 5 - Ben Kaplan

**Deadline for the next issue of *The Standard*:
 October 9th!**



THE STANDARD

The Official Publication of the
Capital Triumph Register
Volume XVI, Number 10, October 2004

Hunt Country Classic

Art Fournier

The MG Car Club Washington DC Centre moved its annual Hunt Country Classic show to the second Sunday in October from later in the month. That really paid off well for them this year – the weather was absolutely picture postcard perfect. The Hunt Country Classic is held near Middleburg, Virginia, Bill and Barbara Scott's Willoughby Farm. Accessed by backroads, the rolling farmland with its scenic vistas provides an outstanding backdrop for the show. One of the nice things about the Hunt Country Classic is that it provides a final opportunity to visit with car-owning friends from other clubs before the driving season comes to a close.

As always, CTR was well represented in this late season event. There were only four Triumph classes: Spitfire and GT6, TR6, TR7 and TR8, and "Triumph Other." That last category is interesting in that it included TR3s, TR4s, TR250s, and a Stag. However, the mix and large number of cars made it difficult to

(Continued on Page 3)



TR6s on display at the Hunt Country Classic

Cruisin' for Crustaceans

Art Fournier

Mark your calendars for Sunday, October 31st, as the date for CTR's 11th annual Cruisin' for Crustaceans tour. This year's tour is later than usual, so we'll head to a restaurant with indoor seating in case the weather doesn't cooperate. Our destination will be Stoney's Kingfisher Restaurant in Solomons Island, Maryland. Stoney's crabcakes have been described as the "best in the metropolitan area" by the Washington Post. Sue and I do a lot of research in preparation for this tour and (for a change) have to agree with the Post: Stoney's crabcakes are the best we've found. In keeping with



(Continued on Page 2)

CTR's 7th Annual T4

Saturday, November 13, 2004

Paul Edelstein

This year's T4 returns to northern Virginia, featuring three interesting technical topics *plus* an opportunity to exercise your car through the rapidly diminishing back roads around the suburban area.

For members unfamiliar with T4s of years past, here is how it works: participants will meet at the starting host's house, indulge in breakfast, and participate in a tech session of the host's choosing. Then, the group will drive over a pre-planned route, in caravan formation, to the next host's house for lunch and new technical discussions. This gets repeated three times in total over the course of the day. The program

(Continued on Page 2)

PAGE 1 - Hunt Country Classic; Cruisin' for Crustaceans; T4; PAGE 2 - CTR Happenings; PAGES 4-5 - Autocross Results; Driving Tech Tip; PAGE 6 - Events; Classified; PAGE 7 - Club Info



CTR Happenings

Fall Overnighter:

Unfortunately, the Fall overnight event originally planned for October has been canceled. We'll try to get an overnight event back on track for 2005.

Holiday Party:

Karl and Penny Johnson will host the 2004 CTR Holiday Party at their home in Fairfax at 4:30 pm. Expect additional details in the next newsletter.

Joe, Rita, and the Winnebago:

Joe and Rita Cannon should be somewhere on the return leg of their multi-month cross-country jaunt in their Winnebago motor home. We'll all look forward to hearing about the trip.

Autocrossing the Andes:

Speaking of trips, Charlie Brown and Pam Michell should be back shortly from Peru where Charlie has been reportedly checking out Machu Picchu as a potential autocross site.

Please welcome CTR's newest members:

- ➔ Stephen Campbell, Bethesda, MD
- ➔ Craig Nicholls, Vienna, VA, TR6
- ➔ Edward Quackenbush, Arlington, VA
- ➔ Matt Stark, Fairfax, VA
- ➔ David Tucker, Frederick, MD

Join us April 24th at Collingwood Library for
the Eighth Annual

Britain on the Green

Contact Charlie Brown at
(703) 339-5871 or cb1500@erols.com
to find out how you can help with the
Capital Triumph Register's
largest event!

Cruisin' (Continued from Page 1)

tradition, we'll follow up lunch at the restaurant with dessert and socializing at Sheila and RJ Fortwengler's bayside weekend home in Calvert Beach, a few miles north of Solomons Island.

CTR and British Touring Car Club participants will meet at 10:30 at the Exxon station at the intersection of Pennsylvania Avenue (Route 4) and the Suitland Parkway. To get there, take exit 11 from the Washington Beltway southeast toward Upper Marlboro. The Exxon station is on the left at the second traffic light. We'll tour our way to Stoney's in Solomons Island, have lunch, then take a second tour to Sheila and RJ's in Calvert Beach. (Or, if you prefer, you can remain in Solomons to do a little sightseeing there.) Please bring a small dessert or munchie to share at the Fortwengler's. Beverages will be available. Stow a folding chair or two in your trunk, if you can. Please let Art Fournier (fournier@chesapeake.net or 410-535-0690) know by October 26th if you're planning to attend and how many will be in your party so that we can make plans and give the restaurant proper warning.

October 31st is, of course, Halloween, so many of you will want to be home before dark to meet the trick or treaters. We won't be more than an hour from the Beltway, so this shouldn't be a problem. Oh, don't forget that Daylight Saving Time ends on October 31st this year, so don't forget to reset your clocks! We hope to see you at what is one of CTR's best-attended annual events!

T4 (Continued from Page 1)

will be about an hour and a half at each host's house, including lots of informal car chat, the tech talk, and victuals. T4s past have attracted many members to their first event – a great way to meet club members while indulging in Things Triumph!

Our tentative schedule this year has us commencing at Paul Edelstein's house in Annandale, venturing to Charlie Brown's abode in Mason Neck, then finishing at Roger Morrison's house in Falls Church. We will begin at about 10:00 AM and finish around 3:00 PM. More details will be e-mailed to club members as the day approaches.

Please RSVP to Paul Edelstein not later by Wednesday, November 10, so that we can plan for food, etc. Paul's phone is (703) 914-0507, e-mail is pgedelstein@capitaltriumphregister.com. We will e-mail final details including directions to the starting point a day or two before the event. Bring yourself, passengers if desired, your Triumph, your appetite, and your thirst (for knowledge, of course!)

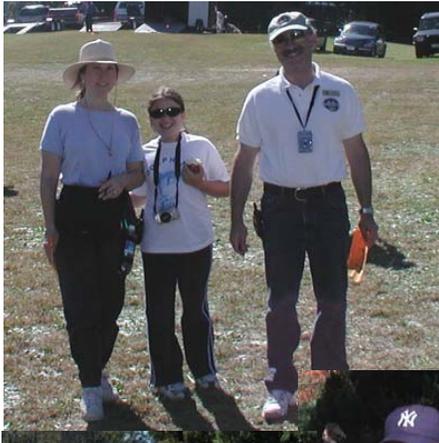


Hunt Country Classic (Continued from Page 1)

choose a single car to vote for. As with most shows, classes are typically based on pre-registrations. The moral, of course, is to pre-register in order to ensure more representative classes.

