



# THE STANDARD

The Official Publication of the  
*Capital Triumph Register*  
Volume XIX, Number 1, January 2007

Awards Brunch  
January 28<sup>th</sup> - See Page 4



## CTR Holiday Party

Looks like Bruce and Miriam Hislop and John Buescher may have had something to hide. But if you weren't there you'll never know since what happens at the CTR Holiday Party, stays at the Holiday Party! Sincere thanks from every-

one in CTR to Paul and Patti Scuderi for hosting this season's holiday event at their home in Damascus. For more Holiday Party photos, please turn to page 3.

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## CTR Happenings

### *Karting*

Charlie Brown is planning CTR's annual indoor karting event for Saturday, February 17<sup>th</sup>; however, the price at Allsports Grand Prix in Dulles, Virginia, has increased to \$85 per person. Charlie would like to get an indication of interest before he commits. Please contact him at charliebrownphoto@verizon.net or (703) 878-1337 if you'd like to participate.

### *2007 Calendar of Events*

CTR's schedule of activities for 2007 will be one of the main topics at the membership meeting on January 16<sup>th</sup>. If you have any suggestions, please let one of the board members know. Or attend the meeting, make your preferences known, and do a bit of socializing

### *E-Mail Address Updates*

Please ensure you keep CTR informed of updated e-mail addresses. CTR uses e-mail for newsletter notifications and event reminders. We don't want you to miss out.

### *Welcome CTR's Newest Members*

- ➔ Andrey Andreev, Montgomery Village, MD
- ➔ Scott Brooke, Mt. Airy, MD
- ➔ Ernest Campana, Bristow, VA
- ➔ Larry Casey, Frederick, MD
- ➔ JohnDavidson, Olney, MD
- ➔ Paul Ford, Burke, VA
- ➔ Bradley Greene, Germantown, MD
- ➔ Juan Guzman, Herndon, VA
- ➔ John Hubbel, Sterling, VA
- ➔ Jim Kent, Mt. Airy, MD
- ➔ Alex Kolankiewicz, Reston, VA
- ➔ Arturo Lopez, White Plains, MD
- ➔ Craig, Milsovic, Frederick, MD
- ➔ Hil O'Herlihy, Annapolis, MD
- ➔ Cliff Paris, Manassas, VA
- ➔ Frankie Patton, Manassas, VA
- ➔ Rick Perkins, Frederick, MD
- ➔ Ronald Perkins, Millersville, MD
- ➔ Alex Podpaly, Derwood, MD
- ➔ Ryan Pond, Aldie, VA
- ➔ Sam Ro, South Riding, VA
- ➔ Craig Stuard, Shadyside, MD
- ➔ Matt Sturgeon, Sterling, VA
- ➔ John Stanton, Washington, DC, GT6
- ➔ Aldwyn Rodgers, Columbia, MD, TR6

## BOG Kickoff Meeting

### January 27<sup>th</sup>

Greetings Folks and Happy New Year,

Charlie Brown and I have scheduled a date for the Kick-off Meeting of the 2007 Britain On The Green Planning Committee. The date is Saturday, January 27<sup>th</sup> at 10am. This meeting will take place at Collingwood in the mansion. The general plan is to discuss any and all ideas for this year's BOG and get the ball rolling as to staff assignments and due dates for related tasks. We will also take this occasion to present Warren Baker with a plaque thanking him for his support of BOG over the years. We may get to meet the new Caretaker who will be replacing Warren in early February, but their arrival date is still uncertain.

Our general goals for this year are to "keep it simple" and "find a new food vendor" (as well as "have fun" and "mooch from the Kentuckians"), but if any of you have ideas for changes or improvements, this is the time to discuss them and we're happy to hear from you.

After the meeting, we will repair to a nearby restaurant for lunch and the beverage of your choice.

Please RSVP so I can be sure this is a good date. We need to get going early this year, so I hope to see everyone there. Also, if you know of any club members that might be interested in getting involved this year, let me know and I'll circulate this to them.



Thanks for your BOG-ging help,

Tom Burke

## CTR Regalia



Contact Charlie Brown at [cb1500@erols.com](mailto:cb1500@erols.com) or (703) 878-1337 for CTR Regalia: hats \$15, patches \$5, name tags \$4.50, flag pins \$10, shirts \$25 for Hanes and \$35 for Jonathan Cory. Enquire as to shirt size and color availability. Regalia will be delivered at CTR events.



# Photos from the CTR Holiday Party





## CTR and CDC Awards Brunch January 28<sup>th</sup>, 2007



The Capital Triumph Register and the Capital Driving Club will hold an Awards Brunch on Sunday, January 28<sup>th</sup>, at around 11:00. The annual awards banquet is our opportunity to recognize those members of the club who have been conspicuous in their participation at events throughout the year. It's also a good reason to get together with old friends, socialize and talk cars during a time of year when many of our cars are off the road.

The event will be held at Madigan's Waterfront at 201 Mills Street in Occuquan, Virginia, located about 10 minutes south of the Beltway off I-95. For more information, contact CTR's Virginia event coordinator Rich Townsend at [retownsendjr@adelphia.net](mailto:retownsendjr@adelphia.net) or (540) 788-4588. For more on Madigan's, check out their website: <http://www.madiganswaterfront.com>.



### Triumph Parts Lionel Mitchell

One of the more desirable components in our TRs is a Laycock de Normanville overdrive gearbox. When you're driving down the interstate keeping up with traffic in a four speed car, it's just natural to try to shift into fifth gear, especially if your daily driver has a five-speed gearbox. But finding a reasonably-priced J-type or A-type O/D unit is not easy. There are three listings on e-bay as of this writing, and they're in the \$1200 range. These are apparently rebuilt units. Occasionally, I've seen them go for just over \$800. I bought a used J-type box for \$750 five years ago. So, that's about a low as you'll find. Plus, if you have to rebuild one, it'll set you back another \$1100 - \$1300, according to TRF prices. Then, there's the two wiring harnesses that are priced separately if they don't come with the used units, not to mention the column switch, which looks so cool on the steering column.

So, what's a boy to do?! Two alternatives are available to get that extra gear: both involve converting to a non-Triumph gearbox. The first alternative has been around for a few years, and numerous TR6 owners have taken this approach. This is the Toyota 5-speed conversion from Herman van den Akker ([www.hvdaconversions.com](http://www.hvdaconversions.com)). Herman sells the conversion kit, sans gearbox for \$1485 plus shipping. It includes a cast aluminum bell housing, Toyota clutch driven plate, and hy-

draulic throw-out bearing and eliminates the slave cylinder, push rod, clutch operating shaft, and clutch fork and pins. The hydraulic throw-out bearing is actuated by a line direct from the master cylinder. Herman also sells the throw-out bearing kit separately for \$395. The 5-speed kit can be used on TR2-6 models and includes all the necessary hardware for the swap. The donor Toyota gearboxes come from 1982-85 Celica or Supra models or from 1984-96 Pick-ups. The gear ratios for these Toyota gearboxes are very similar to the Triumph ratios. As a personal aside, I drove a 1982 Supra for 252k miles with one of these gearboxes before I traded it for a 1994 Toyota Pick-up (now with 200k miles) and can attest to the durability of the tranny. You can read the experiences of two TR6 owners who went this route in Volume XXII, Issue 3 (Fall 2004) of the 6-Pack Publication *The Triumph TR6*. These guys give a few practical tips about putting in a stop to limit clutch travel, back-up light wiring, speed-o recalibration, and positioning the throw-out bearing 1/8" from the pressure plate. This is advertised as a no cutting or drilling swap, and it uses the stock shift lever and drive shaft. In addition to being Toyota-reliable, it weighs 50 pounds less than a Triumph O/D gearbox. The cost of a used Toyota gearbox is probably in the \$200-300 range. Although Herman does not list the kit shipping cost, I would guesstimate on the order of \$50. So, this alternative could run you around \$1700-1850.

A second alternative that has caught my attention lately is a similar approach but uses the Ford Sierra Type 9 five-speed gear box. This solution is advertised for TR4-6 models. The kit is being sold by a regular e-bay store seller, British Starters (e-bay id martingf) at the buy-it-now price of \$2395.95 plus \$99.95 shipping. Like the HDVA kit, it includes a hydraulic throw-out bearing, clutch driven plate, and cast aluminum bell housing, but it also include the rebuilt Ford gearbox. From the description, this kit involves a little more work compared to the HDVA kit, but not by a lot. The kit includes a drive shaft and gear shift lever to use in place of the stock Triumph parts – no big deal here. But there is a some surgery to do: the gearbox cover has to be extended a bit and the dash support requires some "minor" surgery, according to the description. This kit is also advertised as available for the TR6 in the spring by the MG Five Speed Company ([www.mgfivespeed.com](http://www.mgfivespeed.com)) in *Classic Motorsports* magazine, although the web site does not mention it yet. But could one really trust buying this from an MG company?

As for me, I'll probably put the J-type O/D in my restoration car, or I could just wait until my pick-up is too far gone to save and salvage the gearbox from it and go with the HVDA kit.



## Water Where It Doesn't Belong

### Part 1 - In the Brake Fluid Charlie Brown

Water is the life's blood of our planet. Our bodies need water to survive. In the automobile, mixed with ethylene glycol, it raises the boiling point and lowers the freezing point of the coolant. But, in the auto, that's where you want to draw the line. You don't want water in the oil, the gasoline, or the brake fluid. Obviously, water in the oil will reduce the oil's ability to prevent friction, wear, and corrosion. Water can also be harmful when introduced into the brake system and the fuel system.

The DOT 3 and DOT 4 brake fluid used in most cars is a glycol ester based liquid. It's characterized by low compressibility and a high boiling point. That makes it ideal for a car's braking system. Unfortunately, they are also very hygroscopic, that is, they will readily absorb moisture. They can absorb moisture everytime the reservoir lid is removed, every time the bleeder valves are opened, even through the microscopic pores of the rubber brake hoses.

The DOT 3 and DOT 4 fluids in their "dry" state, that is fresh from the container, have minimum boiling points of 401° and 446° respectively. It is estimated that these glycol fluids can absorb water at the rate of 1 to 2% by volume per year. By the end of the second year, brake fluid can contain as much as 3 to 4% water, and this is considered a saturated state. With this much water content, the boiling point drops to about 284° for DOT 3 and 311° for DOT 4. Most manufacturers recommend changing brake fluid at the end of a two year period, some more frequently. Some ABS systems require yearly changes.

Since water is readily absorbed, it's naturally dispersed evenly throughout the brake system. This reduces the chance of water pockets settling into low spots of the calipers and cylinders. Under hard braking, calipers can exceed 212° and if there were a pure water pocket, a steam bubble would be created causing brake failure at that wheel. This is one reason automakers specify DOT 3 or 4. Even with the reduced overall boiling point of a semi-saturated fluid, brake failure due to boiling is almost eliminated.

DOT 5 silicone base brake fluid was initiated by the U.S. Army to extend the life of braking systems in vehicles stored for long periods and/or under extreme temperature conditions. DOT 5 has a boiling point of 512°, is not hygroscopic and actually repels water. It maintains a more consistent viscosity in below 0° conditions. The silicone base will not dis-

solve paint as will the glycol ester base of DOT 3/4. Sounds like an ideal fluid at first blush. Well....

Because silicone will not absorb water, any moisture induced or trapped in the brake system will not disperse and will settle to the lowest area in the form of pure water, with the silicone floating on top. The "slug" of water, in a hot caliper, can cause a steam bubble and brake failure. Carmakers will not use DOT 5 because of this risk, plus the cost of the silicone fluid is about 4 times the cost of DOT 3/4. DOT 5 can also hold more dissolved air, making it more compressible. With enough dissolved air, the brake pedal becomes softer or spongier. Because of the rapid pulsation of ABS pistons, DOT 5 can actually foam causing brake failure. Never use DOT 5 in an ABS system.

Even with these drawbacks, DOT 5 can make a very suitable brake fluid for our vintage cars. The fluid will last in the braking system for longer periods without becoming moisture contaminated, and it won't attack your valuable paintwork. I converted my system over about 10 years ago and never regretted the change. Some rumors circulate about the silicone fluid eating certain rubber components of the brake system. I really think these stories are more urban legend than fact. I've never actually seen, or heard of, hard evidence of any rubber deterioration.

There are right and wrong ways to introduce silicone fluid. All DOT brake fluids are compatible in that they don't create a dangerous substance when mixed. The problem with the DOT 3/4 and DOT 5 is they don't blend. The silicone will rise to the top leaving the glycol and any moisture contaminants, to sink to the lowest point. Ideally, silicone should be introduced after a complete brake system rebuild. That's not always practical. In converting over to DOT 5, the first instinct is to try flush all the old fluid from the system. This is a good idea. I've heard of people using mineral spirits and alcohol. Don't. These fluids are not compatible with the rubber components of a brake system. Your best is to flush the system with the DOT 5 you're planning to use. Initially, bleed all four corners until the fluid runs a nice, clean, light purple color. Then do it again. What I did, at that point, was wait a few weeks of normal driving then flushed the system again. At 20 bucks a quart, this can get expensive, but then you don't have to flush the system every two years or worry about a leak ruining your paint under the bonnet. When does it need to be changed? Honestly, I've never seen any printed recommendations. I do know the brake system is still capable of collecting solid impuri-

*(Continued on Page 7)*



# Capital Driving Club DG's Work in Progress

## Part II

Ed Chan

As I wrote last month, I recently received an e-mail from Dennis (DG) Grant on his work-in-progress book that documents some of his knowledge on autocrossing. Dennis Grant has autocrossed for many years with the last 8 years at the national level.

Below is another excerpt from his draft book:

### Tires

*The single most important part of the whole suspension system is **THE TIRE**. Tires are absolutely, positively, hey-Joe-no-foolin **THE** most dominant part of the suspension. Being on the right tire for the job at hand will buy you more time than any single other suspension improvement, and in terms of autocrossing (and road racing, to a point) tires buy you more time than anything outside of more seat time - **PERIOD**.*

*So half, maybe even 3/4 of the battle is getting on the right tires. If you have the right tires and everybody else is on the wrong tires, you win.*

*If there are multiple tires eligible for your class, then it sucks to be you, because you're going to have to test and try them all - because being caught on the wrong tires means you lose. And when the tires change throughout the season - as they most certainly do; no race tire stays the same between build codes because the manufacturers are in a constant scramble to stay ahead of the other guy - then it really sucks to be you if you are behind the curve. Tire. Wars. Suck.*

*Anyway, the first step is to determine the tire you will be using; all else falls out of that.*

*Picking the winning tire is part luck, but mostly testing. Buy as many different sets of tires as you can afford, and then test them, back-to-back, in the same conditions. Try and get a handle on what makes the tire work, particularly in terms of temperatures and pressures. The trend has been towards tires that start working at lower temperatures (and go off at lower temps as well; the tire will overheat and get "greasy"), but there is no promise that this trend will hold and you cannot make any assumptions about anything. Particularly, this*

*year's wonder tire can easily become next year's loser (see BFG G-Force and Hoosier A3S04 (loser), vice BFG R1 and Hoosier A3S03 (wonder tire)*

*If you cannot afford to test, the next best thing is to keep an eye on the guys with money and watch what they do. They **can** afford to test, and they are doing so. If they suddenly get faster, that's probably tire at work and you should try and beg, borrow, or steal a run on the same tires to see what they feel like.*

*Normally, the difference between a good tire and a better tire is immediately obvious to the driver; you won't need many tries to figure out what tire you need to be on.*

*Note too that there's more to a tire than just raw grip. There is transitional response (how fast the tire will cut from full left to full right), recovery time (how fast the tire regrips once you cross the line and start it sliding) temperature sensitivity, and grip itself can be broken up into lateral and longitudinal grip. Different cars will respond differently to different aspects of the tire's performance envelope, and what might work on one car might not work on another.*

*For example, a tire that trades a little lateral grip and transitional response for forward bite will tend to work better on a high powered rear wheel drive car (that typically has a hard time putting all its power to the ground) than on an underpowered front wheel drive car that cannot power the tires loose when parked on an ice floe. The only way to know is to test, test, test, and pay attention to what is going on around you.*

*Once you have the tire, there is a particular envelope that it needs to be kept in to maximize its performance. There is a particular camber angle, pressure, slip angle, temperature, age, loading yadda yadda that puts the tire in its Happy Place where it provides the most grip, stability, response, etc to get the most out of it.*

*This is important - if everybody is on the same tires, he who keeps his tires in their Happy Place the largest percentage of the run time, wins. When you have an advantage in **WHICH** tire you are on, you can get away with being sloppy here and still win (assuming a large enough delta between "right tire" and "wrong tire"). But once you are all on a level playing field, tire-wise, the difference between the champ and the also-ran is in the execution of keeping that tire happy.*

(Continued on Page 7)



### DG's Work in Progress (Continued from Page 6)

*Any given tire, once in its happy place, produces a certain maximum amount of grip. That max amount of grip has an enormous amount of influence on suspension tuning. There are things you can get away with on a low-grip street tire that will just ruin your day on a high-grip race tire - and the higher the grip, the more true this becomes. High grip == more force, and the suspension needs to be able to deal with it.*

*Certain tires are more finicky about their happy place than others. Tire A may work well from 50 deg F to 250 deg F. Tire B may be a rock from 50-120 deg F and a greaseball from 180 deg F on up. Tire A may lose 20% of its grip at camber angles +/- 1 degree from optimal, where tire B may only change 3% over a 5 degree camber range. Oh, and it may be surface dependent too. A big part of the battle is to figure out exactly where your tires are sensitive/insensitive and control the parts that make the biggest difference.*

*...and those parameters need not be STATIC either. A given tire may not care what the camber angle is within 5 degrees, but it may not tolerate CHANGES in camber angle faster than 1 deg/sec. Etc etc etc.*

*So then, we want to find the best tire we can, and we want to keep it happy, and we have a ton of testing to do in order to discover exactly where the Happy Place is, and how sensitive the tire is to changes.*

## Capital Driving Club Tech Session Preparation for High Performance Driving Events Ed Chan

**Date:** Saturday February 10<sup>th</sup>

**Time:** 10:30 am

**Place:** The Shop, Springfield, VA

Pete Gochman and Ted Joseph will hold a short tech session on preparing your vehicle for a High Performance Driving Event (HPDE). Our HPDE basic preparation class will focus on how to start making your ready for a HPDE (or autox season). The class will cover brake pad installation, brake fluid flush, inspection of air filter, fluid checks (engine

oil, diff and transmission, coolant), tire condition and pressure and visual inspection of steering and suspension.

### Directions to the shop:

From 495 or 395:

- Take towards the Mixing Bowl
- Pass the Springfield exit and travel towards Richmond (be careful, the traffic pattern has changed)
- Take the next exit just as you exit the mixing bowl (Backlick Rd/Fullerton Rd Exit). This exit only goes in one direction and will drop you off onto Backlick Rd traveling parallel to 95 South.
- Pass Palone Chevrolet (the dealer with the big American Flag)
- Make a right at the next light on to Fullerton Rd.
- Pass 3 traffic lights
- Make a right on Angus Ct. (no traffic light but you'll see a bunch of new vehicles on the right just before you get to Angus Ct.)
- Go toward the end. Goetz Printing will be at the 1 O'Clock of the court.
- Just before Goetz Printing is a driveway with a dumpster at the end of the driveway. Drive on the driveway towards the dumpster. When you get to the dumpster, you'll see the building. The shop is in Unit D, 7941 Angus Ct.

If you get lost, our phone number is (703) 866-1363

If you have any questions, e-mail us at [capitaldriving@yahoo.com](mailto:capitaldriving@yahoo.com)

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### Water Where it Doesn't Belong (Continued from Page 5)

ties. I'm thinking that five years is a good flush recommendation.

As for general handling precautions, avoid shaking the container of DOT 5. When pouring into the master cylinder, pour slowly, avoiding air bubbles. The more you prevent air from going into solution, the firmer the brake pedal.

One final thought on brake fluid. There is a DOT 5.1, which you may or may not encounter. It is not an upgraded silicone. It is a glycol ester based fluid that has the same boiling point as silicone, 512°. Except for that high temperature rating, it has the same basic characteristics as the DOT 3/4. This is generally used for racing applications.



## “RBRR” Club Triumph’s 2006 Round Britain Reliability Run (Continued from December 2006) Bill Goodwin

As we got close to Thurso, traffic came to a halt and was backed up for miles. Surprise! In the line was a white 2000 Estate with Chris inside. His Vitesse broke on the way to the start and he also changed cars. If you have ever been to this part of Scotland you know it’s like the northern part of Maine. Few roads and most unmarked. Peter and I charted a route around the town with little loss of time.

Now back on route and here comes a fun part. After we made a pit stop, Ashley’s daughter called and asked, “Found a BIG bolt in the driveway, did you NEED it?” Ok, we knew it came from the rear, but where? The “B” roads down to Dingwall were full of hills and turns to test driver and car.

Time for lunch at the Cannon Bridge Hotel also a check point. Next came road A82, it runs along Loch Ness, no, did not see Nessie! From here it was slow going due to traffic and rain. After passing Fort William things cleared up, clear sailing to Morrison’s Garage, Glasgow for dinner. Once again like lunch plenty of good food.