Several CTR members were recognized with prizes in the participants' choice voting. Paul and Sharon Edelstein took home two prizes: a first place in the TR8 and a third place in the TR6 categories. Gary O'Donnell placed first in the large TR6 class that featured many outstanding cars. Matt Schipani took a third place award in the Spitfire and GT6 class in the face of stiff competition. Also, Beverly Dougherty and Ralph Eriksen were awarded prizes in Jaguar and MG classes. It seems like the quality of cars on display improves with each show — receiving an award takes more and more work and preparation.

Special thanks go to Lionel and Nancy Mitchell who again invited CTR members, as well as friends from the Richmond Triumph Register, to their home in Haymarket for hamburgers and hotdogs after the show.





Capital Driving Club Autocross Series September 11th, 19th, and October 3rd Ed Chan

On Saturday September 11th the Capital Driving Club, sponsored by the Capital Triumph Register, held an autocross at Osbourn Park High School in Manassas, Virginia. We lucked out with another perfect day for autocrossing.

On Labor Day weekend to our surprise, we had a full field with a little over 50 participants. The September 11th event (on a non-holiday weekend) had 44 participants; Still a good turn-out for our first full year! The average time was 41 seconds.

Not many people got lost on the course, but the course had a tricky two-cone jog at the end before the stop garage, which for many people proved to be a mental block. For some reason, everyone wanted to drive on the wrong side of the cone (despite the pointer cone).

Joe Seward and I did extremely well (although not eligible) followed by Jim Kulbaski (Fastest Time of the Day) in his Mini Cooper S at 37.19 seconds. One reason that Joe and I did so well was that the course had the illusion of some twists as you drove diagonally across the lot. However, the line was almost perfectly straight. I think only a few people realized this fact and applied full throttle during this long straightaway.

September 19th (one week later), we had another autocross. This time, we were at Harry Grove Stadium in Frederick, Maryland. The course had an average time of 37.34 seconds, with Fastest Time of the Day (of 40 participants) going to Pete Gochman in his Honda S2000 at 33.37 seconds. We offered seven runs with fun runs at the end of the event. Some people ran the course about 10 times.

Another neat result is that Elizabeth Rimi, attending only her second autocross, got the best-indexed time. Since the indexes are based on your past performance (average of up to the last three events), the indexed time is really a measure of your self-improvement relative to the other participants. So by comparison, Elizabeth improved drastically from the first event she attended. Congratulations go to Elizabeth for this great improvement. We hope that Mark Ammerman and Elizabeth continue participating in more events in the future.

Then on October 3rd, we repeated still another autocross at Harry Grove. The course had an average time of 43 seconds, with Mike Moran getting his first Fastest Time of the Day at 39.18 seconds. Mike was also the only person to break below the 40-second barrier. Congratulations go to Mike.

This course on October 3rd was very technical. The driver had to know where drive next while passing various cones, as many of the subsequent gates were not in your field of view. Memory played a big role for not getting lost and thinking far ahead was required to get a decent timed run. I, myself, got lost in three out of six runs.

Since this month's newsletter is covering three autocross events, we are not listing the results (to save space). For a complete listing of the results, check the web site at: <http://members.cox.net/capitaldrivingclub/>





Capital Driving Club Tech Tip Forget the Cones in Front of You Ed Chan

One problem I sometimes have is getting scared when I see an enormous collection of cones in front of me. Often I get lost in a panic or at the very least I slow down. Along the same vein, many people keep driving on the wrong side of one particular cone. The funny thing is that the cone really didn't change your driving line if you went on the correct side. In fact, driving on the wrong side of the cone was actually *more* difficult than driving on the correct side.

So what should you do when you either have a sea of cones in front of you or you get a mental block on which side of cone to drive? I admit that I'm not anywhere near the best driver out there, but here's a couple of things I do to try to mitigate this problem.

Walkthrough. First I try to imagine driving the course when I do the walkthrough. Rather than just walking the course, I try to visualize where the car should be pointing and the line that I should take along the entire course.

Watch Others. Another great way to drive better is to watch others. You can usually pick up where drivers drive extremely well and try to imitate their actions. And you can see where drivers mess up, and you can try to avoid making the same mistakes. You may find that some people drive certain portions very well and other areas poorly. So in theory, you may be trying to imitate several different people on several different areas of the course, while avoiding mistakes that you witnessed.

First and Second Drive. To help my visualization, I drive the course slowly the first time out on purpose. I don't care about the time. I only care about getting a clean run and try to remember the vision of driving the course. This club gives you six runs. You can afford to learn the course on the first couple of runs, and your times will be much better the later runs.

I found that if I run off-course, I have a problem for the rest of the day trying to get on course, without ever getting a good time. So my first run is always a slow run.

Using Your Spinal Cord, Not Your Brain. Assuming I have a clean run (not always the case), I can use the visualization of the course and on the next runs drive

progressively more and more aggressively. With luck, my times will get better and better, and I won't hit any cones. At this point you should be driving the course by rhythm and visualization rather than concentrating on any individual cone.

The best way to understand this "zone" is if you play a musical instrument. Remember, when you played an instrument, say a piano? Once you learned a song, you just played it. You didn't think about each individual key on the keyboard you struck. In fact, if you thought about each keystroke, you would mess up. The reason is that once your body learns the song, your neurons for hand motion don't go all the way up to the brain but only to the spinal cord. Neuron pathways all the way up to the brain would take too long to play the song. So your body "learns" to play using only the spinal cord.

So in the end, you can forget your brain and the cones in front of you, just follow your spinal cord!





EVENTS

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

Oct 22-23 - Renaissance Faire British Car Show, Florence, AL, Tim Glover, ftglover@wisealloys.com

Oct 22-24 - Histo Rallye Arizona 500, Prescott, AZ, Stefan Schleissing, (702) 353-7175 or GTSinLV@aol.com

Oct 23 - Mid Atlantic European Car Festival, Ocean City, MD, http://www.europeancarfestival.com, Robert Sadler, eurocarfest@yahoo.com

Oct 31 - CTR Cruisin' for Crustaceans with BTCC, Southern MD, Art Fournier *CTR*

Nov 6 - Brits & Battleships, Wilmington, NC, Wayne Bennett, (910) 270-4880 or wdbennett2@charter.net

Nov 7 - Autocross, Osbourn Park High School, Manassas, VA, Ed Chan *CTR*

Nov 13 - T4, Northern Virginia, Paul Edelstein *CTR*

Nov 14 - British Motor Car Show, Fort Myers, FL, Chuck Maher, (239) 283-8495 or cmaher@bccswf.com

Nov 16 - Membership meeting (all members welcome), Bentley's Restaurant, Route 50, Falls Church, VA, Paul Edelstein, (703) 914-0507

Dec 12 - Holiday Party, Fairfax, VA, Karl and Penny Johnson *CTR*

2005

Jan TBD - Membership Meeting

Jan TBD - Awards Brunch, Virginia location *CTR*

Feb TBD - Winter Dinner, Maryland location *CTR*

Feb TBD - Go Karts (Indoors)

CTR

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

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

CTR

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For renewals with unchanged status, return your mailing label.

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4729 Willows Road
 Chesapeake Beach, MD 20732-4221

The Standard

Would you pass a car with this license plate?



PHOTO CREDITS

Pages 1 & 3 - Art Fournier;
 Page 4 - Charles Tsui; and
 Page 5 - Jennifer Ibex

Deadline for the next
 issue of *The Standard*:
 November 12th!



From Rob the Toolman

E-Z OUT BOLT AND STUD EXTRACTOR: A tool that snaps off in bolt holes and is ten times harder than any known drill bit.

CRAFTSMAN 1/2 x 16-INCH SCREWDRIVER: A large motor mount prying tool that inexplicably has an accurately machined screwdriver tip on the end without the handle.



THE STANDARD

The Official Publication of the
Capital Triumph Register
Volume XVI, Number 11, November 2004

CTR Holiday Party

Karl Johnson

Karl and Penny Johnson will host CTR's holiday party at their home in Fairfax, Virginia on Sunday, December 12th. The party will begin at 4:30 PM. Please bring a dish to share – contact the Johnsons at (703) 978-4968 to RSVP and coordinate what to bring.

We plan to continue the CTR tradition of a gift exchange at the party. They can be serious (something you would actually like to receive), humorous (or perhaps even outrageous) and/or automotive (after all this is a car club). Keep it inexpensive, i.e., within \$10 value. In the exchange, you'll pick a number from a bowl. The person with the lowest number selects a gift and opens it. The person with the second lowest number may select the opened gift or an unopened one. And so on. If someone takes your gift, you may then take someone else's or an unopened one. A gift is "retired" once it is in the third possessor's hand; until then it's fair game. Hmm, do you suppose some unique gift from the past will reappear?

Directions From Capital Beltway

Take the Capital Beltway (I-495) to Exit 52 for Little River Turnpike, Route 236 West. It will be labeled Fairfax/Annandale exit. Go west toward Fairfax for 2 miles (6 stop lights). When you pass Exxon and Shell stations (at 5th light) get into left lane. Turn left on Guinea Road and proceed three blocks to Elizabeth Lane. Turn right on Elizabeth Lane and proceed to sixth house on the right. It is

(Continued on Page 2)

Cruisin' for Crustaceans

Art Fournier

What do 31 people, 2 Spitfires, a Stag, a TR4, 5 TR6s, a TR8, an Austin-Healey, a Capri, a MGB, a Morgan, a Jeep, and a Saab all have in common? They all took part in CTR's 11th annual Cruisin' for Crustaceans tour on October 31st. Most of us met near Andrews AFB, but a few chose to meet us along the way. Even though it was late in the season, the weather cooperated and allowed a top-down cruise through southern Prince George's, Charles, and Calvert Counties to Solomons Island, Maryland. Fall foliage was still very colorful, but quite a few leaves were on the roadway to be kicked up as we passed along some really great backroads and byways. It is always a pleasant surprise to realize what great roads and destinations there are within an hour of the Beltway.

After lunch at Stoney's Kingfishers in Solomons – the crabcakes were huge and tasty – the tour continued with a stop at RJ and Sheila's weekend getaway in Calvert Beach. A few chose to walk on the beach while others took advantage of the opportunity to talk LBCs and Triumphs in particular. However, since the 31st marked both Halloween and the end of Daylight Saving Time, everyone was anxious to head home before dark to greet the trick-or-treaters. Great company, roads, food, and weather – in every way, it was an extremely pleasant way to spend a fall day!



Triumphs at RJ's. More Cruisin' for Crustaceans photos are on page 3.

PAGE 1 - Holiday Party; Cruisin' for Crustaceans; PAGE 2 - CTR Happenings; Autocross Driving Tip; PAGE 3 - Cruisin' for Crustaceans and After the Hunt Country Classic Photos; PAGES 4-5 - Autocross Results; PAGE 6 - Events; Classified; PAGE 7 - Club Info



CTR Happenings

Capital Driving Club Tech Tip Applying Autocross Knowledge to Wisdom on the Road Ed Chan

Hunt Country Classic TR6 Class Results:

There was an omission in the Hunt Country Classic TR6 results listed in last month's issue of *The Standard*. CTR member Bob Fabie earned a second place in that class with his pristine white 1975 TR6 with its highly detailed engine compartment. Bob joins Gary O'Donnell and Paul Edelstein to make that very competitive class a clean sweep for CTR!

CTR 2004 Fall Foliage Tour:

CTR's thanks go to Bill and Kathy Wemhoff for hosting a driving tour to Fredericksburg, Virginia and the A. Smith Bowman distillery on October 2nd. Although the weather was less than sterling, Bill reports he completed the trip top down. Bill and Kathy always do a fantastic job laying out driving tours — and they have a knack for picking out some of the most interesting destinations!

Matt Schipani in the New York Times:

Interviews with CTR's Matt Schipani and Motorhead's Jeff Burns were recently featured in a *New York Times* article on buying and selling used car parts by means of the internet. We plan to bring you the text of the article in an upcoming issue of *The Standard*.

2005 Activities:

CTR's 2005 calendar is beginning to take shape. If you have a suggestion for an activity or would like to host an event, please contact one of the board members or attend the January 10th membership meeting which will have the 2005 events calendar as its focus.

Please welcome CTR's newest member:

➔ Christopher Burdette, Silver Spring, MD

Holiday Party (Continued from Page 1)

painted gray with black raspberry trim. House number, 4117 is on the fence at the house. Triumphs should enter driveway and proceed to rear for parking on lawn, weather permitting. For additional information, call Karl or Penny at (703) 978-4968 or email at ktjark@aol.com.