Time now is 7PM Saturday, the ½ way point with 1,084 miles behind us. Back in the car and off for the all night run with only three rest/service stops to Land’s End. The official route called for us to travel through Wales. We as a team (what a great team) decided we could skirt Wales, use the M5, make the check points and arrive early as to get some sleep before breakfast.

Somewhere before midnight with Peter asleep in the back seat, Ashley dosing riding shotgun I let the Acclaim run (and it did) southbound and down! Making Land’s End with time for a nap. When we awoke we were surrounded by Triumphs. What a sight. With extra time allotted we had another “to die for” full English breakfast, then rest rooms with showers. While we were posing for pictures, the Blue Spitfire from Detroit parked next to us. After replacing almost everything electrical under the bonnet they caught up.

With 37 hours and 1,580 miles behind us, on the road again for the last leg back to London. Sun is up, beautiful

day but alas, I can’t stay awake and slept most of the time till we arrived at the Dartmoor Lodge for lunch. More good food then to one of my favorite check points, “The Pimperne Village Hall.” Here the ladies group went all out giving us homemade cookies, cake, pies and the like. We were on a sugar high! One more check point late in the afternoon at the Goodwood Motor Racing Circuit Track. From here with just about one hour to go we hit it again! Traffic and light rain.

Back where we started 48 hours and 1,965 miles ago at the Plough Pub, London. A total of 88 classic Triumphs made it. Need I say it? BEER TIME! After a few beers and good byes it was off to Jason’s house for a hot shower and night’s sleep. No hurry for my 5PM Monday flight home. *Remember this is not a race. It’s done to show classic Triumph’s can do it and to raise money for charity.* This year’s charity was BLISS. Ashley, the leader of our team, raised over 2,200 pounds. At this writing all the teams were up to a total of over 10,000 pounds and counting.

### Part 3: Points :

Nuts and Bolts: Until we got going on the run I did not realize how bad a navigator I was. Should have taken more time studying the route book and the big map. I took for granted Ashley and Peter knew every road and where to turn. They after all had done this before and they live there. Thankfully Ashley had a “Tom Tom” GPS. I am sold on these now. It even told us when a speed camera was coming up. (England is full of them.) Miss a turn as I did and it tells you the best route back to the course.

When you are driving someone else’s car for the first time it can be a little hard on the nerves. Ok a couple of times I really scared Ash. I did teach Pet and him a thing or two. Like “the round-about shuffle” where you can go in a exit, park where you like and make a not so legal turn, if it’s a short cut.

We did rotate drivers often or when one got tired. I said before this is not a **Race or Rally**, you are given enough time to make the run and all the check points. However, you can not waste time as the check point workers will not be there forever. We had a good car, got along well, had a great time and thus no breakdowns or mishaps. (And we are still speaking.) I plan to do this again in 2008! It’s run every other year. Working on buying and keeping a car over there and putting my team together. More information and a list of the cars entered can be found on the Club Triumph web site. And of course I will keep you updated. *Now get out and drive your Triumph!*

*(Continued on Page 9)*



RBRR (Continued from Page 8)





# EVENTS

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

**Jan 16** - ESB and Membership meeting (all members welcome), Bentley's Restaurant, Route 50, Falls Church, VA, Paul Edelstein, (703) 914-0507

**Jan 27 (New Date)** - BOG Kickoff Meeting, Tom Burke

**Jan 28** - Awards Banquet, Rich Townsend \*CTR\*

**Feb 10** - CDC Tech Session, Ed Chan

**Feb 17** - Indoor Karting, Charlie Brown \*CTR\*

**Feb 24** - Winter Dinner, MD location \*CTR\*

**Mar TBD** - Joint CTR/RTR Event, Fredericksburg, VA \*CTR\*

**Apr 22** - All British Car Show, Williamsburg, VA,

ColonialVintage@aol.com

**Apr 29** - Britain on the Green (BOG) at Collingwood \*CTR\*

**May 6** - Richmond Triumph Register Car Meet, Glenn Larson, GLarson182@aol.com

**Jun 3** - The Original British Car Day, Adamstown, MD, John Tokar, (301) 831-5300 or [tokarj@erols.com](mailto:tokarj@erols.com) \*CTR\*

**Jul 8** - British Invade Gettysburg car show, contact [Ralph Eriksen@yahoo.com](mailto:Ralph.Eriksen@yahoo.com) or (717) 979-9242

**Jul 17-21** - VTR National Convention, Valley Forge, PA, [vtr2007@delvaltrs.org](mailto:vtr2007@delvaltrs.org) \*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.

**FREE Freon R-12!** Four 14 oz cans of Freon (R-12 refrigerant) good for the air conditioning system of most any Triumph or other older car that hasn't been converted over to R-134a. FREE to be picked up in Falls Church. AND I'll throw in two cans of oil charge AND a Freon recharging kit! Contact Hank Seiff at 703-534-7860 or [hankandjudyseiff@erols.com](mailto:hankandjudyseiff@erols.com)

**1963 TR3 for sale.** Wide mouth. All parts to complete are included. Engine completely rebuilt. Includes all interior panels. Asking \$3,000. Robert Withers at (540) 898-3763 or cell (540) 538-0632

**1977 Triumph Spitfire 1500 for sale.** Owner since 1978. Body has rust, yellow color. Interior and rag top in good shape. Hasn't been run for over a year, not licensed/insured. \$500 or best offer, must sell to lighten the move burden. Dale Yeilding, (301) 415-3600 or [daleedward@hotmail.com](mailto:daleedward@hotmail.com)

**1964 and 1965 Spitfire MK2 for sale.** Both cars \$1750.00 with extra engine and tons of parts. The cars are located in Washington DC. Contact Hossein at (202) 487-6881.

**Needed: Distributor for 1974 Spitfire 1500.** Please call Gary Unthank at (703) 846-9058 or email at [gunthank@hitt-gc.com](mailto:gunthank@hitt-gc.com).

**1973 Spitfire for sale.** With hardtop and new tires, brakes and windshield -- asking \$4500. **Spitfire parts for sale:** 1975 rolling frame, 2 windshields, 2 sets of gauges, 2 complete rear ends, 4 doors, trunk lid, luggage rack, 1500 engine with transmission, additional overdrive transmission, alternators, starters, crankshafts, carburetors, steering columns, blower fans, etc., etc. Moving, need to sell by end of July. Shadyside, MD. Contact David White at (410) 867-

3648 (home) or (703) 898-7041 (cell).

**Two TR3s for sale.** '57 Smallmouth and '59 TR3A. In various stages of being apart, but there are plenty of goodies for a Triumph person. Some of the parts include a rebuilt engine, an overdrive transmission and new leather interior for the '57. Lots of other stuff of value to a TR3 restorer. Located in Arnold, MD. Jim Privitera at [jmpriv@verizon.net](mailto:jmpriv@verizon.net) or (410) 319-7036, (410) 544-1622 or cell (410) 491-2873.

**For Sale, best offer. Trailer Dolly** with 1-7/8" ball, 12" balloon tires. Brand new. Used to move a boat trailer around. Paid \$50.00; **Wheel Dollies** (8) Brand new, steel wheels. Paid \$18.00 each; **Bumper Hoist**, 2000 pound capacity. Lifts 40" high. Requires 100 psi air pressure. Like new, used very little. Paid \$400.00; **Engine Hoist**, like new, used very little. Paid \$220.00; **Engine Leveler**, used with the hoist to tilt or level engine during installation. Paid \$40.00; Joe Cannon [jpc8904@yahoo.com](mailto:jpc8904@yahoo.com) or (703) 280-4104

**1973 Spitfire for sale.** Single owner car (father and son). Carmine red with silver Panasport wheels. 66,500 miles (3,500 on rebuilt engine). Black interior and top. Interior replaced 1995. Engine rebuilt in 2003 with .020" over pistons, mild APT cam, dual SU HS4 carbs, aluminum valve cover, Crane electronic ignition and Mallory distributor. Roll bar with padded cover. Many upgrades. Numerous spare and original parts. \$7,500. Randy, [TRIA73@aol.com](mailto:TRIA73@aol.com), (330) 342-1186

10<sup>th</sup> Annual

*Britain on the Green  
Sunday, April 29, 2007*



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## THE STANDARD

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

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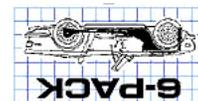
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The Capital Triumph Register  
is a chapter of  
The Vintage Triumph Register,  
6-Pack, and  
The Triumph Register of America

4729 Willows Road  
Chesapeake Beach, MD 20732-4221

# THE STANDARD

**Oops!**



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

**Photo Credits**  
Pages 1 and 3 - Joe Cannon  
Pages 8 and 9 - Bill Goodwin



**CAR TRIVIA:** What meter was invented by C.C. Magee in 1935? It has affected us all, not necessarily in a good way.

In 1935, C.C. Magee invented the Parking Meter.

With thanks to: [www.endlessroad.com](http://www.endlessroad.com)



# THE STANDARD

The Official Publication of the  
*Capital Triumph Register*  
Volume XIX, Number 2, February 2007

## Winter Dinner Saturday, February 24<sup>th</sup> Bill Goodwin

**Come one, come all!**  
***Bring your Triumph to a Pub!***

It's all set; we will meet at the 301 Bar & Grill (formerly known as Wyvill's Tavern) on US 301 in Upper Marlboro, Maryland. Time: 6 PM till? Chef Max wants us to be HAPPY & WELL FED! You will have a choice of steak, salmon or chicken, all cooked to your order. Salad, usual sides and bread. Cash bar.

Chef Max and his staff have recently taken over and the menu is still being tweaked so we have a little wiggle room if you would like something different. You may also choose from a full menu. Price will be about \$18.00 to \$22.00 per person. This is a nice place and we will have our own area to sit. Please R.S.V.P. to Bill Goodwin (301) 870-8594 or [redrag@radix.net](mailto:redrag@radix.net) with your selection by Tuesday February 20<sup>th</sup>.

**Directions:** From 495/95 Beltway take the Maryland Rt. 4 exit south to Upper Marlboro. Take the US 301 south exit toward Richmond. Once on the exit ramp stay in the merge lane and take the first right. Ron Bortnick Ford is on the corner. Take the service road (go past the Ford dealer) to the end and turn right. The 301 Bar & Grill is number 5753. The old sign for Wyvill's Tavern may still be on building. If you are coming north or south on US 301 its in the shopping center behind Ron Bortnick Ford just south of the Rt. 4 overpass on the south side of US 301.

## BOG hits the Big One-Oh

Our little car show is growing up. Britain On The Green, CTR's annual Spring fling is celebrating its tenth year! We are planning some special features and new ideas to salute our entry into double digits.

Last year's event, blessed with beautiful weather, was a tremendous success, and while we hope for the same this

*(Continued on Page 4)*



*Warren Baker of the Collingwood Library and Museum receives a certificate of appreciation from Tom Burke, Charlie Brown, and Paul Edelstein during the January 27<sup>th</sup> BOG Kickoff Meeting.*

**PAGE 1 - CTR Winter Dinner; Bog One-Oh; PAGE 2 - CTR Happenings; Indoor Karting; VTR National Convention; PAGE 3 - Springtime in Fredericksburg; Barrett-Jackson; PAGE 5 - Garage Spot: Water Where It Doesn't Belong; PAGE 6 - Capital Driving Club 2007 Schedule; P-Tuning Open House; PAGE 7 - New & Improved Triumph Parts; PAGE 8 - A Spitfire Flies Again; PAGE 10 - Events; Classified; PAGE 11 - Club Info**



## CTR Happenings

### 2007 Calendar of Events

CTR's 2007 schedule is beginning to flesh out very nicely. See the event calendar on page 10 for the latest on CTR's plans. The latest on the CDC schedule for 2007 may be found on page 6.

### 2006 Award Winners

The CTR and CDC award winners for 2006 were honored at the Awards Brunch on January 28<sup>th</sup>. Complete details will be in the March edition of *The Standard*.

### E-Mail Address Updates

Please ensure you keep CTR informed of updated e-mail addresses. CTR uses e-mail for newsletter notifications and event reminders. We don't want you to miss out.



## Reminder: Indoor Karting February 17th

CTR's annual day at the races will be held on Saturday, February 17<sup>th</sup> at Allsports Grand Prix in Dulles, Virginia. Cost is \$85 this year. Helmet and driving suit are provided. The event will start at noon with a safety meeting. For directions, see their website: <http://www.allsportsgp.com/> and for details on the event, contact Charlie Brown at (703) 878-1337 or [charliebrowphoto@verizon.net](mailto:charliebrowphoto@verizon.net) — not your average go kart!

## CTR Regalia



Contact Charlie Brown at [cb1500@erols.com](mailto:cb1500@erols.com) or (703) 878-1337 for CTR Regalia: hats \$15, patches \$5, name tags \$4.50, flag pins \$10, shirts \$25 for Hanes and \$35 for Jonathan Cory. Enquire as to shirt size and color availability. Regalia will be delivered at CTR events.

## Vintage Triumph Register National Convention

July 17-21

Sheraton Park Ridge Hotel  
Valley Forge, Pennsylvania

July 17-21, 2007 the Vintage Triumph Register will hold their National Convention at the Sheraton Park Ridge Hotel in Valley Forge, Pennsylvania. VTR's Chief Judge, Darrel Floyd, anticipates a large turnout as it has been many years since VTR has met in the Mid-Atlantic Region! The host club, Delaware Valley Triumphs, will present "Triumphs Forge Ahead" to celebrate the 50<sup>th</sup> anniversary of the TR3A. Join your fellow Triumph enthusiasts and visit [www.VTR2007.com](http://www.VTR2007.com) today to obtain complete convention information. Please make your reservation soon to stay at the host hotel as we are planning for record attendance!



Thank you,

Dave Samtmann  
2007 VTR Publicity Chairman  
25 Cedar Brook Drive  
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(215) 805-4412  
[halkyon1@yahoo.com](mailto:halkyon1@yahoo.com)



### Looking back at *The Standard*:

**Volume IV, Number 2  
February 1992**

As has been the case several times in the club's history, plans were underway for Jeff and Dave at Motorhead to open their shop for a check-up session. There wasn't much to report on the driving scene, but February 2002 issue of *The Standard* contained a tech article on front wheel bearing adjustment plus a comparison of enthusiast magazines and a discussion of a drivers' school conducted by Bill Scott at Summit Point Raceway. Cost for the eight hour sessions — \$95.00, helmet included, although the students have to provide their own street legal cars. (Roll bars for convertibles are only required after the third session.)



# Springtime in Fredericksburg

## Joint CTR and RTR Event

March 24<sup>th</sup>  
Steve Oertwig



*Fredericksburg*  
**TIMELESS.**

Capital Triumph Register and Richmond Triumph Register members will gather March 24 in Fredericksburg, Virginia, to talk Triumph, shop, and have lunch. "Springtime in Fredericksburg" will feature two separate events to make it a family event.

Main venue for the joint gathering of the two Triumph clubs will be Classic Car Center at 3591 Lee Hill Dr. in Fredericksburg ([www.classiccarcenter.net](http://www.classiccarcenter.net)). Garland Gentry and Marty Miller opened Classic Car Center last year in a gigantic facility that features British car service, sales and storage. Gentry previously operated a British car repair shop in southern Stafford County. He has been a strong supporter of British car club meets.

Meeting time for the springtime outing is 10 a.m. at the Colonial Tavern, 406 Lafayette Blvd. in Fredericksburg (<http://www.irishbrigadetavern.com/colonial/default.asp>). The Colonial Tavern also is the lunch site. The Irish-style eatery is near the Fredericksburg train station.

Members can drive and talk cars or tour and shop for the morning agenda. Those who choose to shop will be led on a tour of historic old town Fredericksburg. Hundreds of shops featuring boutiques, antique shops, art galleries and studios line the town's main street. A trolley also runs through the area to point out points of interest in Fredericksburg. More information is available at <http://www.visitfred.com/>.

Club members more interested in driving than shopping will leave downtown for a 10-minute drive to Classic Car Center. Gentry and Miller have opened a meeting area that resembles something from the past. They re-created a lunch counter from a 1950s drugstore with booths and a working jukebox. A car display area dominates the meeting room. To read more about Classic Car Center, go to <http://fredericksburg.com/News/>

[FLS/2007/012007/01162007/251169/](http://FLS/2007/012007/01162007/251169/).

After the joint meeting, members will make a quick stop at the nearby brewery for tour and tasting session. Blue and Gray Brewing Company, 3321 Dill Smith Dr., Fredericksburg ([www.BlueandGrayBrewingCo.com](http://www.BlueandGrayBrewingCo.com)) is a micro-brewery that distributes fresh beer in Virginia. It stocks four different brews along with occasional theme beers. Members can bring their own growlers for filling, can buy growlers from Blue and Gray or purchase 22-ounce bottles of beer at the brewery.

The two groups will rejoin at 1 p.m. for lunch at the Colonial Tavern.

Reservations for the gathering are not required, but an estimate of the number of people having lunch would be appreciated. Please let Steve Oertwig know if you are attending by calling (540) 899-9153 or e-mail him at [Oertwig@mac.com](mailto:Oertwig@mac.com).

---

## Barrett-Jackson

### A View from the Bleachers

Dennis Eckhout  
CTR's Roving Reporter in Oklahoma

I experienced my first collector car auction in 1987 when I attended the Leake-Kruse auction in Tulsa. At the time, the industry was still in its adolescence. Since then, I have attended many others as both a buyer and spectator. As a life-long car guy, hobbyist, and hopeful collector, I always had trouble digesting the "horse trading" aspects of collector car auctions. But along with newspaper classifieds, auto trader-style magazines, and now eBay, auctions are another marketplace opportunity for buyers and sellers to exchange green for go.

There's no question that the Barrett-Jackson auction has become a phenomenon in the world of car collecting. But, what is it really all about, anyway? In a word, synergy. Their press release calls it a "life-style" event, al-

(Continued on Page 8)



### BOG hits the Big One-Oh (Continued from Page 1)

year, we need you, our fellow CTR members, to help us make it happen.

You probably know that making Britain On The Green happen each year takes the hard work and dedication of a small, hardy band of volunteers. What you may not know is that we are having a heck of a lot of fun while we are doing it. Our success over the years means that that we need some help this year, both before and during the event, to keep the fun happening.

If you do get involved (by merely e-mailing your name and phone number to [tburke4@aol.com](mailto:tburke4@aol.com)), you will be surprised to find that the skills that you use every day at your job are a lot more fun when they are applied to the cause of enjoying British cars.

In addition, this year, part of the proceeds from the event will be donated to Special Love (<http://www.speciallove.org/>), a local charity that provides kids fighting cancer with a great Summer camp experience and other ways to relax and have fun. So that feels pretty good, too.

And, to make you feel even better, this year we are offering, to volunteers who attend at least two meetings and work the day of the event, a premium 10<sup>th</sup> Anniversary BOG polo shirt that you can wear at the show and keep after the event!

Help CTR make a great British Car Show even bet-

ter. Feel great and look great while you're doing it and spend a day in the sunshine, surrounded by chrome and smiling people. It's a great way to get even more enjoyment out of your Brit car hobby. So please send me your information right away (and give your shirt size while you're at it).

Thanks,

Tom Burke  
2007 BOG Co-Coordinator



*Plans are made for Britain On The Green 2007 during the BOG kickoff meeting at Collingwood Library and Museum on January 27<sup>th</sup>.*

*Who's missing from the photo? Why you are, of course! Contact Tom Burke to see what you can do to make BOG 2007 a success.*

### Barrett-Jackson (Continued from Page 3)

though I'm not sure whose lifestyle. They bring together over a thousand collector cars, 250,000 spectators, thousands of buyers, millions of dollars, sponsored sky boxes, vendors of products, goods, and services (some even automotive related), television, egos, and activities and distractions for the whole family. Held under a couple of football field-long steel-trussed tents, the endless cadence of the auctioneers' chant is ever present in the background. The mix creates excitement and whether one is a buyer, seller, or spectator, it's a bit of a circus.

The week-long event started with the requisite charity gala and special events for bidders, celebrity appearances, fashion shows, and previews of memorabilia and automobilia. The auto auction began in ear-

nest on Tuesday, January 16 and ran through Sunday. Spectator fees made it a pricy proposition to attend all six days with daily admission costs ranging from \$25 to \$55 to soak it all up and watch other people spend money.

I attended the auction on Thursday with a couple of friends from the Phoenix area to scope out the cars in the holding lots, and Friday on my own to watch in person what you might have seen on TV. Here are some of my observations from more than 20 hours of hanging around.

**Not much for Triumph guys.** Unlike prior years when a number of TR3s, 4s, 250s and 6s were consigned, there were only two Triumphs offered for sale. However, quite a few Jags and some Austin Healey 3000s from noted restorer Kurt Tanner were available for people with British-car interests.

*(Continued on Page 5)*



## Water Where It Doesn't Belong

### Part 2 - In the Fuel Tank

Charlie Brown

For years now the Metro Washington area has been using oxygenated gasoline to reduce air pollution. Until May of 2006, the additive was methyl tertiary butyl ester, MTBE. Since May we've been running a 10% mixture of ethanol alcohol, or E10, added to the gasoline. Service stations dispensing this fuel are required to label pumps with a "Contains 10% Ethanol" sticker. This fuel is not the same as E85, or 85% ethanol, which is blended for use in Flex-Fuel vehicles. To my knowledge, E85 is not available in this area, but there are stations in the Mid West. MTBE is still used in less populated areas.