I know a lot of readers of this newsletter don't autocross, and if you've never done it, you're missing a lot of fun and a vehicle (a little pun) for gaining knowledge about you and your car. But for those of us that autocross, let's stop and think about our experiences from this last year. In particular, think of these following situations:

- Remember the last time you looked at the speedometer when autocrossing
- I imagine trying to talk on a cell phone while autocrossing
- Now imagine trying to autocross a course without knowing where the cones are.

No possible way, right? If you have time to look at your speedometer, you know that it's reading a low speed, because you need every last bit of concentration to go fast on an autocross course. The level of concentration just won't let you look down at the speedometer. And talking on the phone! Both hands are feverishly working the steering wheel and gearshift. Your mind is so focused on driving; you couldn't carry a conversation if you tried. And that last one — That's nuts! I get lost when I know where the cones are; driving without knowing where the cones are is insane...But compare these situations with the real world.

The Real Road Environment

Looking at your speedometer, changing radio stations, etc. are all part of driving a car on the public roads. Many of us talk on the cell phone, hold conversations, eat, and drink in the car on a regular basis. I'm sure we even seen other things (shaving, reading a book, flossing, putting on make-up are activities I've seen).

I don't need to tell you the dynamics of moving objects that you are not aware of coming into play every time you drive behind the wheel. The point is that our level of concentration when driving on the public roads is vastly less than when we autocross, yet the environment may potentially require much higher attention to avoid an accident.

Risk

When we consider risk, we are really looking at the probability of something that may happen with the consequence of the event actually happening. When we

(Continued on Page 5)



Cruisin' for Crustaceans



At the Mitchells after the Hunt Country Classic On October 10th





Capital Driving Club Autocross Series
November 7th 2004
Ed Chan

On Sunday November 7th the Capital Driving Club, sponsored by the Capital Triumph Register, held an autocross at Osbourn Park High School in Manassas, VA. We lucked out with another perfect day for autocrossing despite being in the month of November.

This autocross was probably the best course design we've had all year. The course had something for everyone, with sections of straight and wide turns for Subarus and a tight off rhythm slalom for the smaller cars. Typically, one group or another doesn't like a particular course, but this time Larry Rittinger designed a course where *everybody* seemed *VERY happy*.

This course was the most balanced course I've seen yet from any club or SCCA. I also heard several other participants say the same thing. So, Larry, keep up the great work. I should note that Larry spends a tremendous amount of time designing courses. He even went to the lot the day before to get last minute measurements.

With the day's getting shorter, we only could offer the minimum 6 runs with no fun runs. In fact, the sun began setting as we finished packing up for the day, and it was dark by the time we started unloading the truck at the storage garage.

For the second time in a row Mike Moran had the Fastest

Time of the Day (FTD) at 41.73 seconds, beating Joe Seward (42.55 seconds), myself (42.72 seconds), and Ted Joseph (42.78 seconds) by a large margin – very impressive since the three of us are organizers and aren't considered for FTD because of our advantage. The average time was 46.19 seconds.

If any of the participants have any feed-back on this last event, please send them to me at capitaldriving@yahoo.com. One lesson learned is that we need to address the lack of workers towards the end of the day. Everyone, likes to work early, but we have a hard time with getting workers at the end of the day.

Also, new members of the Capital Driving Club are invited to send a photo of you and/or your car to capitaldriving@yahoo.com.

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

- ➔ Jesse and Kelly Haber, Viewtown, VA
- ➔ Tony Soohoo, Burke, VA
- ➔ Charles Tsui, Arlington, VA

We plan to have a short autocross at Harry Grove Stadium on SATURDAY December 4th. Registration will be an hour later at 9:30 am, with a maximum number of 40 participants. These measures are being taken to due the cold weather and shorter days. So reserve a spot early by e-mailing me at capitaldriving@yahoo.com., and bring a winter coat!

Sunday, November 7th 2004
Osborn Park High School, Manassas, Virginia
Event Organizer: Charlie Brown
Course Designer: Larry Rittinger
Tech Inspector: Kyle Bowker
Set-Up, Grid, Timing: Ed Chan, Joe Seward, Kyle Bowker,
 Ted Joseph, Larry Rittinger, Charlie Brown
Sponsor Suppot: Frederick Motorsports (301) 694-8550

Name	Year	Make	Model	Time	Index	Index Time	Today's Index	New Index (Avg of last 3)
Mike Moran*	2000	Subaru	RS	41.73	1.092	45.58	1.107	1.109
Joe Seward**	1973	Triumph	TR6	42.55	1.117	47.53	1.086	1.106
Ed Chan**	1973	Triumph	TR6	42.72	1.076	45.99	1.081	1.06
Ted Joseph**	2002	Mercedes	SLK320	42.78	1.045	44.7	1.08	1.051
Christian Ellis	2003	Subaru	WRX	43.33			1.066	
Tim Maier	1998	Porsche	911	43.34	1.045	45.29	1.066	1.052
Ed Quackenbush	2002	Honda	S2000	43.56	1.057	46.04	1.06	1.059
Akio Tano	1994	Acura	NSX	44.05			1.049	
Denise Dersin	2002	Mercedes	SLK320	44.24	1.037	45.86	1.044	1.034
James Moran	1996	Acura	Integra	44.27	1.077	47.66	1.043	1.072
Mark Ammerman	1985	Toyota	Corolla	44.28	1.044	46.24	1.043	1.049
Steve Campbell	2003	Subaru	WRX	44.31	1.018	45.11	1.042	1.033
Vell Johnson	2004	Subaru	STI	44.57	1.024	45.65	1.036	1.034
Kenny Shum	1997	Mazda	Miata	44.67	1.003	44.81	1.034	1.012
Michael Bevels	1998	Porsche	Boxster	44.73	0.992	44.38	1.033	1.014
Jerry Louton	1989	Porsche	911	44.76	0.983	44.01	1.032	0.999
Brendan Bahr	1990	BMW	M3	44.83	1.008	45.17	1.03	1.024
Charlie Brown	1972	Triumph	Spitfire	45.08	1.04	46.86	1.025	1.035
Joe Hanning	1993	Mazda	RX7	45.35	0.975	44.21	1.019	0.99
Kyle Bowker	1991	Mazda	Miata	45.55	1.023	46.58	1.014	1.032
Jesse Haber	2001	Mitsubishi	Eclipse	45.64			1.012	1.012
Al Burstiner	1996	Porsche	911	45.75			1.01	1.01
Toby Shum	1997	Mazda	Miata	45.83	0.982	45.03	1.008	1.002
Mark Rivers	1985	Toyota	Corolla	45.86	0.997	45.73	1.007	0.987