Both oxygenated fuels, unlike pure gasoline, can absorb a given amount of water and hold it in suspension. As long as the water is in solution with the fuel it can be burned, with the only consequence being reduced BTUs per gallon and reduced fuel economy.

The problem with the oxygenated fuels begins when the moisture content exceeds the saturation capability of the additive. Ethanol will readily absorb and mix with water. The water will actually dissolve into the blended fuel to a point of saturation, around 0.5% at 60°. This equates to about four teaspoons per gallon. Above that concentration, the water and ethanol mix will separate from the gasoline. This is called *water phase separation*. As the temperature drops, the point of saturation drops. At 32°, the saturation point drops to 0.3%.

MTBE is far less tolerant, acting more like pure gasoline, holding only about 0.5 teaspoons of water per gallon at room temperature. Above that concentration, the additive/water mixture will precipitate out and settles to the bottom of the fuel tank. For comparison, pure gasoline will only suspend 0.15 teaspoons.

Water as a separate phase can have different effects on 2-cycle or 4-cycle engines. With MTBE, the water phase will drop to the bottom of the tank where it's picked up and sent to the combustion process. In sufficient quantity, the pure water stalls the engine, no lasting damage done. When phase separation occurs with ethanol, the water displaces the ethanol from the gasoline, settles to the bottom of the fuel tank and is actually burned in the combustion chamber. In 2-cycle engines the water competes with the blended oil in the fuel

and bonds with the moving metal parts. With reduced lubrication, engine damage results. In 4-cycle engines, the water/ethanol phase creates a much leaner combustion mixture (air/fuel ratio). This lean mixture drives the combustion temperature up, causes lean misfire, and engine damage.

Water gets into the fuel tank from the pump source, condensation in the fuel tank or, to a lesser degree, water vapor from the air. Simple precautions would include not storing gasoline for long periods, especially during seasonal temperature changes. If and when you winterize you classic, fill the fuel tank to prevent condensation and add a fuel stabilizer. Obviously, prevent rain from entering the fuel tank when refilling.

During the driving season, add a bottle of fuel system antifreeze in the form of isopropyl alcohol. The stuff is cheap, about a dollar a bottle. Get the alcohol from the local auto parts store, not the drug store. The latter is already in a saturated state and will do little to soak up any water in the fuel tank. The isopropyl will mix with the water at the rate of about 10-20% by volume and dissolve back into the gasoline. The remaining 80% will still be at the bottom of the fuel tank. Sometimes several uses of iso-alcohol may be needed to remove all the water. The good news is this additive usually has a dual phase corrosion inhibitor to prevent rust in both the bottom of the tank and the route to the carbs or injectors.

There's another type of gas line antifreeze, methanol. Yes, it will mix with the water and keep it from freezing in the tank, but will do nothing to redissolve the water back into the gasoline. Check the label.

As a final thought, E10 has the ability to actually clean fuel system components, from the gas tank forward. A few people who filled their tanks for the first or second time have reported clogged fuel filters. After the initial cleansing, clogged filter should not be a problem.

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#### Barrett-Jackson (Continued from Page 4)

**The Oklahoma connection.** Two significant consignments had Oklahoma connections. The Last Stingray, a 1967 427 Stingray coupe documented by its serial number as the last one produced was owned by a Bartlesville collector before being purchased for restoration and consigned by ProTeam Classic Corvettes in Ohio. It sold for \$660,000. A piece of automobilia, the "Body By Fisher" factory sign from the Grand Rapids plant, was consigned by the Muscle Car Ranch in Chickasha.

(Continued on Page 7)



## Capital Driving Club 2007 Schedule

**Ed Chan**

The 2007 autocross season is just around the corner, and the organizers are racing to get dates, test the equipment, and improve the process.

The feedback we got regarding the Sunday Test and Tune Dates were very positive. We plan on holding a Test and Tune on the following day of each autocross at Harry Grove. These Test and Tune days are popular with those that like to swap cars with other participants, new drivers learning to autocross, and those that want to test new settings on their car.

We are also trying to hold about 4 events (up from 2 last year) at the Bowie Baysox Stadium lot. We tried this lot last year, and it seemed to work well.

We plan to continue using the parking lot at Osbourn Park High School in Manassas. This location is very popular with the Virginia guys and tends to fill up each time.

At the time of this writing, we are still scheduling the 2007 autocross dates. We currently have the Harry Grove Stadium dates in Frederick, MD up to September (we should be able to get more after the baseball season). We now are working with the Bowie Baysox Stadium in Bowie, MD and Osbourn Park High School. To get the most up to date schedule check [capitaldrivingclub.com](http://capitaldrivingclub.com).

So, here's the tentative schedule:

- ➔ Saturday March 24, Harry Grove, Frederick, MD
- ➔ Sunday March 25 (Test and Tune), Harry Grove, Frederick, MD
- ➔ Saturday April 21, Harry Grove, Frederick, MD
- ➔ Sunday April 22 (Test and Tune), Harry Grove, Frederick, MD
- ➔ April TBD (Osbourn Park or Bowie)
- ➔ Saturday May 12, Harry Grove, Frederick, MD
- ➔ Sunday May 13 (Test and Tune), Harry Grove, Frederick, MD
- ➔ May TBD (Osbourn Park or Bowie)
- ➔ Saturday June 9, Harry Grove, Frederick, MD

- ➔ Sunday June 10 (Test and Tune), Harry Grove, Frederick, MD
- ➔ June TBD (Osbourn Park or Bowie)
- ➔ Saturday July 21, Harry Grove, Frederick, MD
- ➔ Sunday July 22 (Test and Tune), Harry Grove, Frederick, MD
- ➔ July TBD (Osbourn Park or Bowie)
- ➔ Saturday August 11, Harry Grove, Frederick, MD
- ➔ Sunday August 12 (Test and Tune), Harry Grove, Frederick, MD
- ➔ August TBD (Osbourn Park or Bowie)
- ➔ Saturday September TBD, Harry Grove, Frederick, MD
- ➔ Sunday September TBD (Test and Tune), Harry Grove, Frederick, MD
- ➔ September TBD (Osbourn Park or Bowie)
- ➔ Saturday October TBD, Harry Grove, Frederick, MD
- ➔ Sunday October TBD (Test and Tune), Harry Grove, Frederick, MD
- ➔ October TBD (Osbourn Park or Bowie)
- ➔ Saturday November TBD, Harry Grove, Frederick, MD
- ➔ Saturday December TBD (abridged), Harry Grove, Frederick, MD

## P-Tuning Open House Manassas, VA Ed Chan

**Date:** Saturday March 17<sup>th</sup>

**Time:** 4:00 pm

**Place:** P-Tuning, VA

P-Tuning has moved into a new shop in Manassas, VA and they are having an open house for CDC/CTR. Their shop isn't any shop you've ever seen. The P-Tuning shop has a state of the art 4 wheel dynamometer and an in-ground computer laser guided 4 wheel alignment machine. They also have a state of the art tire changer that uses compressed air (not a steel bar on your \$1,000 wheels) to break the tire bead on the wheel matched with a computer controlled tire balancer. And the shop wouldn't be complete without several 2-post lifts.

All this equipment complements their mail-order perform-

*(Continued on Page 7)*



## Triumph Parts Lionel Mitchell

In the last installment, we looked at alternative gearboxes for the Triumph TR series. But what if you are satisfied with your gear box or don't want to spend the money to convert to a modern 5-speed box – they're not exactly cheap – but you'd like to solve the annoying problems associated with the throw-out bearing and the clutch fork assembly? Here are a few options to consider.

Has this ever happened to you in your TR? You press the clutch to the floorboard and try to push the gear shift lever into first, but it won't budge? I had that problem a few years ago in my regular-driver TR6. I mentioned it at one on the CTR events. Paul Edelstein suggested it might be due to the fork mechanism not moving far enough to engage the throw-out bearing. This was, indeed, my problem. This symptom can be addressed, but the problem not really solved, by moving the slave cylinder push rod connection to the cross shaft from the middle hole, which is the normal position, to the back hole, thus allowing more travel distance for the throw-out bearing. While your clutch pressure plate and driven plate may both be in good condition, this fork assembly is problematic.

One time-tested remedy is to find a more secure fastener to attach the fork to the cross shaft. The taper pin and lock wire connection often fails. I've read several accounts on the internet of people using a grade 8 bolt in place of the pin. One recent ad on eBay by the guy from [www.tr6car11.com](http://www.tr6car11.com) shows a similar arrangement (Item # 170072121688).

As an alternative, you could replace the Triumph throw-out bearing with the Gunst throw-out bearing and sleeve assembly currently being offered by TRF (part # HPGN1). This bearing assembly is mounted against the fingers of the pressure plate. The bearing is kept against the pressure plate with a spring mounted in the top hole of the exterior portion of the cross shaft assembly. The current price is \$149.95. Compare this cost of an original equipment throw-out bearing at \$74.95 at TRF. This part is advertised to fit TR-250 and TR-6 models, but would likely fit TR-4A and maybe TR-2 and TR-3 models.

Finally, as mentioned in the last installment on gearboxes, you could opt for the hydraulic throw-out bearing offered by Herman van den Akker (<http://www.hvdaconversions.com>). Herman includes this bearing with his Toyota 5-speed conversion kit, but he also sells it separately. In this approach, you replace the clutch slave cylinder, push rod, cross shaft, and fork assembly with this hy-

draulic throw-out bearing kit. A hydraulic line, included, connects the throw-out bearing assembly inside the bell housing to the clutch master cylinder. It's advertised as no cutting or drilling, but it does require installing an adjustable stop on the clutch pedal. The cost is \$395. Compare this cost of all the original equipment components that the kit replaces at \$271.30 at TRF. The kit fits the entire TR-2 through TR-6 range.

And as usual, the standard disclaimer: you pay your money and you take your chances.

---

### P-Tuning Open House *(Continued from Page 6)*

ance part business, making it a one-stop shop. After the tour, feel free to schedule an appointment with them.

#### Directions to P-Tuning from Washington DC:

- ➔ Take I-66 west towards Front Royal
- ➔ Merge onto VA-28 S via exit number 53 toward Centerville
- ➔ VA-28 becomes Church Street, then becomes Center Street
- ➔ Go about 1/2 mile, turn LEFT on Center Point Lane

P-Tuning's phone number is 703-257-1728 or (toll free at 1-877-788-6464). For more information check out their website at [Ptuning.com](http://Ptuning.com)

If you plan to attend please RSVP by Thursday March 15<sup>th</sup>, by e-mail at [capitaldriving@yahoo.com](mailto:capitaldriving@yahoo.com) so that we can give P-Tuning a head count.

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### Barrett-Jackson *(Continued from Page 5)*

**People come from everywhere.** I met spectators from Toronto, Michigan, California and saw tags on cars in the parking lot from Indiana, Ohio, Texas, Idaho, Nevada, and many other states.

**The caveat is still buyer beware.** In spite the perception of the consignments being the best of everything in the world, there was a wide range of condition and quality. Many restorations, "roisserie" and otherwise, but you gotta ask, by whom? Not every guy with a bump shop and an Eastwood catalog is an expert restorer. There are letter-perfect cars available from collectors and restorers with known reputations, that is, if you know

*(Continued on Page 8)*



### Barrett-Jackson (Continued from Page 7)

them. The others, you have to rely on what your eyes and fingers are telling you.

**Bad panel gaps.** And speaking of restorations, the single most prevalent detail that raises my “suspect” antenna is bad panel gaps. I noted many otherwise apparently nice cars whose doors, hood and trunk were just not aligned, even under casual observation, even to the standard of the day. A nice ‘59 Cadillac with a passenger door fully a half-inch lower than where it should be. What is the rest of the car like?

**No start, no drive before you buy.** You get to look, that’s about it. If you want to confirm that a vehicle will move under its own power, you need to wait outside in the line-up before the car goes into the bidding tent.

**Hope there isn’t one other guy across the room who wants “your” car.** I watched many times as bidding stalled a bit, and then someone else decided they just weren’t going to let the other guy get their car. If you both want to be the Big Dog in prime time, be prepared to pay any ridiculous amount more than the car is “worth” for the privilege of your less than a minute of TV fame.

**What does it really mean?** I noticed some interesting words and expressions whose meaning, like art, is pretty much left to the observer. Clones are now “recreations.” So what does it mean, exactly, to buy a Malibu SS 396 or Cuda Hemi “recreation?” The VIN tag, unless also a recreation, will still give it away. Does the engine, trim, color, etc. duplicate the real deal? Will the neighbors notice? Does anyone care if it’s live or if it’s Memorax?

What do factory original, unrestored, even survivor, mean? There were factory original cars, so said the seller, that had obviously been repainted, if one knew where to look. There were unrestored cars that had new paint, rebuilt engines, transmissions, interiors or some combination thereof.

I heard some cars described as “freshened” since their full restorations fill-in-the-blank number of years ago. Air freshened? Retouched? Washed and buffed out? Tuned up? Freshened.

**Provenance.** No car club award is too minor, no concours is too obscure, no celebrity is too “D list” to establish provenance.

**Rarity.** A Mustang display showed that its particular combination of options had been produced on only twelve cars. Never mind that the permutation started with a quarter of a million 1967 Mustangs. Heck, the FM radio itself eliminated half the production run. It seems to me that if you’ve got an option list of 25 or so items, and a dozen or so exterior colors available, there could be millions of one-offs. And thus, every car is rare.

**Applause.** You probably noticed if you watched any of the Speed Channel coverage, that people cheer and applaud the

higher the bidding goes. In other words, for the most paid, not the best deal.

**There’s no explaining it.** I noticed several times that two of nearly the same car, auctioned perhaps ten or twenty minutes apart, sold for hugely different amounts. In one case, back-to-back Thunderbirds, a ‘55 and a ‘56, both letter-perfect restorations from Minter in Dallas, went for \$90,000 and \$120,000 respectively. Two Jaguar XKE roadsters, a ‘63 and a ‘66 went for \$55,000 and \$65,000 respectively, twenty minutes apart. Within ten minutes, two ‘67 GTO convertibles went for \$100,000 and \$61,000.

**Bottom line.** Cars have always been objects of status. The fact that they have been become objects of celebrity, investment, and another symbol of the gulf between the rich and the not-so-rich is today’s reality.

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## A Spitfire Flies Again

Tom Burke

In the dark days of the Blitz, the noble Supermarine Spitfire rose to meet the German bombers. In September of 2006, a Spitfire rose into the air again, granted, for a lesser cause. This time the cause was to get it out of my yard. Back then the threat was Hitler’s desire for world domination, this time the threat was what my wife would do to me if didn’t get “that hulk” out of the backyard.

In response to my ad in *The Standard*, a fine fellow named Larry Plumhoff, had come to see the remains of my 1980 Spitfire, consisting mostly of a tub section, a bonnet, and a chassis. Battered as they were, the body parts were in better shape than Larry’s ‘75 Spit that had succumbed to the Rust Bug. A fair price was agreed upon (free!) and Larry came by several times to clean it and chase out the snakes. The tub sat on cinder blocks covered by the bonnet and a tarp, suffering all the depredations that Virginia heat and humidity could bring to bear.

Finally, Larry was ready to pick up the pieces and it was left to me to get the tub from deep in the wilds of my backyard, out to the driveway where Larry could pick it up in a trailer and move it to his workshop. Now, a tub weighs maybe 300 pounds and I knew I couldn’t move it by myself.

So, of course, that is exactly what I decided to do.

I had been staring at that tub for a couple of years (much as my wife had been staring at me, regarding the same subject) and I knew what it would take; rope, a set of cinch straps, a stainless steel eyelet, and, as Churchill said, (quoting Kipling), “we must ‘...meet with Triumph and Disaster. And treat those two impostors just the same.’”

My plan was to use the shade tree mechanic’s most trusted friend, the shade tree.

(Continued on Page 9)



### Spitfire Flies Again (Continued from Page 8)

A sturdy looking branch hung above the tub and all I had to do was strap two landscape timbers under the rocker panels, attach a sling rope between the straps and loop a strong rope from that sling, over yon branch, and down to the bumper hook on my Jeep. I would simply back the Jeep, haul the Spitfire into the air, back a borrowed pickup truck under the mass and lower it, ever so slowly, onto the top of pickups vinyl-clad bed. Then I'd just drive to out to the driveway and then I'd...I'd..., well, I wasn't quite sure how I get it down to the earth again, but I figured, if Triumph and Disaster hadn't met by that time, I would get it down somehow.

Mind you, there was a lot of theoretical thinking involved in this plan. But, the power of Positive Thinking is essential in sports car restoration, and this was no exception. A quick run to Home Depot got me everything but the tree and I came home, filled with anticipation (and/or fear).

Attempts to mount a pulley or ring on the branch went sour, so I eventually just slung the rope over the branch and rigged it to the sling rope which was, in turn attached to the cinch straps on the fore-to-aft centerline of the tub. The rope ran to the bumper hook on my sturdy Jeep Cherokee. Reverse and four wheel drive were engaged, and, Way ho and away we go!

Now, there were a lot of points in this process where a second set of hands would have been very useful. This was just one of those points. I should also point out that, another reason I don't seek out help in such situations, is that I don't want someone standing around, saying, "You are crazy. This will never work."

The center of gravity shifted backwards, the sling rope slipped in the eyelet ring, and the Spitfire Tub took on an angle of ascent similar to the Space Shuttle. Well, back to the launch pad. A couple more attempts were, likewise, more educational than successful, but finally I got the quivering mass up about ten feet in the air, at a more or less approachable angle.



*The Takeoff*

At this point, I jumped in the pickup truck I borrowed from my neighbor, (who was, not coincidentally, at work). It was then that I realized I would have to move the cinder blocks, which were now under the swaying Coventry deadfall. This was another place where a helper would have come in handy, perhaps to call 911 if the law of gravity suddenly decided to re-assert itself. But, once again, I cheated Common Sense and The Grim Reaper and I slowly backed the pickup under the tub and back toward the tree. Just as I reached the right spot, I heard a loud POP!

Now, this would, if I were younger, be the place where the tree branch snapped and my insurance got cancelled. Instead, I threw the pickup into drive, pulled away and came back afoot to figure out if the pop came from the tree, the branch, the rope or the tub. Apparently it was just the rope slipping. So I returned, with the truck in reverse and my sweat glands in high gear. I lowered the tub until the rear timber contacted the protected rails of the bed. Then began a series of negotiations, involving God, 2x4's, weighted buckets, and Rube Goldberg, trying to counterbalance the weight of the trunk and get the tub far enough forward to strap it down. (I did not run a rope off to the far end of the trunk as this part of the Spit is pretty flexible.)

Gradually, in a series of leaps, lurches and motions reminiscent of Wiley Coyote, I brought all the parts together, and, with a strap and rope, I secured the tub into place. Knowing that, at this point, at least I wasn't going to get crushed or wreck my neighbor's truck, I drove the load out to the driveway.



*The Landing*

There is nothing better, in such matters, than reaching the realization that this is not your day to screw up. I slid a couple of long 2x4s under the landscape timbers and over the tailgate and, once again the key word is, s-l-o-w-l-y, I pushed the tub back until the whole load pivoted and the tub slid back down to good old Mother Earth.

Late that night, Larry Plumbhoff and his son and a helper showed up with a trailer that looked even older and more disreputable than the Spitfire. The four of us picked up the tub and just carried it into the trailer.

Now, I ask you, where is the fun in that?



# EVENTS

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

**Feb 10** - CDC Tech Session, Ed Chan

**Feb 13** - BOG Planning Meeting, Bentley's, Falls Church, VA, Tom Burke

**Feb 17** - Indoor Karting, Dulles, VA, Charlie Brown \*CTR\*

**Feb 24** - Winter Dinner, Upper Marlboro, MD, Bill Goodwin \*CTR\*

**Mar 7** - BOG Flyer Mailing, Tom Burke

**Mar 13** - ESB and Membership meeting (all members welcome), Bentley's Restaurant, Route 50, Falls Church, VA, Paul Edelstein, (703) 914-0507

**Mar 17** - CDC P-Tuning Open House, Manassas, VA, Ed Chan

**Mar 24** - Joint CTR/RTR Event, Fredericksburg, VA \*CTR\*

**TBD** - Spring Tune Up Tech Session \*CTR\*

**TBD** - Collingwood Clean Up, Tom Burke \*CTR\*

**Apr 21** - GW Parkway Run, VA & DC, Paul Scuderi \*CTR\*

**Apr 22** - British and European Car Show, Williamsburg Winery, VA, ColonialVintage@aol.com, Doug Wilson, (757) 565-4668 or dew311@cox.net

**Apr 25** - BOG Stuffing Party, Fairfax, VA, Tom Burke

**Apr 29** - Britain on the Green (BOG) at Collingwood \*CTR\*

**May 4-6** - Northeast Rally Club rally, Bill Goodwin

**May 6** - Richmond Triumph Register Car Meet, Glenn Larson, GLarson182@aol.com

**May 12** - Just “Drive an MG” joint with the MGCCWDCC, Paul Edelstein \*CTR\*

**May 15** - ESB and Membership meeting, Falls Church, VA

**May 18-20** - Carlisle Import, Kit and Replicar Nationals, http://

www.carsatcarlisle.com/import/index.asp

**May 20** - BOG TGIO, Tom Burke

**May 26-Jun 3** - British Car Week http://www.britishcarweek.org/

**Jun TBD** - Bowie Baysox Game, Bruce Hislop \*CTR\*

**Jun 2** - Brits on the Bay, Tidewater Triumph Register

**Jun 3** - The Original British Car Day, Adamstown, MD, John Tokar, (301) 831-5300 or [tokarj@erols.com](mailto:tokarj@erols.com) \*CTR\*

**Jun 9 or 16** - Detailing Tech Session, Charlie Brown \*CTR\*

**Jun 17** - Sully Plantation Show

**Jul 8** - British Invade Gettysburg car show, contact

[Ralph Eriksen@yahoo.com](mailto:Ralph_Eriksen@yahoo.com) or (717) 979-9242

**Jul 13-15 (Tentative)** - TRF Summer Party, Armagh PA \*CTR\*

**Jul 14** - British Car Day and Vintage Grand Prix, Pittsburgh, PA

**Jul 17-21** - VTR National Convention, Valley Forge, PA, [vtr2007@delvaltrs.org](mailto:vtr2007@delvaltrs.org) \*CTR\*

**Jul 24** - ESB and Membership meeting, Falls Church, VA

**Aug 4** - Lucas Tour, Paul Edelstein \*CTR\*

**Aug 18 (Tentative)** - Camp Fantastic Visit \*CTR\*

**Aug 26** - Cruisin' for Crustaceans, MD, Art Fournier \*CTR\*

**Sep TBD** - Fall Tour \*CTR\*

**Sep 8** - Brits by the Bay, Pasadena, MD, TRAC

**Sep 11** - ESB and Membership meeting, Falls Church, VA

**Sep 15** - Virginia Scottish Games car show, Winchester, VA

**Sep 16 ++** - Brown's Island car show, Richmond, VA, CVBCC

**Sep 29** - MGs on the Rocks car show, Bel Air, MD

**Oct 7 ++** - Hunt Country Classic and CTR Get Together, Lionel Mitchell \*CTR\*

**Oct 13-14** - Fall Overnighter \*CTR\*

**Oct 26-28** - Northeast Rally Club rally, Bill Goodwin

**Nov 3** - T4, MD location \*CTR\*

**Nov 13** - ESB and Membership meeting, Falls Church, VA

**Dec 9** - Holiday Party, VA location \*CTR\*

++ Anticipated Date

# 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.

**TR6 Parts for sale:** Wife says hoard must go. 2 1974 TR6 doors, need work \$25/pair; 1 TR6 hood, straight, surface rust. \$25; 1 set 1974 TR6 bumpers with overriders, rough, \$25 each; 1 early TR6 frame, straight but needs work, \$50; 1 late TR6 frame, straight, with VA title and VIN plate \$100; 2 late-TR6 seats, rough, \$50/set; 5 TR6 Wire wheels with adaptors and old tires, condition unknown, \$100/set; \$300 for the lot. Most parts are in Purcellville, VA. Frames are in Fairfax and Manassas Park, respectively. Contact Tom 540.338.3655 or [tomislav.marincic@earthlink.net](mailto:tomislav.marincic@earthlink.net)

**FREE Freon R-12!** Four 14 oz cans of Freon (R-12 refrigerant) good for the air conditioning system of most any Triumph or other older car that hasn't been converted over to R-134a. FREE to be picked up in Falls Church. AND I'll throw in two cans of oil charge AND a Freon recharging kit! Contact Hank Seiff at 703-534-7860 or [hankandjudyseiff@erols.com](mailto:hankandjudyseiff@erols.com)

**1963 TR3 for sale.** Wide mouth. All parts to complete are included. Engine completely rebuilt. Includes all interior panels. Asking 3,000. Robert Withers at (540) 898-3763 or cell (540) 538-0632



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## THE STANDARD

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

### Membership Renewal / Application

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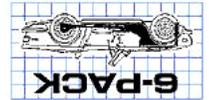
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The Vintage Triumph Register,  
6-Pack, and  
The Triumph Register of America

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# THE STANDARD

**Oops!**



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

**Photo Credits**  
Pages 1 and 4 - Art Fournier  
Pages 9 - Tom Burke



**CAR TRIVIA:** GM had a car celebrating its 50th birthday in 2003. The first model sported a toothy grill on its rather blunt nose, round exposed wheel wells, and came only in an open top with an automatic transmission. It got its name from a Hoagie Carmichael song. What car is it?

In 1953, Buick brought out its very popular and flashy Buick Skylark. Hoagie Carmichael (Star Dust) and Johnny Mercer (Blues in the Night) got together for the song Skylark

With thanks to: [www.endlessroad.com](http://www.endlessroad.com)



# THE STANDARD

The Official Publication of the  
*Capital Triumph Register*  
Volume XIX, Number 3, March 2007



## 2006 CTR Participation Award Winners



PAGES 1, 3 and 7 - Awards Brunch; PAGE 2 - CTR Happenings; VTR National Convention; PAGE 4 - Springtime in Fredericksburg; Harry Webster; PAGE 5 - New and Improved Triumph Parts; Good Tech Session; Orphan Car Tour; PAGE 6 - Capital Driving Club 2007 Season; Original British Car Day; PAGE 7 - BOG Silent Auction; PAGE 8 - Three Classic Car Magazines; PAGE 9 - Indoor Karting; PAGE 10 - Events; Classified; PAGE 11 - Club Info



## CTR Happenings

### 2006 Participation

At the Awards Brunch on January 28<sup>th</sup>, 32 CTR members were recognized with certificates for their participation in 2006 events. An additional 44 members also earned participation points in 2006. This is an impressive level of participation in club events. Keep up the good work in 2007!

### British Touring Car Club

After six years of organizing driving events for British car owners in the Washington area, Ira Schoen has decided to disband the British Touring Car Club. Many of us in CTR took part in these events and enjoyed Ira and Mary's selection of routes and dining locales. Along the way we made many friends with drivers of a variety of British marques.

We hope to continue those friendships and would heartily welcome BTCC members into the CTR, whether or not they drive Triumphs.

### E-Mail Address Updates

Please ensure you keep CTR informed of updated e-mail addresses. CTR uses e-mail for newsletter notifications and event reminders. We don't want you to miss out.



### Looking back at *The Standard*:

**Volume IV, Number 3  
March 1992**

The March 1992 issue of *The Standard* led off with an article on the club's first parade participation – providing transportation for dignitaries in the Alexandria George Washington Day Parade. And details were provided on the club's first show, to be held as part of the 1992 Southern Maryland Celtic Festival in St. Leonard, MD.

Then, as now, other British car clubs were willing to share events. The newsletter listed invitations from the Capital Mini Register, the Mason-Dixon TRA, and the Jaguar Owners Club.

Karl Johnson described a body work session held at M & M Restorations in Fairfax, while another article reported on the Spring Check Up held at Motorhead by Dave Schillerstrom and Richard Lipsky. And Charlie Brown provided a tech tip as good now as it was then – if your Spitfire is going to sit undriven for any length of time, periodically turn the water pump to help prevent leaks in its seals.

## Joe Buescher

All of us in the Capital Triumph Register offer our most sincere sympathy to John, Sara and Mac on the loss of their son and brother Joe Buescher who died in an automobile accident in February in Tallahassee, Florida. Donations in Joe's name may be made to the Lee High School Athletic Boosters, 1300 North Quincy Street, Arlington, VA 22201.

## Vintage Triumph Register National Convention

**July 17-21**

**Sheraton Park Ridge Hotel  
Valley Forge, Pennsylvania**

July 17-21, 2007 the Vintage Triumph Register will hold their National Convention at the Sheraton Park Ridge Hotel in Valley Forge, Pennsylvania. VTR's Chief Judge, Darrel Floyd, anticipates a large turnout as it has been many years since VTR has met in the Mid-Atlantic Region! The host club, Delaware Valley Triumphs, will present "**Triumphs Forge Ahead**" to celebrate the 50<sup>th</sup> anniversary of the TR3A. Join your fellow Triumph enthusiasts and visit [www.VTR2007.com](http://www.VTR2007.com) today to obtain complete convention information. Please make your reservation soon to stay at the host hotel as we are planning for record attendance!



Thank you,

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2007 VTR Publicity Chairman  
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## CTR Regalia



Contact Charlie Brown at [cb1500@erols.com](mailto:cb1500@erols.com) or (703) 878-1337 for CTR Regalia: hats \$15, patches \$5, name tags \$4.50, flag pins \$10, shirts \$25 for Hanes and \$35 for Jonathan Cory. Enquire as to shirt size and color availability. Regalia will be delivered at CTR events.



## CTR - CDC Awards Brunch

Rebecca Edelstein

This year's CTR Awards Banquet took place in the quaint town of Historic Occoquan on January 28<sup>th</sup>. The brunch was held in a cool looking place known as Madigan's Waterfront. It is located in the building which used to house a restaurant called Sea Sea & Company on Mill Street.



There were exactly fifty CTR/CDC members who were fortunate enough to attend. Upon arriving, the group climbed the wooden staircase which led to where the brunch would be; a sea themed room. One side of the room overlooked Historic Occoquan, the other the Occoquan River. Winter weather and the current bridge construction on Route 123 made that side less than an ideal view, but at least we were on the water. Brunch was a buffet serving everything from breakfast foods (at the omelet and waffle bar) to entrees of chicken, beef, ribs or pasta. Once the main meal was finished, and the desserts gobbled down, it was time for the awards.

Ed Chan and members of the Capital Driving Club began the Awards with presentations to those who were involved with Autocross. Then followed the CTR Participation Awards. This year, we had some very deserving winners in the Top Ten. Taking first place were Lionel and Nancy Mitchell, followed by Paul, Sharon and Rebecca Edelstein, then Ed Chan, Art Fournier, Charlie Brown, Tom and Mary Burke, Steve and Ho Yung Oertwig, Rich and Patti Townsend, Ira and Mary Schoen, and Rich and Lisa Smalling.

Participation awards were also presented to Bill and Kathy Wemhoff, Bill and Carol Goodwin, Rich and Joanne Wilkins, Matt Schipani, Rob Reynolds, John and Sara Buescher, Joe Seward, Roger and Peggy Morrison, Joe and Rita Cannon, Paul and Patty Scuderi, RJ Fortwengler, Bruce and Miriam Hislop, Karl and Penny Johnson, Scooter Mauck, Gary Unthank, Stephen Smalling, Pete Mitchell, David and Beverly Dougherty, Keith Dunklee, René and Denise Burcksen, George Earwaker, and John Marino. Following the final prize, pictures were taken.

Overall, I believe it is safe to say that this years Awards Banquet was a satisfying and enjoyable event! Our Thanks to Rich Townsend for organizing it.



*Lionel Mitchell takes home the gold!*





## Springtime in Fredericksburg

March 24<sup>th</sup>

Steve Oertwig



*Fredericksburg*  
TIMELESS.

Take a step back in time March 24 as Capital Triumph Register and Richmond Triumph Register members meet in Fredericksburg, VA.

“Springtime in Fredericksburg” will feature a joint club meeting at Classic Car Center and shopping in historic downtown Fredericksburg. Both venues promise to be a look into the past.

Classic Car Center main office area has been transformed into a 1950s soda shop with booths and a working jukebox. A walk into the consignment area is like touring a museum. During a recent visit, the display area had a TR-6, a few Jaguars, a Bugeye Sprite and a Bentley. The workshop area looked like a Triumph dealers shop. Cars in for service included a TR-3, TR-6 and TR-8. Garland Gentry and Marty Miller are the owners of Classic Car Center.

After the joint meeting, there will be stop at the local

Fredericksburg brewery for tour and tasting session. Blue and Gray Brewing Company is a microbrewery that makes four different beers.

Those not caring to fondle cars and sample beer can enjoy the delights of shopping in downtown Fredericksburg. Hundreds of shops featuring boutiques, antique shops, art galleries and studios line the town’s main street.

Lunch also is planned in downtown Fredericksburg at the Colonial Tavern. The Irish-style eatery is near the Fredericksburg train station. The Colonial Tavern also is the meeting place for both clubs.

Meeting time is 10 a.m. at Colonial Tavern, 406 Lafayette Boulevard in Fredericksburg (<http://www.irishbrigadetavern.com/colonial/default.asp>). Shoppers will leave from there to shop on the main street of Fredericksburg.

Plans are to be at Classic Car about 10:15. The address is 3591 Lee Hill Drive in Fredericksburg ([www.classiccarcenter.net](http://www.classiccarcenter.net)). Blue and Gray Brewing Company is at 3321 Dill Smith Drive, Fredericksburg ([www.BlueandGrayBrewingCo.com](http://www.BlueandGrayBrewingCo.com)).

Lunch will be 1 p.m. at the Colonial Tavern.

Reservations for the joint meeting are not required, but an estimate of the number of people having lunch would be appreciated. Please let Steve Oertwig know if you are attending by calling (540) 899-9153 or e-mailing him at [Oertwig@mac.com](mailto:Oertwig@mac.com).

## Harry Webster: A Triumph Legend Passes Away

Harry Webster, director of engineering for Standard-Triumph for more than a decade, died on February 6 at age 89. During his tenure, Triumph introduced the TR2 family of sportscars, the Spitfire, Stag, Herald, and Vitesse as well the 1300 and 2000 sedan ranges. He supported building special cars which raced successfully at Le Mans.

Born in 1917, Henry George Webster was apprenticed to the Standard Motor Company in Coventry at age 15. He spent six years with Standard’s aircraft engineering operation as an inspector during the Second World War then returned to the chassis design department in 1945. By 1948 he was chief chassis engineer, and from 1952 was responsible for the design and refinement of the Triumph TR2. He became director of engineering in 1957. Despite limited funding, Webster introduced a series of models that are re-



garded as classics today. Webster discovered the Italian stylist Giovanni Michelotti in 1957 and signed him up as a consultant to Standard-Triumph, ensuring the flair of the new generation of Triumphs.

Because Webster’s products were so successful, he was able to convince management of their worth, thus ensuring innovation in that generation of Triumphs. The TR5 was the first British sports car to have fuel injection as standard equipment. Webster’s team produced the TRS racing sports cars which won the Team Prize at Le Mans, and later developed sleek, fast Spitfires that also won their classes at Le Mans.

After the formation of British Leyland, he was reassigned to Longbridge to bring order to the Austin-Morris engineering operation. In 1974 he moved on to become group technical director of automotive products in Leamington Spa. He retired in 1982.



## Triumph Parts Lionel Mitchell

Remember that article that I wrote in the newsletter last year about the rear axle assembly for the TR6? Well, forget all that! In this installment, we look at something completely different. What is different between our cars with the U-joints and new car? You guessed it – Constant Velocity joints!

Our friend Richard Good, who just happens to be coming down for a tech session in May, now offers a complete CV axle assembly for TR6 and TR250 models to replace the entire axle AND hub assembly. A moment of silence here.

To quote from Richard's web site: *"Stock TR6 axles use sliding splines which bind under torque, interfering with suspension travel and disrupting handling. CV joints eliminate the need for sliding splines resulting in smoother operation and improved handling."*

Richard also says that these assemblies allow more efficient transmission of power to the road wheels. He claimed he could feel more pep in his car – a car that we know is already fast.

The CV assembly consists of the complete assembly from the differential to the trailing arm, as shown in the photo. It bolts onto the differential. There are different adapters to fit the stock Triumph differential or the Nissan limited slip differential that Richard also sells. The hub fits on the trailing arm with those studs that screw into the soft aluminum castings (and don't torque them too tight!). These axles should be able to handle any power output from a souped-up TR6 engine. The hubs are advertised as higher strength than stock and have larger diameter, sealed wheel bearings.

The only damage that these axles will do is to your wallet. A pair is \$1598. Compare this to the cost of rebuilt hubs, new spline axles, U-joints, and rubber boots. These parts at TRF run around \$1100. So there you have it, boyz. You pay your money and you take your chances.

## Tech Session with Richard Good Part II Lionel Mitchell



Mark your calendars for a tech session with Richard Good of GoodParts at Lionel Mitchell's garage in Haymarket on Saturday, May 5<sup>th</sup>. We expect to start at 10 AM. Continental breakfast treats, caffeine, and juice will be served during the session with a deli lunch afterwards. At the tech session last year, Richard focused on suspension upgrades for the TR6 model. For this session, he will bring the same level of engineering expertise on engine performance. Richard manufactures and sells a variety of performance parts through his web site ([www.goodparts.com](http://www.goodparts.com)). As an added treat, Richard will also talk about his newest product, CV axle assembly for the TR6 (see photo). While most of the parts are for the TR6 and TR250 models, several parts are also available for TR2-4A, Spitfire, and GT6 models. So, even if you're not a TR6 guy, you're bound to learn something and enjoy this tech session. There might even be something of interest for you Wedgeheads.

Please RSVP by e-mail ([haymarket4@verizon.net](mailto:haymarket4@verizon.net)) or phone (703-754-7362) by Friday May 4<sup>th</sup> for directions.



## Orphan Car Tour June 2<sup>nd</sup>

The 18<sup>th</sup> annual Orphan Car Tour will take place this year in and around Williamsport, MD (near Hagerstown) on Saturday, June 2<sup>nd</sup>. As in previous years, an afternoon of driving on scenic byways will be followed by a late-afternoon dinner. The tour is open to all discontinued-make cars. More

information (with updates, as they are posted) is available at [www.orphancartour.org](http://www.orphancartour.org). For further information, contact Jon Battle at (703) 392-6870 or e-mail [TourDirector@orphancartour.org](mailto:TourDirector@orphancartour.org).

Sponsored by the Baltimore-Washington area orphan car clubs, the tour features Packards, Studebakers, Terraplanes and the like. However, In 2006, several British cars - DeLoreans and Metropolitans took part.



## Capital Driving Club 2007 Season

**Ed Chan**

The 2007 autocross season is about to start, and the organizers are working hard to get ready. Kyle Bowker and Charles Tsui are designing an on-line reservation system and have been updating the web site. Joe Seward is working on getting the timing system ready for the year with some improvements. David Valeri has been working on better ways to get the results done faster with less effort.

With luck, within the next week or so, you will be able to reserve slots for the autocross or Test and Tunes on-line. You should also be able to participate in the forum discussion, see up to date photos, and video. I'll send out a mass e-mail when the on-line system is ready to go.

You should also note that the web address has changed. **The new web address is:**

**[capitaldrivingclub.com](http://capitaldrivingclub.com)**

Many people were using this address before. Others were using the old "member.cox.net" address. The old web address works for now, by re-directing you to the new address but will eventually be turned off. **So if you aren't using the new web address, change it now.**

Also new for this year is a new (used) 6X12 enclosed trailer. I still have to get new tires for it, but we should be ready by the first autocross. This trailer will allow us to only use one supply vehicle and be easier for hauling all the equipment.

Ted Joseph helped us find the used trailer and went to the DMV to register it. Ted even bought himself a vehicle to tow the trailer. I put a tow hitch on the Jeep Cherokee so that it can also tow. Now the current tow vehicles that the organizers have is Richard Lipsky's '74 orange van, Ted's new Lexus SUV, my '76 pick-up, and my '95 Jeep. Our hope is that at least one of these vehicles will be available to haul the trailer to each autocross!

This year, we are changing the results postings. We will no longer have the autocross teams. On a voluntary basis, each participant can report their PAX index, and we will post the PAX indexed results with the other results for FYI, but no points will be used with the PAX indexing.

Although many things will change for 2007, we will still have the same format, still have music, and still have

sodas, water, hotdogs, polish sausages, and chicken. We even hope to have a 1/32 slot car racing track manned by the local Hobby Shop (Trains etc. from Lorton, VA).

The first autocross is Saturday March 24<sup>th</sup> at Harry Grove Stadium, Frederick, MD followed by the Sunday March 25<sup>th</sup> Test and Tune also at Harry Grove.

The first event and Test and Tune are usually more basic to shake out the rust on both the participants and organizers. These March events are great for first time autocrossers. Also this first autocross typically has a full complement of organizers, which allows a new participant to pick from a variety of instructors.

The first events typically get full. So reserve your slots early (the reservation system might be on-line by the time you read this article).

For more information see [capitaldrivingclub.com](http://capitaldrivingclub.com) or contact me at [capitaldriving@yahoo.com](mailto:capitaldriving@yahoo.com).

**Reminder: P-Tuning (Manassas) is having an open house for CTR/CDC on Saturday, March 17<sup>th</sup>.** Let us know if you plan to attend.

## 30<sup>th</sup> Original British Car Day June 3<sup>rd</sup> John Tokar

The Chesapeake Chapter of the New England MG "T" Register, founder of **The Original British Car Day**, has run this event for over 29 years. This year marks our 30<sup>th</sup> Anniversary and special events are planned for this celebration for the enjoyment of all British car and motorcycle enthusiasts.

The event will again be held at the beautiful grounds of Lilypons Water Gardens. They are located in Adamstown, Maryland and can be accessed easily from the North I-70 or I-270 via route 85, or from the South via Route 28. Please visit their web site at [www.lilypons.com](http://www.lilypons.com) for directions and more information.

We encourage you to bring your family and friends and hope you will enjoy the cars and the water gardens. Food and drinks will be offered for sale at reasonable prices.