Matt Mannix	1999	Mazda	Miata	45.87	1.009	46.28	1.007	1.008
Charles Tsui	2002	Audi	S6	45.91	0.993	45.61	1.006	1.006
David Holdren	2002	Honda	S2000	46	1.002	46.08	1.004	1.002
Carmine Sarno	1987	Mazda	RX7	46.02			1.004	1.004
David Valeri	2000	Acura	Integra	46.03	1.014	46.68	1.003	1.014
Larry Rittinger**	1991	Mazda	Miata	46.67	1.02	47.6	0.99	1.006
Greg Maier	1998	Porsche	911	46.7	0.998	46.6	0.989	0.993
Rod Chu 1991	Honda	Prelude	46.79	0.962	45.01	0.987	0.973	
Blaine Frank	2001	Subaru	RS	47.02	0.922	43.37	0.982	0.952
Alex Redding	1973	MG	BGT	47.37	0.916	43.39	0.975	0.936
Les Shockey	1969	Triumph	TR6	47.37	0.96	45.49	0.975	0.958
Brendan O'Brien	2004	Acura	TSX	47.86	0.939	44.93	0.965	0.947
Pete Mitchell	1980	Triumph	Spitfire	47.87	0.971	46.46	0.965	0.965
Josh Taylor	1993	BMW	325i	47.97	1.047	50.22	0.963	1.005
Brian Hamlin	1999	Subaru	Impreza	48.51			0.952	0.952
James Edge	1994	Mazda	MX-6	48.73			0.948	0.948
Jeff Garrett	2002	Subaru	WRX	49.31			0.937	0.937
Skip Vibert	2000	Ford	Mustang	50.29			0.918	0.918
Hank Fang 2000	Acura	Integra	51.05			0.905	0.905	
Jon Ferry 1973	Triumph	TR6	51.29			0.901	0.901	
Tony Soohoo	2001	Ford	Escort	51.35			0.9	0.9
Hank Seiff 1965	Triumph	Spitfire	55.04	0.948	52.2	0.839	0.894	
		Mean	46.19					

*FTD Mike Moran

**Not eligible for FTD

Indexed Results

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Josh Taylor	1993	BMW	325i	47.97	1.047	50.22
Hank Seiff	1965	Triumph	Spitfire	55.04	0.948	52.2



Driving Tip (Continued from Page 2)

autocross, we drive the car near or at the limit of the car and driver, with nothing left in reserve. This situation requires 100% concentration, and we mitigate incidents by having a closed course, slowing the speeds down (typically under 40 mph at the fastest point).

But what about when we drive on Public Roads? I'll be the first to admit to you that driving with 100% concentration is very tiring and unrealistic, even if we're driving at speeds over 55 mph.

One reason why our autocross courses are typically 45 to 50 seconds is that you get mentally tired with concentration levels that high. A normal person can't take but a minute or two at a time with that high a level of concentration- Endurance drivers are a special breed and require lots of training.

So talking about how we should all drive at 100% level of concentration would be stupid. However, if we try to mitigate distractions while we drive, we can raise that level of concentration a few percentage points. Then when a critical event occurs, we might have a high enough concentration level to avoid an accident. Better yet, maybe our high level of awareness may mitigate the situation, before it even becomes critical. But when that critical event does happen, with luck your experience with autocrossing may let you maneuver the vehicle out of harms way.

After a season of autocrossing, you should now have an enhanced ability to control your car and knowledge of the level of concentration required. Let's use that knowledge when we drive on the roads. Maybe in a small way we can reduce the 43,000 lives we lose every year.



EVENTS

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

Nov 13 - T4, Northern Virginia, Paul Edelstein *CTR*

Nov 16 - Membership meeting (all members welcome), Bentley's Restaurant, Route 50, Falls Church, VA, Paul Edelstein, (703) 914-0507

Dec 12 - Holiday Party, Fairfax, VA, Karl and Penny Johnson *CTR*

Dec TBD - BOG Committee Chairs Preliminary Meeting

2005

Jan 10 - Membership Meeting at Bentley's (Monday, not Tuesday)

Jan TBD - BOG Kickoff Meeting

Jan 23 - Awards Brunch, Virginia location *CTR*

Feb 12 - Go Karts (Indoors) *CTR*

Feb 26 - Winter Dinner, Maryland location *CTR*

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

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

Save a Tree

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

CLASSIFIED

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

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



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

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

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

1976 Triumph TR6 for sale. Winner in several local shows. Complete body-off restoration - too much to list. BRG w/black interior. Factory hardtop. Michelin X Redlines. Bob, Fairfax, VA (703) 359-0903 or (571) 243-6535 (cell). \$16,990



Elva Courier for sale. 1963 Mk 3, MGB engine and trans. Vintage raced and street legal. Excellent condition. \$25 K firm. Photos avail from tkcracer@aol.com or (703) 867-4419

TR3 and TR6 Parts for sale. TR3 used front seatcovers. TR3 and TR5 front grills. TR3 four new tires mounted on steel rims. TR6 vinyl hardtop. John Boston, Spencerville, MD, (301) 421-9638

1977 Triumph TR7 Coupe for sale. Currently registered and tagged. Passed MD emissions. Needs minor body work (surface rust) and paint. Drive it home for \$1800 obo. Bruce (301) 805-0293

CTR Regalia



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

Now available: CTR lapel pins - 1" width with either pin or military clutch backs. Available at CTR events or mailed out with membership card on application or renewal



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Updated CTR website

www.capitaltriumphregister.com
with members' photos and a lot more!

The Standard

Published by the Capital Triumph Register
Editor, Art Fournier
4729 Willows Road, Chesapeake Beach, MD 20732-4221
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E-mail - fournier@chesapeake.net

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

PHOTO CREDITS

Pages 1 - Art Fournier;
Page 3 Top - Joe Cannon
Page 3 Bottom - Lionel Mitchell
Page 5 - Ben Kaplan

**Deadline for the
next issue of
The Standard:
December 17th!**

Membership Renewal / Application

For renewals with unchanged status, return your mailing label.

Name _____

Address _____

Phone _____

E-mail _____

TRIUMPH's owned _____

Newsletter Preference: Electronic _____

Paper _____

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

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

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

Advisors

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TR250 & 6	Arleigh Cottrell (301) 627-6637 RaceNutz@aol.com
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	Ed Chan (703) 658-0253 capitaldriving@yahoo.com
Racing	Ira Schoen (703) 698-1691 pterodactyl711@aol.com



The Capital Triumph Register
is a chapter of
The Vintage Triumph Register,
The Triumph Register of America

4729 Willows Road
Chesapeake Beach, MD 20732-4221

THE STANDARD



Looking back at *The Standard*:

Vol. 1, Number 6, Nov. 1989

As promised, here are the results of the club's first election: Charlie Brown, president; Keith Dunklee, vice president; Mike Szoke, treasurer; and Henry Irving, secretary. Appointed officers included: Curt Robinson, editor of *The Standard*; and Georgia Rogers, activities chairperson. Rosemary Kooiman was charged with writing by-laws for follow-on elections in March 1990.