The contact person is John M. Tokar, Chairman, who can be reached at 301-831-5300, or by email at [tokarj@erols.com](mailto:tokarj@erols.com). For more information please visit our website at: <http://www.chesapeakechaptermgclub.com>



## Capital Driving Club 2006 Awards



### **BOG Silent Auction** **Steve Oertwig**

Donations are sought for the silent auction planned during the 10<sup>th</sup> Annual Britain on the Green on April 29<sup>th</sup>.

Various types of items are needed for the silent auction to be successful. Car-related items are welcome as well as gift certificates, event tickets, jewelry and art. Popular items at past BOG silent auctions have been picnic sets, restaurant gift certificates, and food and gift baskets.

Sought for this year's silent auction are items valued between \$50 and \$200. Items of lesser value will be ac-

cepted, especially if they have appeal to many audiences. Used items also will be accepted, but the silent auction is not intended to be a white elephant sale.

Besides making their own donations, CTR members can solicit the many businesses they frequent for silent auction donations. Businesses will be recognized by name in the program for their donations.

Money earned from the silent auction support Capital Triumph Register's donations to many worthy causes.

Items may be delivered at BOG. Members who have items to donate are asked to call Steve Oertwig at (540) 899-9153 or e-mail [Oertwig@mac.com](mailto:Oertwig@mac.com).



## Three Classic Car Magazines

### Art Fournier

If you're like me, you started reading *Classic Motorsports* back when it was *British Car* magazine. And if you're like me, you've had a love/hate relationship with the magazine since the change. I've threatened to cancel my subscription a number of times; however, there has always been enough interesting content to keep me from following through. Their series on project cars and articles on "new and improved" parts are really good. My primary complaint in recent months has been the amount of content devoted to racing. It's simply something I have no interest in (sorry Ira).

I let my subscription to *Road & Track* expire two decades ago when they stopped covering the cars that interested me. Okay, it didn't help that those cars had been out of production for years. Now, if there was just some way to get Peter Egan's columns . . .



Anyway, two fairly new magazines held my interest enough to subscribe to both.

*Motor Trend Classic*, like *Classic Motorsports*, is published bimonthly. It is something of a then and now compilation that offers new reviews of classic cars along with comments from *Motor Trend* when the cars were new. The cars are typically upscale and the photography is great. There isn't a lot of technical content and many of the articles are somewhat nostalgic, but I've enjoyed every issue.

My current favorite is *Sports & Exotic Car*. It's one of a series of focused audience magazines from Hemmings. Other titles include *Classic Car* and *Muscle Machines*. The focus of *Sports & Exotic Car* is foreign automobiles, from new to old, from unique to mass produced. Each month there's an article on a tatty survivor, a car that's been

driven for decades but not restored.

Whatever your taste, no matter how broad or focused, there's a magazine (or two or three) out there to satisfy it.

### Events (Continued from Page 10)

Grove Stadium, Frederick, MD, Ed Chan

**Jul 24** - ESB and Membership meeting, Falls Church, VA

**Aug 4** - Lucas Tour, Paul Edelstein \*CTR\*

**Aug 11** - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan

**Aug 12** - Autocross Test and Tune, Harry Grove Stadium, Frederick, MD, Ed Chan

**Aug 18 (Tentative)** - Camp Fantastic Visit \*CTR\*

**Aug 18** - Autocross, Osbourn Park HS, Manassas, VA, Ed Chan

**Aug 26** - Cruisin' for Crustaceans, MD, Art Fournier \*CTR\*

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

**Sep TBD** - Autocross Test and Tune, Harry Grove Stadium, Frederick, MD, Ed Chan

**Sep 8** - Brits by the Bay, Pasadena, MD, TRAC

**Sep 11** - ESB and Membership meeting, Falls Church, VA

**Sep 15** - Virginia Scottish Games car show, Winchester, VA

**Sep 16 (Anticipated Date)** - Brown's Island car show, Richmond, VA, CVBCC

**Sep 23** - Autocross, Prince George's Stadium, Bowie, MD, Ed Chan

**Sep 29** - MGs on the Rocks car show, Bel Air, MD

**Oct 6-7 (Update)** - Fall Overnighter \*CTR\*

**Oct 14 (Update)** - Hunt Country Classic and CTR Get Together, Lionel Mitchell \*CTR\*

**Oct 26-28** - Northeast Rally Club rally, Bill Goodwin

**Nov 3** - T4, MD location \*CTR\*

**Nov 13** - ESB and Membership meeting, Falls Church, VA

**Dec 9** - Holiday Party, VA location \*CTR\*



# Karting 2007



*Winners of the two races, clockwise from back row, Andrew Stowell, Ryan Pond, Guiliano Billetz, Denny and Angie Mitts, and Matt Schipani.*



*Joe Seward performs a little drifting, heading for the front straight-away.*



*Larry Rittinger keeps it tight on the apex heading onto the front straight.*



*Rob Reynolds (10) only slightly ahead of Scott Tilton (32).*



*Denny Mitts lines up for the final turn in the practice session. Back in #2 Angie Mitts pushes through traffic trying to catch up.*

Many thanks to Charlie Brown for once again organizing CTR's annual winter indoor karting event, held this year on February 17<sup>th</sup> at AllSports Grand Prix in Dulles, VA. And thanks to the many CTR and CDC members who participated.



# EVENTS

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

- Mar 14 (New Date)** - BOG Flyer Mailing Meeting, Tom Burke  
**Mar 17** - CDC P-Tuning Open House, Manassas, VA, Ed Chan  
**Mar 20 (New Date)** - ESB and Membership meeting (all members welcome), Bentley’s Restaurant, Route 50, Falls Church, VA, Paul Edelstein, (703) 914-0507  
**Mar 24** - Joint CTR/RTR Event, Fredericksburg, VA \*CTR\*  
**Mar 24** - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan  
**Mar 25** - Autocross Test and Tune, Harry Grove Stadium, Frederick, MD, Ed Chan  
**TBD** - Spring Tune Up Tech Session \*CTR\*  
**TBD** - Collingwood Clean Up, Tom Burke \*CTR\*  
**Apr 7** - Autocross, Osbourn Park HS, Manassas, VA, Ed Chan  
**Apr 21** - GW Parkway Run, VA & DC, Paul Scuderi \*CTR\*  
**Apr 21** - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan  
**Apr 22** - Autocross Test and Tune, Harry Grove Stadium, Frederick, MD, Ed Chan  
**Apr 22** - British and European Car Show, Williamsburg Winery, VA, ColonialVintage@aol.com, Doug Wilson, (757) 565-4668 or dew311@cox.net  
**Apr 25** - BOG Stuffing Party, Fairfax, VA, Tom Burke  
**Apr 29** - Britain on the Green (BOG) at Collingwood \*CTR\*  
**May 4-6** - Northeast Rally Club rally, Bill Goodwin  
**May 5** - Richard Good tech Session, Haymarket, VA, Lionel Mitchell \*CTR\*  
**May 6** - Richmond Triumph Register Car Meet, Glenn Larson, GLarson182@aol.com  
**May 12** - Just “Drive an MG” joint

with the MGCCWDCC, Paul Edelstein \*CTR\*

- Mar 12** - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan  
**Mar 13** - Autocross Test and Tune, Harry Grove Stadium, Frederick, MD, Ed Chan  
**May 15** - ESB and Membership meeting, Falls Church, VA  
**May 18-20** - Carlisle Import, Kit and Replicar Nationals, <http://www.carsatcarlisle.com/import/index.asp>  
**May 20** - BOG TGIO, Tom Burke  
**May 26-Jun 3** - British Car Week <http://www.britishcarweek.org/>  
**May 26** - Autocross, Osbourne Park HS, Manassas, VA, Ed Chan  
**Jun TBD** - Bowie Baysox Game, Bruce Hislop \*CTR\*  
**Jun 2** - Brits on the Bay, Tidewater Triumph Register  
**Jun 2** - Orphan Car Tour, Williamsport, MD, Jon Battle, (703) 392-6870 or [TourDirector@orphancartour.org](mailto:TourDirector@orphancartour.org).  
**Jun 3** - The Original British Car Day, Adamstown, MD, John Tokar, (301) 831-5300 or [tokarj@erols.com](mailto:tokarj@erols.com) \*CTR\*  
**Jun 9 or 16 (TBD)** - Detailing Tech Session, Charlie Brown \*CTR\*  
**Jun 9** - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan  
**Jun 10** - Autocross Test and Tune, Harry Grove Stadium, Frederick, MD, Ed Chan  
**Jun 17** - Sully Plantation Show  
**Jun 24** - Autocross, Prince George’s Stadium, Bowie, MD, Ed Chan  
**Jul 7** - Autocross, Osbourn Park, HS, Manassas, VA, Ed Chan  
**Jul 8** - British Invade Gettysburg car show, contact [Ralph\\_Eriksen@yahoo.com](mailto:Ralph_Eriksen@yahoo.com) or (717) 979-9242  
**Jul 13-15 (Tentative)** - TRF Summer Party, Armagh PA \*CTR\*  
**Jul 14** - British Car Day and Vintage Grand Prix, Pittsburgh, PA  
**Jul 17-21** - VTR National Convention, Valley Forge, PA, [vtr2007@delvaltrs.org](mailto:vtr2007@delvaltrs.org) \*CTR\*  
**Jul 21** - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan  
**Jul 22** - Autocross Test and Tune, Harry

# CLASSIFIED

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

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

**1980 TR7 Convertible for sale.** Red and in excellent condition. The engine, 5 speed transmission and carburetors have been professionally rebuilt and work perfectly. The body, interior and engine have been completely restored and are in excellent appearance. The bushings, brakes, fuel tank, tires and pretty much every wearing part have been restored or repaired with original parts. The AC even works! The car includes a custom fit cover, AM/FM CD player, power antenna, shop manuals and any spare parts lying around my garage. The car has been shown and has placed in competition. Asking \$4,000. John Houk, cell (703) 470-8444 or [JohnTHouk@gmail.com](mailto:JohnTHouk@gmail.com)

**TR6 Parts for sale:** Wife says hoard must go. 2 1974 TR6 doors, need work \$25/pair; 1 TR6 hood, straight, surface rust. \$25; 1 set 1974 TR6 bumpers with overriders, rough, \$25 each; 1 early TR6 frame, straight but needs work, \$50; 1 late TR6 frame, straight, with VA title and VIN plate \$100; 2 late-TR6 seats, rough, \$50/set; 5 TR6 Wire wheels with adaptors and old tires, condition unknown, \$100/set; \$300 for the lot. Most parts are in Purcellville, VA. Frames are in Fairfax and Manassas Park, respectively. Contact Tom (540) 338-3655 or [tomislav.marincic@earthlink.net](mailto:tomislav.marincic@earthlink.net)

**1963 TR3 for sale.** Wide mouth. All parts to complete are included. Engine completely rebuilt. Includes all interior panels. Asking 3,000. Robert Withers at (540) 898-3763 or cell (540) 538-0632

(Continued on Page 8)



# ***CLUB OFFICERS***

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CTR website  
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## THE STANDARD

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

### Membership Renewal / Application

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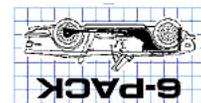
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The Capital Triumph Register  
is a chapter of  
The Vintage Triumph Register,  
and  
6-Pack, and  
The Triumph Register of America



4729 Willows Road  
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# THE STANDARD



Deadline for  
the next issue of  
*The Standard*:  
**March 30<sup>th</sup>!**

**Photo Credits**  
Pages 1, 3 (Center), and 7 - Steve Oertwig  
Page 3 (Top and Bottom) - Art Fournier  
Page 9 - Charlie Brown



**CAR TRIVIA:** In the 1800s, what was seen as an end to the pollution problem in big cities?

The growing popularity of the automobile was seen as a godsend to rid big cities of the pollution of the hundreds of horses fouling the streets every day and night. It sounded like a good idea at the time.

With thanks to: [www.endlessroad.com](http://www.endlessroad.com)

**Oops!**





# THE STANDARD

The Official Publication of the  
*Capital Triumph Register*  
Volume XIX, Number 4, April 2007

## GW Parkway Run is Back!

Saturday, April 21<sup>st</sup>

9:45

Paul Scuderi

Join us on a tour of one of the most scenic roads in the Washington DC area, the George Washington Parkway. Our run will begin at the north (American Legion Bridge) end of the Parkway, gliding south alongside the Potomac, shooting into DC for a monument spin, back out onto the Parkway, through Old Towne Alexandria and then on to Mount Vernon Circle at the southern end (wave hello to Collingwood on the way by!). As all this driving and sightseeing will undoubtedly make us hungry, we'll end the tour with lunch at a casual restaurant near Collingwood.

Instructions are as follows:

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

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



*Where are all the Triumphs heading? Could be to BOG, but in this case it was to the joint Capital Triumph Register - Richmond Triumph Fredericksburg tour held on March 24<sup>th</sup>. Turn to pages 4 and 5 for more coverage of the event.*

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

On our last GW Run, we met some folks at the marina near 395. If you're interested in doing this again, give me a call and we'll coordinate. For info or to RSVP, email Paul Scuderi [tr6\\_guy@hotmail.com](mailto:tr6_guy@hotmail.com) or call at (240) 876-7222.

Note: For a good feel of the area, go to [local.live.com](http://local.live.com) and type in Turkey Run Recreation Area, Virginia. This is a wonderful site that is very detailed, shows street directions and even allows detailed aerial views.

**PAGE 1 - GW Parkway Run; PAGE 2 - CTR Happenings; VTR National Convention; PAGE 3 - Winter Dinner; Rides of Spring; PAGE 4 - Springtime in Fredericksburg; PAGE 6 - 20w-50 - Liquid ....?; PAGE 7 - New and Improved Triumph Parts; Good Tech Session; Capital Driving Club 2007 Season; PAGE 8 - Classic Car Magazines Revisited; PAGE 9 - Collingwood Cleanup; BOG Silent Auction; PAGE 10 - Events; Classified; PAGE 11 - Club Info**



## CTR Happenings

### BOG Stuffing Party

As in past years, the BOG stuffing party will be held on the Wednesday before the show. This year it will be April 25th and is tentatively planned for Joe Cannon's garage in Fairfax.

What's a stuffing party? Why, it's when all the registration packets are assembled. It's also a chance for taking care of the last minute odds and ends that pop up before the show. Contact Tom Burke for additional information or to offer to help.

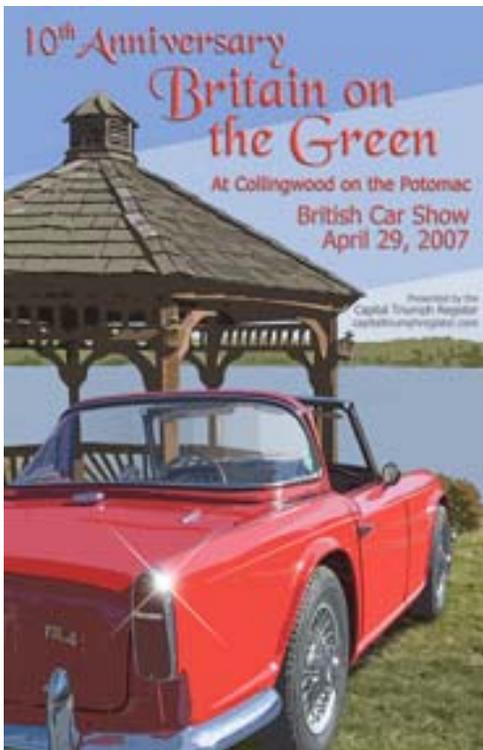
### BOG Volunteers

And it's never too late to volunteer a few hours of your time to help on the day of the show. There are never too many volunteers, so contact Tom Burke.

### New Members!

Please welcome CTR's newest members:

- ➔ Dustin Williams, Whispering Pines, NC
- ➔ Steven Gallagher, Arlington, VA, TR6 and Spitfire
- ➔ Theodore Whitehouse, Bethesda, MD, TR6



## BOG

### 2007 Souvenir Poster

Last year CTR introduced the first in a series of Britain on the Green commemorative posters. The poster featured a TR3 in front of the Collingwood mansion.

Here's the second in the series. It features a TR4 overlooking the Potomac River near Collingwood's gazebo.

Just another reason why you should attend Britain on the Green on Sunday, April 29<sup>th</sup>!

## Vintage Triumph Register National Convention

July 17-21

Sheraton Park Ridge Hotel  
Valley Forge, Pennsylvania

July 17-21, 2007 the Vintage Triumph Register will hold their National Convention at the Sheraton Park Ridge Hotel in Valley Forge, Pennsylvania. VTR's Chief Judge, Darrel Floyd, anticipates a large turnout as it has been many years since VTR has met in the Mid-Atlantic Region! The host club, Delaware Valley Triumphs, will present "Triumphs Forge Ahead" to celebrate the 50<sup>th</sup> anniversary of the TR3A. Join your fellow Triumph enthusiasts and visit [www.VTR2007.com](http://www.VTR2007.com) today to obtain complete convention information. Please make your reservation soon to stay at the host hotel as we are planning for record attendance!



Thank you,

Dave Samtmann  
2007 VTR Publicity Chairman  
25 Cedar Brook Drive  
Churchville, PA 18966-1101  
(215) 805-4412  
[halkyon1@yahoo.com](mailto:halkyon1@yahoo.com)

## CTR Regalia



Contact Charlie Brown at [cb1500@erols.com](mailto:cb1500@erols.com) or (703) 878-1337 for CTR Regalia: hats \$15, patches \$5, name tags \$4.50, flag pins \$10, shirts \$25 for Hanes and \$35 for Jonathan Cory. Enquire as to shirt size and color availability. Regalia will be delivered at CTR events.

10<sup>th</sup> Annual

*Britain on the Green*  
*Sunday, April 29, 2007*



## CTR Winter Dinner

Capital Triumph Register members met for the club's annual winter dinner, held this year on February 24<sup>th</sup> at the 301 Bar and Grill in Upper Marlboro, Maryland. The restaurant is located just across Route 301 from the site of the Marlboro Speedway, a 1960s era automobile racetrack. The winter dinner gives members to get together and talk cars while most of the Triumphs are off the road for the winter.

Many thanks to CTR Maryland event coordinator Bill Goodwin for putting the event together.



## The Rides of Spring

**Tom Burke**

April 29<sup>th</sup> is just around the corner and that means Britain On The Green is coming around that corner as well. This is our 10<sup>th</sup> Anniversary so we are excited about making BOG better than ever. Our BOGstaff team has helped to spruce up Collingwood so there is plenty of room for the shiny British Classics among the Dogwoods and Azaleas.

We're also excited about this year's food choices, which will include Fish n' Chips, Shrimp, and hotdogs. The delicious hand-scooped ice cream of the Scottish Highland Creamery (aka Haggis Das) will return again this year, also offering coffee and Danish (would that be Scottish Danish?) in the morning.

The Kid's Corner will be all set up to keep the little ones entertained. Fran Scuderi's breezy guitar and singing will set

the mood, and the beautiful scenery and immaculate British cars will do the rest.

The only bad news is that last year's event drew over 200 cars (not exactly bad news, really), but it does mean that if you want show your car, you should definitely pre-register in order to be assured of a space on the field. We wouldn't mind at all if you chose to volunteer at the event, for that matter. Please call Tom Burke at (703) 354-1361. We certainly appreciate your help.

So pre-register, volunteer, enter, attend, eat, drink, relax and have fun at the 2007 Britain On The Green. The classic rides of Spring are coming around the corner. Fast!





# Springtime in Fredericksburg

March 24<sup>th</sup>  
Steve Oertwig



Triumphs came from the North and Triumphs came from the South to converge on Fredericksburg March 24 to talk cars, taste beer and shop.

About 30 members and spouses from the Capital Triumph Register and Richmond Triumph Register joined for the two clubs' first meeting. Half of the group stayed in Fredericksburg to shop in the town's historic district while the other half drove to Classic Car Center.

Garland Gentry and Marty Miller of Classic Car Center greeted members of the two clubs, and talked about the business. Classic Car Center not only repairs classic cars, but also offers climate-controlled storage. Garland made the point about how he caters to the classic car market by saying he only works on 1973 and older cars, the exception being late-model TR-6s.

Garland and Marty also have expanded to marketing classic cars around the world. The word of the value and quality of sports cars in the United States has spread to Europe and South America.

Milling around the 1960s-style soda stand didn't last long when members saw all the cars in the climate-controlled storage area. The magnetism of British, German and American classics quickly drew the group out to what many called a "museum."

Some of the cars included a TR250, many Jaguars, a Bugeye, and German sports cars.

After lively conversation about the variety and quality of cars, Garland and Marty led everyone into Classic Cars Center's workshop. A TR8 and Triumph motorcycle drew everyone's attention. Many members gazed with awe the small-block Buick V-8 with Webers awaiting fitting in an AC racecar.