The featured event was a trip to Southern Maryland with lunch in Solomons Island before proceeding on down to Point Lookout (Elene Gillespie was the point of contact). Other articles discussed autocross, Summit Point racing, shows in Richmond and at Gunston Hall, tech tips, and concern with proposed Virginia emission laws. Bill Manley's Stag was the featured "Personal Triumph." Lunch in Solomons, autocross – sounds familiar!



There are any number of internet chat groups where you can go for help with your technical problems. Here's a sample from one of them:

Question:

Everything is going well on my TR8 master cylinder rebuild except the little plastic switch broke off when I tried to remove it. I spent an hour digging the plastic out of the hole and have ordered another switch. I would like to reassemble it before the switch arrives, but I have nothing to gauge the thread size by without trying to run bolts or taps down the hole to "see if they fit." Can anyone tell me what size they are or if they are metric or English?

Response:

Actually I believe a 7/16 fine thread will work. Use thread tape. The switch is to turn on a very dim light that only works at night on a dark highway to let you know that your brakes just failed before your foot hits the floor and the car hits a tree.

It is to give you a potential 2 or 3 seconds to scream. Perhaps to mess your pants, but not long enough to pee. It is a unique British invention and the first precursor to the air bag.



THE STANDARD

The Official Publication of the
Capital Triumph Register
Volume XVI, Number 12, December 2004

7th Annual T4 Art Fournier

CTR's 2004 T4 – Triumph Taste Tech and Tour – was held on November 13th in northern Virginia. The day began with breakfast at Paul and Sharon Edelstein's home in Annandale. Paul led the first technical session, a discussion of automotive electrical system basics along with fairly straightforward reliability improvements such as the addition of relays and additional fuses. Next, it was time for the first touring session of the day with a trip down to Charlie Brown and Pam Michell's home in Mason Neck. Charlie gave a presentation on the operation and advantages of Weber carburetors, which was followed by a lunch that included



In Paul's garage

some of those infamous, but tasty, BOG dogs. Then it was back on the road to Roger and Peggy Morrison's home in Falls Church for dessert and a double tech session. First Roger discussed the often negative unintended consequences

of performance modifications then Bruce Hislop gave quick tips on cleaning paint from rubber parts and using fiberglass to repair radiator overflow bottles. All in all, the 2004 T4 was certainly one of the best in this long-standing CTR series.



In Charlie's garage

More on the T4 on page 3

Annual Awards Dinner

CTR will hold its annual Awards Dinner at 5:30 PM on Sunday, January 30th at the Potowmack Landing Restaurant, located just off the Parkway at the Washington Sailing Marina between Old Town Alexandria and National Airport. Details are still firming up – expect more from Virginia event director Rich Townsend as the date gets closer.

The Award Dinner is our opportunity to recognize CTR members for their contributions and participation throughout 2004. And, with many of our LBCs garaged for the winter months, it is a chance to get together to socialize and at least talk British cars. Potowmack Landing has great food and fantastic views of the Potomac River – we hope to see you at the Awards Dinner, CTR's first major event of 2005!

PAGE 1 - T4; Awards Dinner; PAGE 2 - CTR Happenings; Autocross Driving Tip; PAGE 3 - T4; Garage Spot - Dielectric Grease PAGES 4-5 - Autocross Results; PAGE 6 - Events; Classified; PAGE 7 - Club Info



Capital Driving Club Tech Tip Whiplash and Head Restraints

Ed Chan

Since autocrossing is now done for the winter, our tech tip this month is about something that commonly occurs: whiplash. Although whiplash can occur in many different crash scenarios, whiplash typically occurs when the vehicle in which we're riding, gets struck from behind. As the vehicle gets pushed forward, the occupant gets driven back into the seat back.

This rearward movement (or stroke) of the body into the seatback is often at a different rate than the occupant's head due to the relative firmness in the seatback and the head restraint (typically call head rest).

See the videos below by searching reports 4820 to 4828 the link below. This search will display the National Highway Traffic Safety Administration's (NHTSA) 2003 rear impact tests, which were instrumented for whiplash measurements. You might want to download Quick Time Player software to read the video and use broadband (unless you have several days to wait).

<http://www-nrd.nhtsa.dot.gov/database/nrd-11/asp/QueryTestTable.asp>

Backset:

If a large distance (called backset) between the head restraint and head occurs exists, the head will be unsupported as the body strokes rearward into the seat back. The result may be that the occupant's head and neck rotates violently relative to the torso, which may result in a whiplash injury. So, if we reduce the backset, we can reduce the likelihood of whiplash.

Some head restraints can adjust to decrease backset. Changing the angle of the seat back will also change the amount of backset: The more vertical the seatback the less the backset. Some shorter people tend to bring the seatback more vertical, which reduces the backset too much – to the point where the head restraint pushes the head forward. This effect happens even sooner when the occupant has their hair in a ponytail or bun.

Ramping:

In the two videos in report #4823 we see that the test dummy moves up the seatback. This upward movement is called ramping. The amount of ramping in real life situations is often greater than what is witnessed in a crash test dummy,

because the dummy's pelvic region is rigid (unlike a human, the lap doesn't bend and rotate). In reort #4823, the driver ramps upward and the head actually goes over the head restraint hitting the backlight (rear window). Ouch!

So if you have adjustable height on your head restraint, the high the position may offer better protection. Many head restraints are set too low and should be at least as high as the center of mass of your head (e.g. ear level). Moving the setting even higher could help to off set the ramping effect. Setting the seatback more vertical may also reduce the level of ramping.

Compatible Seatback and Head Restraints:

Even if the backset is zero, the body can still experience a whiplash condition due to the differences in seatback stiffness and head restraint stiffness. As we can see in the video link, the seatback deforms rearward, the body strokes into the seatback, and the head restraint deforms reward as the head hits the head restraint. If the multitudes of deformations are not matched for the head and torso, the head and neck can still violently rotate and cause whiplash.