*COFFEE AND DOUGHNUT WITH THAT? Rich Townsend looks over the Ford Ranchero on display in the 1960s-style waiting area of Classic Car Center.*



*V-8 ENVY? Rich Smalling looks over a small-block V-8 race engine. The engine was awaiting transplant into an AC body that could be the brainchild for the Ford Cobra.*



*Bill Goodwin extols the virtues of big Chryslers and their incredible thirst for petrol to Glenn Larson, past president of RTR.*



*Members of the Capital Triumph Register and Richmond Triumph Register line up for free samples of beer at Blue and Gray Brewing Co. in Fredericksburg. Members tasted the four types of beer brewed at Blue and Gray and received a tour of the small brewery.*



*Despite the gloomy weather, there was a good showing of Triumphs. Fred Cook's TR-3 sparkled sitting in front of Classic Car Center.*

The Fredericksburg tour continued to Blue and Gray Brewing Co. where samples of four types of beers were dispensed. After a lesson on the brewing processes of the microbrewery, everyone headed back into town for lunch at the Colonial Tavern.

Lunch reunited the shoppers with the tire kickers at the Irish-style pub. What started as a dreary looking day ended on a high note as many members from both clubs talked about the success of the first joint meeting of the North and South.



*Marty Miller, right, co-owner of Classic Car Center, talks with Lionel Mitchell, Rich Smalling and Paul Edelstein about the rising prices of classic American cars during the March 24 joint visit with the Richmond Triumph Register to Fredericksburg.*



*A row of Triumphs line up for the short drive back into Fredericksburg for lunch after touring Classic Car Center and Blue and Gray Brewing Co. About 30 members and spouses from the two Triumph clubs attended the first joint meeting of the clubs.*



## 20w-50 - Liquid....? Paul Scuderi

Most of us are aware of how vital motoroil can be to our British Motorcars, and...more specifically to this article...to the areas below them. I had the pleasure of dealing with this magical liquid over an extended period of time. Not the kind that goes IN the car, but the kind that comes OUT of the car. My experience enlightened me as to just how powerful (and versatile) this substance can be. Let me elaborate -

Owning a British Motorcar (1975 TR6) made me very appreciative of motoroil. It seems these animals enjoy the oily substance....so much so that they feel a need to SHARE it. A little here, a little there. No one (or driveway) is safe....a host home is always left with a little.....well.....you know what I mean. But the TR6 was stingy compared to my later arrival....a 1973 Triumph Stag. Let me elaborate -

I searched far and wide for a Stag. I thought...(guy logic)....if the Mrs. and family don't enjoy the ambiance of the TR6 as much as I, maybe a larger British motorcar with more creature features would lure them into the fold. So I set my sights on the Stag. Looked far and wide and located a contender in the Chicago area. Upon arrival, the car was in the driveway, warmed and ready to test drive, which went well. A trip to the car's berth set the stage - a healthy puddle of motoroil where a Stag once set. No problem I told myself. We'll take care of that when I got the baby home. Let me elaborate -

Got 'er home to find the oil filter housing didn't want to seat properly. No problem I thought....the Stag was actually built for the Rover 215 V8 (true story). I'll just use this opportunity to pop one of those babies into the car. The Rover 215 is bulletproof. Been around since God was a baby. Thanks to Mountjoy's Autoshop, the conversion went like a charm. Due to the location of the Oil Filter housing on the Rover vs. the lower flange on the (Stag) radiator, a remote oil filter assembly was required. Piece of cake. We'll just mount this puppy in a convenient spot, run some hose to and fro and voila. Maiden voyage to CTR's CFC said otherwise. Let me elaborate -

While in traffic on 495 (and may I add, in a construction zone) smoke began billowing out the back of my Family Triumph Motorcar. Argh. Thankfully, I was able to pull off the Capital Nightmare before any real damage was

done. Opened the hood, and with the help of René Burksen (René, I am forever indebted - weekends, holidays and every third Tuesday excluded)

I was able to diagnose and replace the split hoses running between the output adapter and remote filter. I blamed this on too high an underhood temperature (another story). Eked the car home after a fabulous run and crabcakes, and liquid gold once again began finding its natural position....my garage floor. Relocating the remote filter with new hoses seemed to correct the problem. Seemed. It was not long before anOTHER hose split. In the infamous words of Charlie Brown - CRAP. Checked the filter.....nope. Adapter?.....nope. Filter seal?....nope. I'll admit - I felt pretty silly on the Rover Digest. While everyone else is complaining about too LOW an oil pressure, I'm complaining about too HIGH an oil pressure. Or was it? After help from our very own TR8 specialist and Presidenté Royale, Sir Paulé-TR6é-TR8é- Range Roveré-Edelstein(é), it was determined that startup pressure on the Rover 215 V8 was worthy of an Oil Pressure Home Run. While the hoses I was using were rated for 60psi, the Rover 215 V8 is capable of pressures WELL over that....but only at startup. It's not uncommon for startup pressures to peg the gauge at over 100 psi. No problem when using the standard oil pump and filter adapter, but a Deal Breaker when employing a remote filter/hose setup.

A call to Summit racing for a few feet of high pressure braided oil resistant hose and fittings (break out the wallet), a quick install (HAH!) and the Stag has been Britishly leak free. NOW....after spending untold hours beneath the Stag intimately involved in oil blowout after oil blowout, I feel worthy to share with you some intrinsic values of 20w-50. Let me elaborate -

- 1 - A small amount works WONDERS on adding that "little dab'l do ya", a la Vinnie Barbarino(é).
- 2 - Never have to worry about cracking, scaley skin again.
- 3 - Oil can blur your vision.
- 4 - Can you say - cologne?
- 5 - Tastes like chicken.
- 6 - Clothing? - to the dump.
- 7 - Waterproof your garage floor (and skin).
- 8 - Just think of the wife's loving smile when she notices a shoe print on the carpet.
- 9 - 20w-50 does NOT enhance the glow on the satin finish on hardwood floors.
- 10 - Invent new words (see numbers 8 & 9 above).
- 11 - Rust free under carriage.
- 12 - Invest in Brawny Paper Towels. You'll make a fortune.
- 13 - Indeed, there are more. I'm just a little slower after this whole.....uh.....um.....



## Triumph Parts

Lionel Mitchell

Is it time to refurbish your cooling system? Here are a few upgraded components to take a look at.

TRF has aluminum radiators for TR2/3/4/4A/6 models. At 10 pounds, it's about half the weight of the original radiator. They claim it has better heat conductivity than the original. All versions have the same fittings at the top and bottom and will accept standard hoses. The disadvantage for show cars is the aluminum colour, unlike the black original. TR2/3/4 aluminum radiators cost \$500. For TR250/6 models, it's \$550. Original radiators are advertised by Victoria British for TR2/3/4 models for \$460 and \$220 for TR250/6 models. Original TR6 radiators at TRF are \$230.

And speaking of hoses, here are some modern alternatives to the original rubber ones. Moss has silicon radiator hoses, green only – but not exactly the same green we all know and love. The top hose is the one-piece hose without the thermostatic vacuum switch on some TR6s. The cost is \$46 compared to \$9 at Victoria British. Vickie Brit also carries a Kevlar version of the top hose for \$17. Silicon and Kevlar bottom hoses are available from Moss and Vickie Brit, respectively, at higher cost than standard rubber. Kevlar is in the middle of rubber and silicon, price-wise. These newer hoses will likely last longer on our cars than we will. So, from a cost point-of-view, the extra cost is not that much compared to changing the hoses a few times. You have to decide if the lack of originality is acceptable.

## Tech Session with Richard Good Part II Lionel Mitchell



**Reminder - Part II Tech Session with Richard Good on May 5<sup>th</sup>**

Remember to mark your calendars for a tech session with Richard Good of GoodParts at Lionel Mitchell's garage in Haymarket on Saturday, May 5<sup>th</sup>. In the meantime, look at Richard's web site ([www.goodparts.com](http://www.goodparts.com)) to see all the good parts he sells.

So, that I can plan for enough food and to get directions, please RSVP by email ([haymarket4@verizon.net](mailto:haymarket4@verizon.net)) or phone (703-754-7362) by Friday May 4<sup>th</sup>.



*Lionel promises his house won't be covered in snow on May 5<sup>th</sup> as it was during the freak storm on April 7<sup>th</sup>.*

## Capital Driving Club 2007 Season

Ed Chan

We had our first autocross at Harry Grove Stadium in Frederick, MD on Saturday March 24<sup>th</sup>. It was pretty much a rain out with rain in the morning and throughout the day. The weatherman said that it was suppose to clear up and then start raining again in the late afternoon. Wrong! The weather broke for about 1 hour then it rained the rest of the day. So we didn't get any photos.

With luck we will be in better shape for the next autocross Saturday April 7<sup>th</sup> at Osbourn Park High School, Massass, VA. [Sorry about that unseasonal snow! Editor]

For more information see [capitaldrivingclub.com](http://capitaldrivingclub.com) or contact me at [capitaldriving@yahoo.com](mailto:capitaldriving@yahoo.com).

**20w-50** (Continued from Page 6)

So...anyway...I'm pretty happy with the way things turned out. Being of Italian descent, the enhanced shine to the complexion is not too noticeable. And the Stag is now pretty much oil leak free, so.....uh oh.....what's that puddle of transmission fluid doing there.



## Classic Car Magazines Revisited

Art Fournier

Egg on my face part 1: In the March newsletter I included a review of three automobile magazines I currently subscribe to. Very soon after the newsletter was posted to the CTR website, I received a pair of e-mails suggesting I should have included *Spitfire & GT6* in the article. Oops, I should have begun my article with a disclaimer that the three were generic, not marque specific, magazines.

Still, the *Spitfire & GT6* fans raised a good point. The last time we devoted any space to *Spitfire & GT6* was way back with its first issue in winter 2000. The quarterly magazine is now up to issue number 24 and going strong. Each issue runs about 48 glossy pages from cover to cover and provides a great mix of touring, marque history, car show articles, car show and the like. At \$15 a year it's a great bargain, but one you won't find in many bookstores. To find out more, visit the magazine's website <http://www.triumphspitfire.com>. Or if you want to subscribe write to P.O. Box 30806, Knoxville, TN 37930 or call 1-800-487-3333.



Egg on my face part 2: One of the magazines I raved about in the March issue, *Motor Trend Classic*, has ceased publication. That news came in the mail within a week of the March newsletter. I guess not everyone thought as much of it as I did.

Classified (Continued from Page 10)

body, interior and engine have been completely restored and are in excellent appearance. The bushings, brakes, fuel tank, tires and pretty much every wearing part have been restored or repaired with original parts. The AC even works! The car includes a custom fit cover, AM/FM CD player, power antenna, shop manuals and any spare parts lying around my garage. The car has been shown and has placed in competition. Asking \$4,000. John Houk, cell (703) 470-8444 or [JohnTHouk@gmail.com](mailto:JohnTHouk@gmail.com)

**TR6 Parts for sale:** Wife says hoard must go. 2 1974 TR6 doors, need work \$25/pair; 1 TR6 hood, straight, surface rust. \$25; 1 set 1974 TR6 bumpers with overriders, rough, \$25 each; 5 TR6 Wire wheels with adaptors and old tires, condition unknown, \$100/set; \$150 for the lot. Parts are located in Purcellville, VA. Contact Tom (540) 338-3655 or [tomislav.marincic@earthlink.net](mailto:tomislav.marincic@earthlink.net)

**1963 TR3 for sale.** Wide mouth. All parts to complete are included. Engine completely rebuilt. Includes all interior panels. Asking 3,000. Robert Withers at (540) 898-3763 or cell (540) 538-0632

**1972 Stag for sale.** Now is your chance to own one of the rarer Triumphs. Jasmine color with black interior, soft and hard top. 80K miles with engine rebuild at 63K. Automatic transmission, power windows, AC. New Dayton wire wheels and Michelin tires. Runs good and you will look "So Cool." \$9,500.00 - Contact Dean Tetterton, (804) 320-6330

### Events (Continued from Page 10)

**Jul 22** - Autocross Test and Tune, Harry Grove Stadium, Frederick, MD, Ed Chan

**Jul 24** - ESB and Membership meeting, Falls Church, VA

**Aug 4** - Lucas Tour, Paul Edelstein \*CTR\*

**Aug 11** - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan

**Aug 12** - Autocross Test and Tune, Harry Grove Stadium, Frederick, MD, Ed Chan

**Aug 18 (Tentative)** - Camp Fantastic Visit \*CTR\*

**Aug 18** - Autocross, Osbourn Park

HS, Manassas, VA, Ed Chan

**Aug 26** - Cruisin' for Crustaceans, MD, Art Fournier \*CTR\*

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

**Sep TBD** - Autocross Test and Tune, Harry Grove Stadium, Frederick, MD, Ed Chan

**Sep 8** - Brits by the Bay, Pasadena, MD, TRAC

**Sep 11** - ESB and Membership meeting, Falls Church, VA

**Sep 15** - Virginia Scottish Games car show, Winchester, VA

**Sep 16 (Anticipated Date)** - Brown's Island car show, Richmond, VA,

CVBCC

**Sep 23** - Autocross, Prince George's Stadium, Bowie, MD, Ed Chan

**Sep 29** - MGs on the Rocks car show, Bel Air, MD

**Oct 6-7 (Update)** - Fall Overnighter \*CTR\*

**Oct 14 (Update)** - Hunt Country Classic and CTR Get Together, Lionel Mitchell \*CTR\*

**Oct 26-28** - Northeast Rally Club rally, Bill Goodwin

**Nov 3** - T4, MD location \*CTR\*

**Nov 13** - ESB and Membership meeting, Falls Church, VA

**Dec 9** - Holiday Party, VA location \*CTR\*



## Collingwood Cleanup

April 7<sup>th</sup>



*Left to right: Karl Johnson, Art Fournier, Rob Reynolds, Ho Yung and Stephen Oertwig, Tom Burke, and Stephen Prior. (Not shown, Roger Morrison.)*

*CTR members braved the cold and snow (in April?) to lend a hand at Collingwood as the Library and Museum gets ready for its 2007 season. As always, the cleanup ended with a steak dinner in the early afternoon.*



## BOG Silent Auction

Steve Oertwig

Donations are sought for the silent auction planned during the 10<sup>th</sup> Annual Britain on the Green on April 29<sup>th</sup>.

Various types of items are needed for the silent auction to be successful. Car-related items are welcome as well as gift certificates, event tickets, jewelry and art. Popular items at past BOG silent auctions have been picnic sets, restaurant gift certificates, and food and gift baskets.

Sought for this year's silent auction are items valued between \$50 and \$200. Items of lesser value will be accepted, especially if they have appeal to many audiences. Used items also will be accepted, but the silent auction is not intended to be a white elephant sale.

Besides making their own donations, CTR members can solicit the many businesses they frequent for silent auction donations. Businesses will be recognized by name in the program for their donations.

Money earned from the silent auction support Capital Triumph Register's donations to many worthy causes.

Items may be delivered at BOG. Members who have items to donate are asked to call Steve Oertwig at (540) 899-9153 or e-mail [Oertwig@mac.com](mailto:Oertwig@mac.com).

## Richmond Triumph Register British Classic Car Meet

Sunday, May 6<sup>th</sup>

The Richmond Triumph Register invites you to attend their 2007 British Classic Car Meet on the front lawn of the Virginia Aviation Museum in Richmond. Registration is \$20 through April 23<sup>rd</sup> (\$25 thereafter) and includes admission to the Aviation Museum. Interested in attending, but not competing? This year there will be a non-judged display-only category with a registration fee of \$10. Food and beverages are available or you may picnic. For a registration form or more information, go to their website <http://www.richmond-triumph-register.com> or contact Gary Kinney at [gckinney@aol.com](mailto:gckinney@aol.com) or (804) 527-2190.



## Tidewater Triumph Register Brits on the Bay

Saturday, June 2<sup>nd</sup>

The Tidewater Triumph Register will hold its 6<sup>th</sup> annual Brits on the Bay show on the parade field at Virginia Wesleyan College in Norfolk, VA, on Saturday, June 2<sup>nd</sup>. Registration is \$20 if postmarked by May 28<sup>th</sup> and \$25 thereafter. Food and beverages are available on site. Additional information is available on their website <http://www.tidewatertriumphs.org> or from Mike Jones at (757) 482-2577.





## EVENTS

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

**Apr 7** - Collingwood Clean Up, Tom Burke \*CTR\*

**Apr 7** - Autocross, Osbourn Park HS, Manassas, VA, Ed Chan

**Apr 21** - GW Parkway Run, VA & DC, Paul Scuderi \*CTR\*

**Apr 21** - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan

**Apr 22** - Autocross Test and Tune, Harry Grove Stadium, Frederick, MD, Ed Chan

**Apr 22** - British and European Car Show, Williamsburg Winery, VA, ColonialVintage@aol.com, Doug Wilson, (757) 565-4668 or dew311@cox.net

**Apr 25** - BOG Stuffing Party, Fairfax, VA, Tom Burke

**Apr 29** - Britain on the Green (BOG) at Collingwood \*CTR\*

**May 4-6** - Northeast Rally Club rally, Bill Goodwin

**May 5** - Richard Good tech Session, Haymarket, VA, Lionel Mitchell \*CTR\*

**May 6** - Richmond Triumph Register Car Meet, Gary Kinney, gckinney@aol.com or (804) 527-2190

**May 12** - Just “Drive an MG” joint with the MGCCWDCC, Paul Edelstein \*CTR\*

**Mar 12** - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan

**Mar 13** - Autocross Test and Tune, Harry Grove Stadium, Frederick, MD, Ed Chan

**May 15** - ESB and Membership meeting (all members welcome), Bentley’s Restaurant, Route 50, Falls Church, VA, Paul Edelstein, (703) 914-0507

**May 18-20** - Carlisle Import, Kit and Replicar Nationals, <http://www.carsatcarlisle.com/import/index.asp>

**May 20** - BOG TGIO, Tom Burke

**May 26** - The Brits are Back at Hope Lodge, Fort Washington, PA

All British concours show, sponsored by the Delaware Valley Triumphs Club. Hope Lodge Historic Site, 553 South Bethlehem Pike, Fort Washington, PA 19034

Contact Steve Klein, [klassiccar@aol.com](mailto:klassiccar@aol.com), (610) 825-2617, or download flyer from [www.delvaltrs.org/events.htm](http://www.delvaltrs.org/events.htm)

**May 26-Jun 3** - British Car Week <http://www.britishcarweek.org/>

**May 26** - Autocross, Osbourne Park HS, Manassas, VA, Ed Chan

**Jun TBD** - Bowie Baysox Game, Bruce Hislop \*CTR\*

**Jun 2** - Brits on the Bay, Tidewater Triumph Register

**Jun 2** - Orphan Car Tour, Williamsport, MD, Jon Battle, (703) 392-6870 or [TourDirector@orphancartour.org](mailto:TourDirector@orphancartour.org)

**Jun 3** - The Original British Car Day, Adamstown, MD, John Tokar, (301) 831-5300 or [tokarj@erols.com](mailto:tokarj@erols.com) \*CTR\*

**Jun 9 or 16 (TBD)** - Detailing Tech Session, Charlie Brown \*CTR\*

**Jun 9** - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan

**Jun 10** - Autocross Test and Tune, Harry Grove Stadium, Frederick, MD, Ed Chan

**Jun 17** - Sully Plantation Show

**Jun 24** - Autocross, Prince George’s Stadium, Bowie, MD, Ed Chan

**Jul 7** - Autocross, Osbourn Park, HS, Manassas, VA, Ed Chan

**Jul 8** - British Invade Gettysburg car show, contact [Ralph Eriksen@yahoo.com](mailto:Ralph.Eriksen@yahoo.com) or (717) 979-9242

**Jul 13-15 (Tentative)** - TRF Summer Party, Armagh PA \*CTR\*

**Jul 14** - Damascus Days car show, Paul Scuderi

**Jul 14** - British Car Day and Vintage Grand Prix, Pittsburgh, PA

**Jul 17-21** - VTR National Convention, Valley Forge, PA, [vtr2007@delvaltrs.org](mailto:vtr2007@delvaltrs.org) \*CTR\*

**Jul 21** - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan

## 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.

**Fiberglass TR3A body for sale.**

The story I got was that an aerospace engineer had a TR3, made a mold of his body, and then produced this fiberglass body. This is an old fiberglass TR3A tub to be fitted to a TR chassis. Body needs gel coat and some work but overall in good structural condition. I planned to make a lightweight TR3 with a Rover V8 on a TR6 frame but have too many projects with no spare time. \$600. (703) 721-1771

**1970 E-Type OTS for sale.** Brown/black leather. Color matched factory hardtop, 57K miles from new. Never restored (1 respray), usual updates including stainless exhaust, MotoLita leather steering wheel (15”), upgraded rear shocks, Michelin H rated tyres, etc. Recent rear subframe service (new brakes, rotors, diff. clutches radius arm bushings, etc.). An attractive car with nice paint, chrome and interior. Well documented local car that looks and drives as it should. Realistically priced at \$36,000. Includes apx. \$1000 worth of spares (NOS and exc. used). Serious inquiries only please. Alan Tucker (717) 632-1778 or [tuckstips@superpa.net](mailto:tuckstips@superpa.net)

**1980 TR7 Convertible for sale.** Red and in excellent condition. The engine, 5 speed transmission and carburetors have been professionally rebuilt and work perfectly. The



# ***CLUB OFFICERS***

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CTR website  
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## THE STANDARD

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

### Membership Renewal / Application

For renewals with unchanged status, return your mailing label.