(Continued on Page 5)



CTR Happenings

BOG Kickoff Meeting:

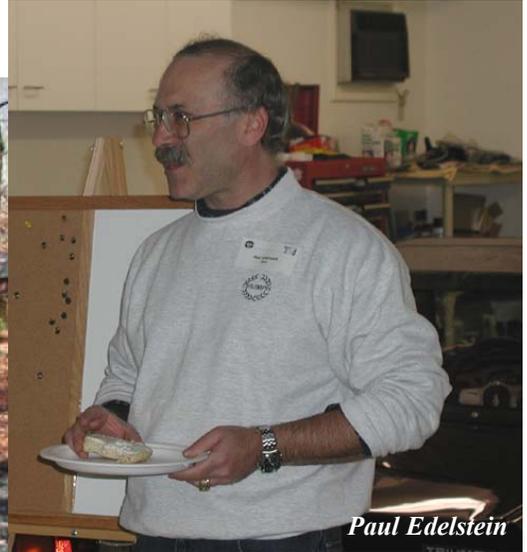
The Kickoff Meeting for CTR's 2005 Britain on the Green (BOG) show will be held on the evening of Wednesday, January 19th, at John and Sara Buescher's home (4519 North 19th Street, Arlington, VA 22207). If you are willing to help with BOG, please attend the meeting. RSVP to John at John.Buescher@hqda.army.mil or (703) 522-6571. If you can't attend this meeting, but would like to support CTR's largest event, contact Charlie Brown our BOG Coordinator at cb1500@erols.com or (703) 339-5871.

Please welcome CTR's newest members:

- ➔ Bill Goodwin, Bryantown, MD, two Heralds
- ➔ Stephen Oertwig, Arlington, VA, GT6 Mk III, 2000 Mk II, and Sports 6



More T4



Paul Edelstein



Bruce Hislop



Roger Morrison



Charlie Brown



Extra T4 Tech Tip: Eliminate that odd front end noise — use two bolts to attach your classic license plate! (In the spirit of the Holiday Season, we won't name the offending party.)



From the mailbag: What is dielectric grease and where can I get some?

Dielectric grease is used to insulate electrical connections. It's a good insulator at all automotive voltages, including the very high voltages found in the secondary ignition system. During assembly, the grease is pushed out of the way so that there is good metal to metal (conductor to conductor) contact. Consequently, the non-conducting grease is not part of the circuit. It displaces air as an insulator in electrical circuit and helps keep out corrosive and contaminant materials such as water, dust, dirt, and oxygen. Dielectric grease is available in larger auto parts stores, usually on the same rack as sealants and specialty chemical products.



Capital Driving Club Autocross Series
December 4th 2004
Ed Chan

On Saturday December 4th the Capital Driving Club, sponsored by the Capital Triumph Register, held the last autocross of the season at Harry Grove Stadium in Frederick, MD. We lucked out with no rain or snow, but it was COLD – 27 degrees when we set the course up!

This autocross was a little shorter, but everybody got 5 runs plus one fun run, or a total of 6 runs. We started at 9:30 and finished by 2:30. So people got to sleep in an hour longer and leave about an hour and half earlier with only one less timed run, even with a longer course of over 53 seconds average run time. We were able to do this feat with the smaller limit of only 40 cars and only two heats. With the organizers, we had a total of 44 cars. On the downside, working the course meant being at the lot for an hour and half; pretty long to be in the

cold.

Pete Gochman received Fastest Time of the Day for the third time this year. Congratulations, Pete!

If any of the participants have any feedback on this last event, please send them to me at capitaldriving@yahoo.com. Also, members of the Capital Driving Club are invited to send a photo of you and/or your car to capitaldriving@yahoo.com.

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

- ➔ Al Burstiner, Falls Church, VA
- ➔ Tom Freeman, Gaithersburg, MD
- ➔ Cale Kastanek, Hagerstown, MD
- ➔ Norval Johnsun, Bowie, MD
- ➔ David Sann, Ellicott City, MD

Saturday, December 4th, 2004 Harry Grove Stadium, Frederick, MD

Event Organizer: Joe Macinnes

Course Designer: Joe Macinnes

Tech Inspector: Kyle Bowker, Pete Gochman, Joe Seward

Set-Up, Grid, Timing: Ed Chan, Maximo Avlies, Kyle Bowker, Larry Rittinger, Barrie Gochman

Sponsor Support: Frederick Motorsports (301) 694-8550

Name	Year	Make	Model	Time	Index	Index	Today's	New Index
						Time	Index	(Avg of last 3)
Pete Gochman	2003	Honda	S2000	48.04	1.121	53.83	1.121	1.116
Mick Frankel	2001	Porsche	Boxster	48.3			1.099	1.099
Gonzalo Puig	2002	Subaru	WRX	49.45	1.082	53.5	1.074	1.082
George Cole	2002	Honda	S2000	49.48			1.073	1.073
Vell Johnson	2004	Subaru	STI	50.09	1.034	51.78	1.06	1.044
Kyle Bowker	1991	Mazda	Miata	50.16	1.032	51.75	1.059	1.037
Dan Sann	1997	Saturn	SC2	50.57			1.05	1.05
Kelvin Estioko	2005	Subaru	S2000	50.85			1.044	1.044
Denny Mitts	2002	Nissan	Sentra	51.16	1.057	54.06	1.038	1.047
Kurt Genatowski	1972	BMW	2002	51.34	1.052	54.03	1.034	1.043
Joe Seward	1999	BMW	M Coupe	51.51	1.106	56.98	1.031	1.083
Kenny Shum	1997	Mazda	Miata	51.72	1.012	52.33	1.027	1.026
Toby Shum	1998	Honda	Civic	51.78	1.002	51.91	1.025	1.013
Courtney Myles	2002	Ford	Focus	51.9	1.023	53.07	1.023	1.023
Bob Kramer	2004	Porsche	911	52.05	0.95	49.45	1.02	0.985
Michael Diblasi	1997	Audi	A4	52.17	0.964	50.32	1.018	0.982
Joe Macinnes**	1966	AH	Sprite	52.26	1.052	54.96	1.016	1.052
Tom Freeman	1991	Mazda	Miata	52.35			1.014	1.014
Mike Schmidt	1998	Chevy	Corvette	52.41	1.016	53.25	1.013	1.015
Mark Rivers	1985	Toyota	Corolla	52.64	0.987	51.94	1.009	0.999
Matt Schipani	2002	Mini	Cooper	52.67	0.954	50.23	1.008	0.969
Al Burstiner	1996	Porsche	993	52.8	1.01	53.33	1.006	1.008
David Tucker	1972	Pantera		52.95	1.024	54.2	1.003	1.01
Chris Ridgley	2000	Honda	Civic	53			1.002	1.002
Charles Tsui	1984	BMW	633	53.44	1.006	53.75	0.994	0.995
Bill Hopper	1997	Mercedes	C280	53.8	0.988	53.15	0.987	0.987
Mahmound Ihmeidan	2005	Subaru	STI	53.83			0.986	0.986
Dan Rogers	1964	Porsche	356	53.85	0.974	52.46	0.986	0.986
Blaine Frank	2001	Subaru	RS	53.87	0.952	51.29	0.986	0.963
Larry Rittinger**	1991	Mazda	Miata	54.16	1.006	54.49	0.98	0.998
Alex Redding	1973	MG	BGT	54.75	0.936	51.22	0.97	0.961
Dwight Hoyle	1965	Ford	Daytona	55.07	0.97	53.42	0.964	0.967
Cal Kastanek	1984	VW	Rabbit	55.08			0.964	0.964
Eric Fargo	2003	Ford	Focus	55.42	0.932	51.65	0.958	0.945
Barrie Gochman	2002	Subaru	WRX	55.55	0.986	54.76	0.956	0.972