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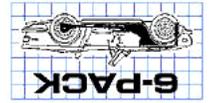
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The Capital Triumph Register  
is a chapter of  
The Vintage Triumph Register,  
6-Pack, and  
The Triumph Register of America

4729 Willows Road  
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# THE STANDARD

**Oops!**



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

**Photo Credits**  
Pages 1, 4, and 5 - Steve Oertwig  
Page 3 - Art Fournier  
Page 7 - Lionel Mitchell  
Page 9 - Unknown Collingwood Volunteer



**CAR TRIVIA:** What European car has a name that's Latin for "I roll"?

Volvo is Latin for "I roll."

With thanks to: [www.endlessroad.com](http://www.endlessroad.com)



## Britain on the Green, 2007 Edition

Charlie Brown



April 29<sup>th</sup> was one of those rare Washington weather days you wish would happen more frequently. Sunny, 70's, gentle breeze, just about perfect. Combined with the beautiful setting of Collingwood Library, located on the Potomac River, you've got the backdrop for our club's 10<sup>th</sup> Annual Britain on the Green car show.

As we've done in past years, our BOG staff gathered at Collinwood Saturday evening to do some preliminary field set up. The spaces were measured and marked. Supplies were unloaded from our support vehicles and stored away. We made a few last minute adjustments. All of our

meetings, emails, and preparations since January would hopefully make it a great experience for everyone. Around sunset everyone went home for a good night's rest.

By 7:30 Sunday morning, our staff had arrived, final preparations were made, and the field was ready by 9 o'clock when cars started arriving. Once cars started coming up the entrance lane, it was a constant stream that didn't stop until about noon. In addition to the show cars,

*(Continued on Page 3)*

**PAGE 1 - BOG 2007 Edition; PAGE 2 - CTR Happenings; VTR National Convention;  
PAGE 3 - BOG TGIO; PAGES 4-5 - BOG in Photos; PAGE 6 - BOG Winners;  
PAGE 7 - New and Improved Triumph Parts; Original British Car day; PAGE 9 - GW Parkway  
Run; PAGE 10 - Events; Classified; PAGE 11 - Club Info**



## CTR Happenings

### *Drive a MG or Triumph*

This edition of the newsletter wasn't completed in time to publicize a May 12<sup>th</sup> joint event with the MG Car Club Washington DC Centre in which owners allowed others to test drive their MG or Triumph over a limited course. Details went out by e-mail; however, the newsletter editor apologizes to those of you who didn't get the word the old fashioned way.

### *E-Mail Event Notification*

Using the Drive a MG or Triumph event as an example, we e-mail information on CTR events as a backup to the newsletter. Please make sure we have your up-to-date e-mail address so that you don't miss out on news of CTR events!

### *New Members!*

Please welcome CTR's newest members:

- ➔ Scott Stubblefield, Bowie, MD, Spitfire
- ➔ Joe Barta, Great Falls, VA, TR6
- ➔ Johannes van Dam, Rockville, MD



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

**Volume IV, Number 4  
May 1992**

The May 1992 issue of *The Standard* featured an article by Charlie Brown on the club's first car show, which was led as part of the Southern Maryland Celtic Festival. Unlike BOG, there was only one class and it was for the ten Triumphs that participated. Charlie took first and Ed Oldewurtel placed second. The big scare of the day came from a badly thrown 16 pound hammer in the Highland athletic competition. After narrowly missing several spectators, the hammer landed quivering about two feet from Steve Berry's TR8. Needless to say, the cars were moved further out of range.

Other articles included updates on a club picnic arranged by Keith Dunklee and the VTR national convention in Georgia. The "Personal Triumph" column featured Art Fournier's Spitfire, while another article discussed the planned reintroduction of the MG marque with the MGB RV8 model priced at \$45,000.

## Vintage Triumph Register National Convention

**July 17-21**

**Sheraton Park Ridge Hotel  
Valley Forge, Pennsylvania**

July 17-21, 2007 the Vintage Triumph Register will hold their National Convention at the Sheraton Park Ridge Hotel in Valley Forge, Pennsylvania. VTR's Chief Judge, Darrel Floyd, anticipates a large turnout as it has been many years since VTR has met in the Mid-Atlantic Region! The host club, Delaware Valley Triumphs, will present "Triumphs Forge Ahead" to celebrate the 50<sup>th</sup> anniversary of the TR3A. Join your fellow Triumph enthusiasts and visit [www.VTR2007.com](http://www.VTR2007.com) today to obtain complete convention information. Please make your reservation soon to stay at the host hotel as we are planning for record attendance!



Thank you,

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2007 VTR Publicity Chairman  
25 Cedar Brook Drive  
Churchville, PA 18966-1101  
(215) 805-4412  
[halkyon1@yahoo.com](mailto:halkyon1@yahoo.com)

## CTR Regalia



Contact Charlie Brown at [cb1500@erols.com](mailto:cb1500@erols.com) or (703) 878-1337 for CTR Regalia: hats \$15, patches \$5, name tags \$4.50, flag pins \$10, shirts \$25 for Hanes and \$35 for Jonathan Cory. Enquire as to shirt size and color availability. Regalia will be delivered at CTR events.


**BOG, 2007 Edition** *(Continued from Page 1)*

there was what must have been a record count of spectator cars. There were several times during the morning we heard on our radios that incoming traffic had backed up on the GW Parkway, something that doesn't please the Park Police. We had to form two rows of cars on the registration approach to accommodate everyone. Roger Morrison and his crew did a great job of dealing with drivers and the long lines.

Based on pre-registrations, it looked like about everyone in the area with a British car was anticipating a great day. There were 169 cars that sent in an application, of which 152 cars actually made the field. There were another 51 cars that showed up that morning, giving us a BOG record of 203 cars. There were a few random spaces left on upper fields, but the lower field, where Triumphs and MGs were displayed, it was door panel-to-door panel.

During the course of the day, I had the opportunity to speak with Steve Boyce of the local MG club and Glenn Larson and Jim Coleman of the Richmond Triumph Register. They all posed the same question: Who did we know that could produce this kind of weather for their show. I told them all it helps to have a couple of cloistered prayer monks in the membership. They didn't buy it.

As you'd expect there were some really beautiful cars on the field. At the end of the day, after ballots had been counted, our tabulation crew made their annual selection for Best of Show. The unanimous decision went to a retina-burning red 1957 Jaguar XK-150 belonging to Lloyd Gillespie. On the upper field of more sedate tans, blues, and silvers, the red car just jumped out at you. Gorgeous!

Members of our club fared well, as expected. Tom Costigan was Second Place, barely edged in the Spitfire class by an ex-member Paul Geithner. Matt Schipani got the Gold in the GT6 field. Paul Malandrino, whose car appeared on last year's poster (PhotoShopped from white to green for effect) took First Place in the TR2-3 class. Scooter Mauck, Bob Otten, and Craig Nicholls took First, Second, and Third in the Early TR6 group. Robert Fabie and John Buesher were one and two in the Late 6 class. Paul Edelstein and the Mitchell team, Lionel and son Daniel, took First and Second in the TR7-8 group. Over in the "Triumph, Other" class Bill Goodwin took First with his original Herald Estate and Glenn Minucci

grabbed a Second with his green Stag.

OK, they didn't drive their TRs but they still managed to win with their MGs. "Papa" Joe Cannon took yet another First in Class in the MG Early class with his TD. That was a truly amazing showing of *nine* cars in that class, more than at the classic British Car Day. All real beauties, too. Bill Wemhoff grabbed Second Place with his recently refurbished 1959 blue MGA.

The entire list of winners is on page 6 of this issue.

This is my tenth year of either working or organizing Britain on the Green. Over the years we've learned a lot, made some mistakes and made corrections. I've got to tell you this was one of, if not the best show we've done. One the cover of this issue there's the now routine "family photo" of the people who worked hard to make this show possible. Because of them, this club has an actual operating budget. We can also afford to make donations to charitable organizations. These folks work hard and deserve recognition. They're also some of the best people to work with, always willing to do what's necessary. When BOG 2008 begins its planning phase, if you're not already involved, maybe you'd like to give it a try. We're always looking for a few more good people.

## **BOG TGIO**

### **May 19th, 4:00 pm**

### **Saturday Evening**

**Rich Townsend**

**Cookout, menu TBA at a later date**  
**Swimming (possible shivering, too)**

Directions:

If by Mapquest: Townsend, 8036 Springhope Drive, Catlett, VA 20119

If by actual map:

We're located approximately midway between Manassas and Warrenton, just off Rt. 605.

From Manassas area - Rt. 28S. out of Manassas, through Nokesville, to right on Rt. 605, 2 miles west on Rt.

*(Continued on Page 8)*



# Green Scenes, BOG 2007







**Triumph GT6** – 1<sup>st</sup> Matt Schipani \*, 1972 pimento GT6

**Triumph Spitfire** – 1<sup>st</sup> Paul Geithner, 1978 BRG Spitfire; 2<sup>nd</sup> Tom Costigan \*, 1975 BRG Spitfire; 3<sup>rd</sup> Paul Tegler, 1973 blue Spitfire

**Triumph TR2-TR3** – 1<sup>st</sup> Paul Malandrino \*, 1962 white TR3B; 2<sup>nd</sup> Bob Aaron, 1956 signal red TR3

**Triumph TR4-TR4A** – 1<sup>st</sup> Jim Coleman, 1964 wedgewood blue TR4; 2<sup>nd</sup> Mike Ford, 1962 white TR4

**Triumph TR5-TR250** – 1<sup>st</sup> Bruce Little, 1968 royal blue TR250; 2<sup>nd</sup> Bob Rothstein, 1968 red TR250

**Triumph TR6 1969-1973** – 1<sup>st</sup> Scooter Mauck \*, 1972 green TR6; 2<sup>nd</sup> Bob Otten \*, 1973 mallard blue TR6; 3<sup>rd</sup> Craig Nicholls \*, 1972 damson TR6

**Triumph TR6 1974-1976** – 1<sup>st</sup> Robert Fabie \*, 1975 white TR6; 2<sup>nd</sup> John Buescher \*, 1974 red TR6; 3<sup>rd</sup> Stephen Beaulieu, 1974 pimento TR6; HM Dennis Kruse, 1974 French blue TR6

**Triumph TR7-TR8** – 1<sup>st</sup> Paul Edelstein \*, 1980 Persian aqua TR8; 2<sup>nd</sup> Daniel and Lionel Mitchell \*, 1976 delft blue TR7

**Other Triumph** – 1<sup>st</sup> Bill Goodwin \*, 1965 red Herald Estate; 2<sup>nd</sup> Glenn Minucci \*, 1971 green Stag

**MG Early** – 1<sup>st</sup> Joseph Cannon \*, 1953 red TD; 2<sup>nd</sup> Michael Losey, 1949 cream and brown TC; 3<sup>rd</sup> David Hester, 1952 silver TD; HM Bryan Sieling, 1952 gray TD Mk II

**MGA** – 1<sup>st</sup> Liz Ten Eyck, 1962 root beer MGA Mk II; 2<sup>nd</sup> Bill Wemhoff \*, 1959 blue MGA; 3<sup>rd</sup> Bruce Zivic, 1959 blue MGA Twin Cam

**MGB/GT to 1974 ½** – 1<sup>st</sup> Steve William, 1971 maroon MGB; 2<sup>nd</sup> Bruce Zivic, 1973 red MGB; 3<sup>rd</sup> Mike and Lucy Hughes, 1966 white MGBGT; HM Jim Stuart, 1966 burgundy MGB

## BOG 2007 Winners

(CTR Members are annotated with an Asterisk)



**MGB/GT 1974 ½ to 1981** – 1<sup>st</sup> Frank Worrell, 1978 jade green mica MGB; 2<sup>nd</sup> Frank Brown, 1979 BRG MGB; 3<sup>rd</sup> E. Ruth Arnold, 1974 white MGBGT

**Austin Healey 100** – 1<sup>st</sup> Tim Flaherty, 1956 cream 100; 2<sup>nd</sup> John Elliott, 1954 red 100

**Austin Healey 3000** – 1<sup>st</sup> Edison Bunch, 1966 steel and white 3000 Mk III; 2<sup>nd</sup> Allen Feldman, 1967 ivory over black 3000 Mk III

**Classic Mini** – 1<sup>st</sup> Frank Parsons, 1973 Austin Mini; 2<sup>nd</sup> John Otte, 1965 green Riley Elf

**New Mini** – 1<sup>st</sup> Mark Matarella, 2005 red Cooper S Cabrio; 2<sup>nd</sup> Michael Tran-chitella, space blue Cooper S

**Jaguar Sedan** – 1<sup>st</sup> Sara Rosenfeld, 1963 silver grey Mk II; 2<sup>nd</sup> Jan Drent, 1965 dark royal blue Mk X; 3<sup>rd</sup> Jack Jenkinson, 1963 antique white Mk II; HM Adrian Higgins, 1987 green XJ6

**Jaguar Sports** – 1<sup>st</sup> Lloyd Gillespie, 1957 red XK150; 2<sup>nd</sup> Jim and Mary Sasser, 1957 white XK140 MC drop head coupe; 3<sup>rd</sup> David Saliba, 1962 dark blue opalescent XKE roadster; HM David Esch, 1953 cream XK120 fixed head coupe

**Lotus** – 1<sup>st</sup> Robert Parsons, 1961 gray Elite; 2<sup>nd</sup> Tim Mull, 2005 chrome orange Elise

**Rover** – 1<sup>st</sup> Anthony Lavigna, 1964 brown and cream P5; 2<sup>nd</sup> John Hickey, 1969 bronze green and sandstone Series IIA Land Rover

**Rolls Royce and Bentley Early** – 1<sup>st</sup> Richard Mollett, 1952 silver Bentley Mark VI; 2<sup>nd</sup> Jack Triplett, 1935 green and black Bentley 3 ½ Litre; 3<sup>rd</sup> John Bays, 1933 white Rolls Royce limousine; HM Richard Mollett, 1956 blue Rolls Royce Silver Wraith

**Rolls Royce and Bentley Late** – 1<sup>st</sup> Anthony Pannunzio, 1986 metallic burgundy Rolls Royce Corniche II; 2<sup>nd</sup> Anthony Pannunzio, 1972 black and tan Rolls Royce Silver Shadow

**Special Interest Sedan** – 1<sup>st</sup> Douglas Campbell, 1958 black MG ZB; 2<sup>nd</sup> Grant Randall, 1967 blue Morris Traveller

**Special Interest Sports** - 1<sup>st</sup> Lee De-Brish, 2005 crimson and silver Morgan roadster; 2<sup>nd</sup> Javin Sher, 1967 blue and cream Morgan 4/4 Series V; 3<sup>rd</sup> Steven Davison, 1980 black cherry Aston Marin V8 Vantage; HM Wyatt Rinker, 1981 stainless steel Delorean DMC 12

**Best of Show** – Lloyd Gillespie, 1957 red XK150





## Triumph Parts Art Fournier

Lionel Mitchell is taking a month off from his series on new and improved parts for the TR6. So for a little change of pace, here are some thoughts on Spitfire suspension bushings.

Spitfire owners are probably far less concerned about originality in their cars than are owners of the “big” TRs; however, there is probably less in the way of performance upgrades for Spitfires than there is for the TR series cars. Suspension bushings are one area where improved parts are fairly widely available and not overly expensive.

If you haven't replaced the suspension bushings in your car by now, you probably should have. The original rubber bushings are probably worn out. You can find replacement bushings from natural rubber parts companies, but the quality of replacement rubber parts has been suspect for a few dollars more, you can find polyurethane bushings that are easy to install, will last forever at the rate our cars are driven, and will give somewhat tighter performance over rubber parts.



A quick search of the internet turned up polyurethane bushings available either for individual suspension pieces or as kits (front end or rear end, for example). The Roadster Factory ([www.the-roadster-factory.com](http://www.the-roadster-factory.com)) sells front and rear end kits, while Victoria British ([www.victoriabritish.com](http://www.victoriabritish.com)) sells bushings for each application (for example, an A-arm kit). This is also the case with Spitbits ([www.spitbits.com](http://www.spitbits.com)) one of the more respected Spitfire and GT6 specialists in the USA. And the parts are a bit less expensive than Vickie Bits. While Moss Motors ([www.mossmotors.com](http://www.mossmotors.com)) sells poly bushings, they don't carry them for Spitfires. Then again, they don't carry much for Spitfires to begin with.

Looking overseas, both Rimmer Brothers ([www.rimmerbros.co.uk](http://www.rimmerbros.co.uk)) and Canley Classics ([www.canleyclassics.com](http://www.canleyclassics.com)) carry poly bushing kits. Canley Classics offers them in two hardnesses. Their blue

bushings are claimed to be the equivalent of the original rubber items, while their red bushings are “harder for a more sporty setup.” By the way, Canley Classics offers some interesting specialty parts for your Spitfire that you won't find anywhere else – check out their website. The downsides of using a British supplier are shipping cost and time and the current unfavorable exchange rate of the dollar versus the pound sterling. Rimmer Brothers does offer special shipping rates from time to time and their catalogs contain nearly every Triumph part imaginable.

While you're replacing the suspension bushings, don't forget those on the anti-sway bar. You'll be able to find these not only in rubber and polyurethane, but in solid aluminum as well (from Spitbits, for example). The latter might be a little too bone-jarring for a road car, however.

One last thought while on the topic of suspension, take a look at your front trunnions for excessive wear. They're easy to replace, and you don't want one to fail while you're on the road!

## The Original British Car Day June 3<sup>rd</sup>

The Chesapeake Chapter of the New England MG T Register will sponsor their 30<sup>th</sup> annual Original British Car Day on Sunday, June 3<sup>rd</sup>, at the Lilypons Water Gardens in Adamstown, MD. BCD is traditionally among the largest British car shows in the region and one in which CTR has had a large turnout of participants. Food and beverages are available for sale or you may bring a picnic lunch.

Registration is \$15 by May 15<sup>th</sup> and \$25 thereafter. If you didn't receive a registration form in the mail, information is available on their website:

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

From the Washington Beltway, take Route 270 North towards Frederick for approximately 35 miles to Exit 26 for Route 80 West, Buckeystown. Circle under the highway and continue on Route 80 W, approximately 1.5 miles to Park Mills Road. Turn left onto Park Mills Road and go approximately 3 miles to Lilypons Road. Turn right onto Lilypons Rd. and go 1/4 mile to the entrance on the right. From the Leesburg area, take Route 15 North into Maryland and turn right onto Route 28 East towards Point of Rocks. Continue for approximately 5 miles to the stop sign. Turn left onto Route 85 North towards Buckeystown. Go approximately 2 miles to Lilypons Road. Turn right onto Lilypons Rd. and continue 1.5 miles to the entrance on the left.

**BOG TGIO** (Continued from Page 3)

605 (towards Warrenton) - turn east (right) on Springhope Drive, first house on the left (street sign hidden by tree branch - look carefully).

You may also approach from I-66W - Exit at Rt. 29S (Gainesville exit) towards Warrenton, follow 29S to left on Vint Hill Road, to right on Greenwich Road (at Mayhugh's gas and carry-out), to a left on Rt. 605 (Dumfries Rd) (see Crossroads Deli and Gas on the left corner), 1 mile to a left on Springhope Drive - first house on the left.

If coming up from Fredericksburg, take Rt. 17N to a right on Rt. 28N (at the 7-11), through Midland, Calverton, and Catlett, to left on Rt. 605, Dumfries Rd. (intersection is not marked well - pay attention), 2 miles to right on Springhope Drive, first house on the left.

If approaching from I-95S off the beltway, Exit at Route 234N toward Manassas. Stick to Rt. 234 Bypass - north, exit at Rt. 28S (cloverleaf), Rt. 28S through Nokesville, to right on Rt. 605, 2 miles west on Rt. 605 - turn east (right) on Springhope Drive, first house on the left. =20

**RECOMMENDED ROUTE FROM THE BELTWAY:**

There is a non-interstate route that is a great drive from the beltway: Exit Braddock Road heading west, left on Burke Lake Road which turns into Clifton Road at the intersection with Rt. 123, Ox Rd. Left on Maple Branch Rd. (watch for this turn, it's easy to miss) also there are Speed Bumps on Maple Branch. Left on Henderson. Bear hard right where Henderson becomes Yates Ford Rd. Follow Yates Ford over Bull Run into Prince William County. Yates Ford Ts into the Prince William Parkway - turn right, and follow PW Pkwy to large intersection with Liberia Ave. Turn left on Liberia, and follow to Rt. 234 intersection. Turn right on Rt. 234N, and stick to the Rt. 234 Bypass - north, exit at Rt. 28S (cloverleaf), Rt. 28S through Nokesville, to right on Rt. 605, 2 miles west on Rt. 605 - turn east (right) on Springhope Drive, first house on the left.