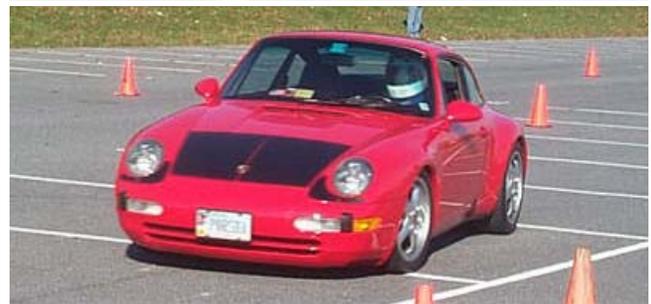
Ben Rider	1984	VW	Rabbit	55.81			0.951	0.951
Peter Muller	2004	Nissan	350Z	56.03			0.948	0.948
Tom Fargo	1972	Chevy	Corvette	56.13			0.946	0.946
Tom Delaney	1963	Daimler	SP250	56.62	0.882	49.96	0.938	0.901
David Wilen	1997	Volvo	850	56.67			0.937	0.937
David Mumford	1978	MG	B	56.88	0.981	55.79	0.934	0.965
Harold Solis	2004	Honda	S2000	57.14			0.929	0.929
Coleman Rogers	1997	Mazda	Miata	57.36	0.933	53.53	0.926	0.929

Mean 53.1

*FTD Pete Gochman
 **Not eligible for FTD

Indexed Results

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Vell Johnson	2004	Subaru	STI	50.09	1.034	51.78
Toby Shum	1998	Honda	Civic	51.78	1.002	51.91
Mark Rivers	1985	Toyota	Corolla	52.64	0.987	51.94
Kenny Shum	1997	Mazda	Miata	51.72	1.012	52.33
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Joe Seward	1999	BMW	M Coupe	51.51	1.106	56.98



Tech Tip (Continued from Page 2)

Currently, the Federal Motor Vehicle Safety Standards address the seat and head restraint separately and not together as a system. The seatback has to meet a certain level of strength and so does the head restraint. However, no Federal Regulation requires that the stiffness be matched to reduce whiplash.

Fortunately, several automakers, like Subaru and Saab (see report 4821), have addressed their seat designs with active head restraints or like Volvo WHIP (see report 4826) seats with seatback systems that rotate the seatback and move the head restraint forward. Some of the BMWs (optional in 7 Series) have a ballistic system, where a

pyrotechnic (gas generator) is fired and causes the head restraint to move forward into the occupant's head to mitigate head rotation.

Where to Set the Seat?

We can reduce the chance of whiplash by ensuring that the head restraint is adjusted as close as possible to the head and elevated as high as possible. Setting the seatback more vertical may help, but also remember that driver comfort is an issue, as well as sitting a safe distance from the airbag. Driving position is also an issue for optimum ability to control the vehicle. In the end, I can't tell you what's the best thing to do, but only offer you some things for you to ponder.



EVENTS

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

Jan 10 - Membership meeting (all members welcome), Bentley's Restaurant, Route 50, Falls Church, VA, Paul Edelstein, (703) 914-0507 (Monday, not Tuesday)

Jan 19 - BOG Kickoff Meeting

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

Feb 12 - Go Karts (Indoors) *CTR*

Feb 26 - Winter Dinner, Maryland location *CTR*

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

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

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

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

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

Save a Tree

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

CLASSIFIED

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

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

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

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



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

1967 Triumph Spitfire Mk3 For sale. Partially Disassembled, Rebuilt

Suspension and Steering, Engine not included. Lots of new parts. Wife says the car has to go. Make an offer. Call John at 703-858-9274 or stann3@earthlink.net.

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

1976 Triumph TR6 for sale. Winner in several local shows. Complete body-off restoration - too much to list. BRG w/black interior. Factory hardtop. Michelin X Redlines. Bob, Fairfax, VA (703) 359-0903 or (571) 243-6535 (cell). \$16,990

TR3 and TR6 Parts for sale. TR3 used front seatcovers. TR3 and TR5 front grills. TR3 four new tires mounted on steel rims. TR6 vinyl hardtop. John Boston, Spencerville, MD, (301) 421-9638

CTR Regalia



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

Now available: CTR lapel pins - 1" width with either pin or military clutch backs. Available at CTR events or mailed out with membership card on application or renewal



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

Updated CTR website

www.capitaltriumphregister.com
with members' photos and a lot more!

The Standard

Published by the Capital Triumph Register
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Phone - (410) 535-0690
E-mail - fournier@chesapeake.net

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

PHOTO CREDITS

Pages 1 and 3 - Art Fournier
Page 5 - Ed Chan

**Deadline for the
next issue of
The Standard:
January 14th!**

Membership Renewal / Application

For renewals with unchanged status, return your mailing label.

Name _____

Address _____

Phone _____

E-mail _____

TRIUMPH's owned _____

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Paper _____

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

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

Roger Morrison
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Falls Church, VA 22042-4112

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	Ed Chan (703) 658-0253 capitaldriving@yahoo.com
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The Capital Triumph Register
is a chapter of
The Vintage Triumph Register,
The Triumph Register of America

4729 Willows Road
Chesapeake Beach, MD 20732-4221

THE STANDARD



Looking back at *The Standard*:
Vol. 1, Number 7, Dec. 1989

The lead story in the December 1989 edition of The Standard was on a club outing to Solomons, MD. Newsletter editor Curt Robinson described his Spitfire in the Personal Triumphs column. Along with an article on classic car insurance, the newsletter also featured a technical piece on winter preparation with a focus on anti-freeze. At 14 pages, this was the club's longest newsletter to date.



**Winter Driving Tip:
Leave the gas filler nozzle at the gas
station!**