**RSVP: retownsendjr@comcast.net or phone - (540) 788-4588**

**Classified** (Continued from Page 10)

body, interior and engine have been completely restored and are in excellent appearance. The bushings, brakes, fuel tank, tires and pretty much every wearing part have been restored or repaired with original parts. The AC even works! The car includes a custom fit cover, AM/FM CD player, power antenna, shop manuals and any spare parts lying around my garage. The car has been shown and has placed in competition. Asking \$4,000. John Houk, cell (703) 470-8444 or [JohnTHouk@gmail.com](mailto:JohnTHouk@gmail.com)

**TR6 Parts for sale:** Wife says hoard must go. 2 1974 TR6 doors, need work \$25/pair; 1 TR6 hood, straight, surface rust. \$25; 1 set 1974 TR6 bumpers with overriders, rough, \$25 each; 5 TR6 Wire wheels with adaptors and old tires, condition unknown, \$100/set; \$150 for the lot. Parts are located in Purcellville, VA. Contact Tom (540) 338-3655 or [tomislav.marincic@earthlink.net](mailto:tomislav.marincic@earthlink.net)

**1963 TR3 for sale.** Wide mouth. All parts to complete are included. Engine completely rebuilt. Includes all interior panels. Asking 3,000. Robert Withers at (540) 898-3763 or cell (540) 538-0632

**1972 Stag for sale.** Now is your chance to own one of the rarer Triumphs. Jasmine color with black interior, soft and hard top. 80K miles with engine rebuild at 63K. Automatic transmission, power windows, AC. New Dayton wire wheels and Michelin tires. Runs good and you will look "So Cool." \$9,500.00 - Contact Dean Tetterton, (804) 320-6330

**Events** (Continued from Page 10)

Harry Grove Stadium, Frederick, MD,  
Ed Chan

**Sep 8** - Brits by the Bay, Pasadena,  
MD, TRAC

**Sep 11** - ESB and Membership  
meeting, Falls Church, VA

**Sep 15** - Virginia Scottish Games car  
show, Winchester, VA

**Sep 16 (Anticipated Date)** - Brown's  
Island car show, Richmond, VA,  
CVBCC

**Sep 23** - Autocross, Prince George's  
Stadium, Bowie, MD, Ed Chan

**Sep 29** - MGs on the Rocks car show,  
Bel Air, MD

**Oct 6-7 (Update)**- Fall Overnighter  
\*CTR\*

**Oct 14 (Update)** - Hunt Country Classic

and CTR Get Together, Lionel  
Mitchell \*CTR\*

**Oct 26-28** - Northeast Rally Club rally,  
Bill Goodwin

**Nov 3** - T4, MD location \*CTR\*

**Nov 13** - ESB and Membership  
meeting, Falls Church, VA

**Dec 9** - Holiday Party, VA location  
\*CTR\*



# GW Parkway Run

April 21<sup>st</sup>



*What more needs to be said: open cars, a beautiful day, scenic roads, and great company!*





## EVENTS

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

**May 4-6** - Northeast Rally Club rally, Bill Goodwin

**May 5** - Richard Good tech Session, Haymarket, VA, Lionel Mitchell \*CTR\*

**May 6** - Richmond Triumph Register Car Meet, Gary Kinney, gckinney@aol.com or (804) 527-2190

**May 12** - Just “Drive an MG” joint with the MGCCWDCC, Paul Edelstein \*CTR\*

**Mar 12** - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan

**Mar 13** - Autocross Test and Tune, Harry Grove Stadium, Frederick, MD, Ed Chan

**May 15** - ESB and Membership meeting (all members welcome), Bentley’s Restaurant, Route 50, Falls Church, VA, Paul Edelstein, (703) 914-0507

**May 18-20** - Carlisle Import, Kit and Replicar Nationals, <http://www.carsatcarlisle.com/import/index.asp>

**May 20** - BOG TGIO, Tom Burke

**May 26** - The Brits are Back at Hope Lodge, Fort Washington, PA All British concours show, sponsored by the Delaware Valley Triumphs Club. Hope Lodge Historic Site, 553 South Bethlehem Pike, Fort Washington, PA 19034 Contact Steve Klein,

[klassicar@aol.com](mailto:klassicar@aol.com), (610) 825-2617, or download flyer from [www.delvaltrs.org/events.htm](http://www.delvaltrs.org/events.htm)

**May 26-Jun 3** - British Car Week <http://www.britishcarweek.org/>

**May 26** - Autocross, Osbourne Park HS, Manassas, VA, Ed Chan

**Jun TBD** - Bowie Baysox Game, Bruce Hislop \*CTR\*

**Jun 2** - Brits on the Bay, Tidewater Triumph Register

**Jun 2** - Orphan Car Tour, Williamsport, MD, Jon Battle, (703) 392-6870 or [TourDirector@orphancartour.org](mailto:TourDirector@orphancartour.org).

**Jun 3** - The Original British Car Day, Adamstown, MD, John Tokar, (301) 831-5300 or [tokarj@erols.com](mailto:tokarj@erols.com) \*CTR\*

**Jun 9 or 16 (TBD)** - Detailing Tech Session, Charlie Brown \*CTR\*

**Jun 9** - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan

**Jun 10** - Autocross Test and Tune, Harry Grove Stadium, Frederick, MD, Ed Chan

**Jun 17** - Sully Plantation Show

**Jun 24** - Autocross, Prince George’s Stadium, Bowie, MD, Ed Chan

**Jul 7** - Autocross, Osbourn Park, HS, Manassas, VA, Ed Chan

**Jul 8** - British Invade Gettysburg car show, contact

[Ralph.Eriksen@yahoo.com](mailto:Ralph.Eriksen@yahoo.com) or (717) 979-9242

**Jul 13-15 (Tentative)** - TRF Summer Party, Armagh PA \*CTR\*

**Jul 14** - Damascus Days car show, Paul Scuderi

**Jul 14** - British Car Day and Vintage Grand Prix, Pittsburgh, PA

**Jul 17-21** - VTR National Convention, Valley Forge, PA, [vtr2007@delvaltrs.org](mailto:vtr2007@delvaltrs.org) \*CTR\*

**Jul 21** - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan

**Jul 22** - Autocross Test and Tune, Harry Grove Stadium, Frederick, MD, Ed Chan

**Jul 24** - ESB and Membership meeting, Falls Church, VA

**Aug 4** - Lucas Tour, Paul Edelstein \*CTR\*

**Aug 11** - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan

**Aug 12** - Autocross Test and Tune, Harry Grove Stadium, Frederick, MD, Ed Chan

**Aug 18 (Tentative)** - Camp Fantastic Visit \*CTR\*

**Aug 18** - Autocross, Osbourn Park HS, Manassas, VA, Ed Chan

**Aug 26** - Cruisin’ for Crustaceans, MD, Art Fournier \*CTR\*

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

**Sep TBD** - Autocross Test and Tune,

## 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.

### Fiberglass TR3A body for sale.

The story I got was that an aerospace engineer had a TR3, made a mold of his body, and then produced this fiberglass body. This is an old fiberglass TR3A tub to be fitted to a TR chassis. Body needs gel coat and some work but overall in good structural condition. I planned to make a lightweight TR3 with a Rover V8 on a TR6 frame but have too many projects with no spare time. \$600. (703) 721-1771

**1970 E-Type OTS for sale.** Brown/black leather. Color matched factory hardtop, 57K miles from new. Never restored (1 respray), usual updates including stainless exhaust, MotoLita leather steering wheel (15”), upgraded rear shocks, Michelin H rated tyres, etc. Recent rear subframe service (new brakes, rotors, diff. clutches radius arm bushings, etc.). An attractive car with nice paint, chrome and interior. Well documented local car that looks and drives as it should. Realistically priced at \$36,000. Includes apx. \$1000 worth of spares (NOS and exc. used). Serious inquiries only please. Alan Tucker (717) 632-1778 or [tuckstips@superpa.net](mailto:tuckstips@superpa.net)

**1980 TR7 Convertible for sale.** Red and in excellent condition. The engine, 5 speed transmission and carburetors have been professionally rebuilt and work perfectly. The



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## THE STANDARD

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

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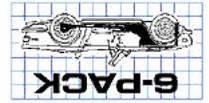
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# THE STANDARD

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Page 6 - Charlie Brown  
Page 7 - Canley Classics Catalog  
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**CAR TRIVIA:** What state was the first with vanity plates?

In 1930, Connecticut allowed their residents with clean records to choose their own letter/number combination. This was the beginning of vanity plates.

With thanks to: [www.endlessroad.com](http://www.endlessroad.com)

**Oops!**



Deadline for  
the next issue of  
*The Standard*:  
June 1<sup>st</sup>!





# THE STANDARD

The Official Publication of the  
*Capital Triumph Register*

Volume XIX, Number 6, June 2007

## A Very Good Tech Session



*Richard Good points out a triple carburetor intake manifold during a tech session he conducted for CTR members on May 5th at Lionel Mitchell's home in Haymarket, Virginia. For more, see pages 4 and 5.*

**PAGES 1, 4 & 5 - Good Tech Session; PAGE 2 - CTR Happenings; VTR National Convention;  
PAGE 3 - MG and Triumph Test Drive; PAGE 6 - Lewes British Motorcar Show;  
PAGE 7 - BOG TGIO and Stuffing Parties; PAGE 8 - Rainy BCD; PAGE 9 - RTR Car Meet; New &  
Improved Triumph Parts; PAGE 10 - Events; Classified; PAGE 11 - Club Info**

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## CTR Happenings

### *VTR Convention, July 17-21*

It's not too late to sign up for the VTR Convention to be held in nearby Valley Forge, Pennsylvania. With the Convention that close to Washington, DC, it would be a shame not to have strong representation from CTR. Details are to the right.

### *CTR Lucas Tour, August 4*

CTR's annual evening road tour will take place on August 4<sup>th</sup>. Expect details in the July issue of *The Standard*.

### *E-Mail Event Notification*

Please make sure we have your up-to-date e-mail address so that you don't miss out on news of CTR events!

### *New Members!*

Please welcome CTR's newest members:

- ➔ Billy Scroggs, Fairfax, VA, Spitfire
- ➔ Carter Sensabaugh, Centreville, VA, TR6
- ➔ Sergio DelHoyo, Oakton, VA, TR6
- ➔ Richard Good, Mohnton, PA
- ➔ Daniel Mitchell, Manassas, VA, TR7
- ➔ Pat Marino, Springfield, VA, TR6



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

**Volume IV, Number 5  
June 1992**

The June 1992 issue of *The Standard* featured a recap of the club's picnic held at Calvert Park near the University of Maryland. Keith Dunklee worked the grill with Elene Gillespie and Gary Paul providing logistics support.

Plans were underway to have a strong club presence at British Car Day at Allen Pond Park. A volunteer was needed to organize the club's fall foliage tour, planned for the White's Ferry area.

Bob Grossman recounted an English Motor Tour that began at the Range Rover of North America Headquarters on Route 50 then proceeded to Annapolis before crossing the Bay Bridge and ending up in Cambridge with a tailgate party. Oh, 83 cars participated. Now that must have been quite a sight!

## Vintage Triumph Register National Convention

**July 17-21**

**Sheraton Park Ridge Hotel  
Valley Forge, Pennsylvania**

July 17-21, 2007 the Vintage Triumph Register will hold their National Convention at the Sheraton Park Ridge Hotel in Valley Forge, Pennsylvania. VTR's Chief Judge, Darrel Floyd, anticipates a large turnout as it has been many years since VTR has met in the Mid-Atlantic Region! The host club, Delaware Valley Triumphs, will present "Triumphs Forge Ahead" to celebrate the 50<sup>th</sup> anniversary of the TR3A. Join your fellow Triumph enthusiasts and visit [www.VTR2007.com](http://www.VTR2007.com) today to obtain complete convention information. Please make your reservation soon to stay at the host hotel as we are planning for record attendance!



Thank you,

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## CTR Regalia



Contact Charlie Brown at [cb1500@erols.com](mailto:cb1500@erols.com) or (703) 878-1337 for CTR Regalia: hats \$15, patches \$5, name tags \$4.50, flag pins \$10, shirts \$25 for Hanes and \$35 for Jonathan Cory. Enquire as to shirt size and color availability. Regalia will be delivered at CTR events.





## MG and Triumph Test Drive 2007

Paul Edelstein

The MG Car Club Washington DC Centre (or MGCCWDCC) invited CTR to participate in one of their annual events, the “MG Test Drive.” Aptly enough, this year’s event was renamed the “MG and Triumph Test Drive” in honor of our participation!

The event was held on Saturday morning, May 12<sup>th</sup> and provided a chance to drive other LBCs and to experience the similarities and differences of all the models present.

The Test Drive was held at the Bull Run Special Events Center located at the Bull Run Regional Park located just West of Centerville off I-66. This venue provided a good location for the event with little to no traffic on a two mile (out and back) limited access road. The event gave fellow LBC owners the opportunity to drive, or at least ride in, makes and models other than their own. If you do not own an MG (or a Triumph) but are looking to buy one, this was a good chance to learn about different models.

The ground rules were the same as in past years. Owners gave a short orientation of their car, its characteristics, etc., demonstrated any unique aspects (e.g., double clutching) and then allowed those interested to go for a drive in the car with the car’s owner along for the ride.

Thanks to Frank Brown of the MG Car Club for organizing the test drive and inviting CTR to participate in the event. We look forward to more shared events between our two clubs in the future!





## Good Tech Session II — Too Good Lionel Mitchell

For those who attended the Richard Good tech session last year on suspension, it would be hard to believe that that session could be topped, but believe me, it was. This year's Good tech session, on engine performance was, hands down, the best tech session I've ever been to. Even if you are a purist in wanting to keep your engine completely stock, or even if you are a TR7 guy, you were bound to have learned something and enjoyed the depth of technical discussions. Richard talked about the fundamentals of engine performance and how to improve the efficiency and performance of the Triumph engines, focusing on the TR6 model.



Richard began the session by talking about his new product, CV axles. Not exactly engine performance, but he claims that he can feel more power in his car due to replacing the u-joints and stock axles with the CV axles. They certainly did look substantial, and not having to deal with u-joints, not to mention the better handling characteristics, is surely appealing. After discussing the CVs, we moved on to the Good stuff on engine performance.



Richard covered the entire range of engine performance factors and their interdependencies. Milling heads to raise compression, adding exhaust headers and more carburetors to allow better breathing, higher lift and longer duration on cam shafts and higher ratios for rocker assemblies were the heart of the discussions. To give you a clue as to how much the eleven CTR members who attended enjoyed the



session, we started at 10 AM; Richard pulled out of my driveway at 4:45 PM. Richard gave very practical tips on questions about what components can be used together: what kind of cam to use for different performance objectives, how much can you get away with in milling your head; what are the most cost-effective items to have done on a cylinder head job; how to take advantage of roller rockers in combination with a high performance cam; what performance-sapping components can be eliminated or mitigated in getting more power to the wheels, and on and on and on. Even though Richard makes high quality components such as cams, roller rockers, and triple carb intake manifolds, this session was not just a sales job for these



Good Parts. This was truly a technical education on engine performance.

We broke for lunch around 1:00 PM. After lunch, we had our usual mystery parts contest with winners Paul Edelstein and Scott Tilton. Then, it was back to the garage for more discussions. We examined cylinder heads, with and without the rocker assembly and compared those to the roller rockers. We examined Stromberg dual carburetor manifolds and compared those to the triple car manifold.



And we compared reground cam shafts to brand new cams made of chilled iron.

Richard also talked about experimental versions of his standard products like higher ratio roller rockers and more radical cams. He also mentioned the possibility of making exhaust headers as a future product line.



Thanks to all those who attended: Paul Edelstein, Rich Townsend, Rich Wilkins, Scott Tilton, Bill Wemhoff, Scooter Mauck, John Buescher, Stephen Prior, Sherman Taffel, Rich Smalling, and Lionel Mitchell.



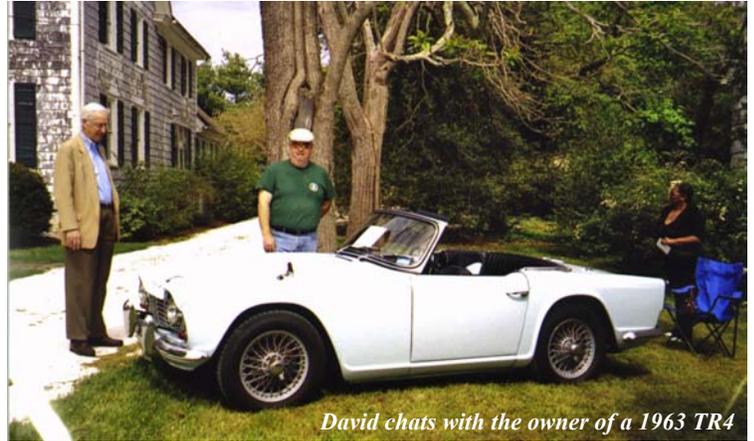


## Lewes British Motorcar Show Beverly Dougherty

Lewes, Delaware was originally founded in 1681 by the Dutch as a whaling village and today is a delightful town where the Delaware Bay meets the Atlantic Ocean. It retains much of its historical character and is a great place to visit for an afternoon, a family vacation or a British Car Show. You can find boutiques, restaurants, Inns, a nearby beach, history, and many friendly people all in this area.

On Friday, May 4, 2007, after a 5 hour drive from Potomac, MD, we arrived in Lewes, Delaware. The ride was only supposed to be three hours but we didn't count on early "regular Friday afternoon traffic" as well as an accident on the Bay Bridge. However, in the morning, after getting some rest, we headed for the car show at the Lewes Historical Complex on 3<sup>rd</sup> and Shipcarpenter, Streets. This was the 12<sup>th</sup> Annual British Motorcar Show in Lewes. It was a beautiful setting because, not only was it an attractive venue with many mature trees, but it also had a collections of historical buildings. You could look at a variety of beautiful British cars, including many Triumphs, and also visit the historical buildings and have a tour by knowledgeable docents. It was a perfect, compact setting for the show and included a "British Pub" on the premises. There were about 100 cars registered and they were divided into 7 classes based on year of manufacture. The feature car of the show was the Mini 1959-2000. This group had their own class. The cars were placed attractively and early on and the show began with a lively combination of entrants and approximately 700 visitors.

This was the first Lewes show that David and I attended and so we were not familiar with the whole agenda. At the end of the show, the first three cars in each class



*David chats with the owner of a 1963 TR4*

form a Winner's Circle Parade that is led by the Mayor and Chief of Police. The winners follow along through the town, wave to the people along the route, and at the end the announcer tells a little about each car and the recipients receive their awards. Unfortunately, our "comments" about the car were very brief because I didn't realize how they were going to use them and also we didn't expect to win. However, we were pleased that our Jade Knight, the 1996 Jaguar XJS convertible, placed third in the 1981-present class behind a 2007 Aston Martin and a 2005 Lotus. One interesting aspect was that there was a premier class for previous First Place and best-of-show winners. This year's best of show went to a 1934 Rolls-Royce Phantom II. In all we had beautiful weather, a beautiful venue, talked to a number of Triumph owners, visited the surrounding shops and restaurants during lunch time, and were pleased to find that Mary and Ira Schoen were there as visitors.



*The Jade Knight,  
1996 Jaguar XJS*



*1958 TR3A*

If we are not traveling, the show would certainly be a consideration for next year. However, word was circulating that next year they may only consider cars 25 years and older. That would eliminate many that were there this year. However, it would not eliminate the White Knight (my TR4A). The Knight and I have started to discuss the matter and if he is interested, and we are home, we just might be there.



# BOG TGIO

May 19<sup>th</sup>

A big CTR thanks goes to Rich and Patti Townsend for hosting the 2007 BOG TGIO party at their home in Catlett, Virginia, on May 19<sup>th</sup>.



# BOG Stuffing Party

April 25<sup>th</sup>



And lest we forget why there is a BOG TGIO party, here are a couple of shots taken at another party, the BOG stuffing party, held in Joe Cannon's garage the Wednesday before BOG each year.

It's when all the final organization for CTR's car show takes place and when all the goody bags and registration packets are stuffed.



## Rainy BCD

June 3<sup>rd</sup>

Rich Townsend

It happens to the best of us, this time it was BCD. Somehow the forecast changed from “chance of a shower or thunderstorm” to “RAIN”. It doesn’t bode well when you get out of bed, look out the window, and it is indeed “RAINING”. One starts to get the message when you retrieve your Post from the mailbox, and they, too, have a forecast for just plain “RAIN”.

I figure, when’s the last time the meteorologists were spot-on correct? I’m thinking what they really meant by “RAIN” was “30% chance of scattered showers”, so I packed it up and headed to Lilypons Water Gardens in Adamstown, MD. I had registered my MGB because the TR6 has been ailing, and I predicted the TR would still be on jack stands on June 3<sup>rd</sup>. Ends up that was incorrect (another story), but I headed up Route 15 in the MGB. I had decided to change my class from MGB to Cars-for-Sale just to go fishing for a buyer, and to maybe compare the competition for market value.

It poured steadily on the ride up, and the blade of one of the windscreen wipers slowly started sliding out of the frame. So that it would not fall completely out, I used the wipers very sparingly (intermittently?). There was a steady drip drip drip on my left knee from a leak somewhere around the windshield post which was running down the edge of the dash, and dripping on my knee – water torture.

By the time I parked inside the show the rain had slowed to a light sprinkle, and I thought to myself, “See, self, you were right – this is going to be a cool and cloudy BCD, but not a washout.” I parked in the cars-for-sale area in the company of a Rolls, 2 – MGAs, and a Midget– not a very large field compared to years previous. From there I headed toward the TR6 field, and I think there were a total of 10 early and late combined. Of these I believe only one was owned by a CTR member, Bill Chism. I spoke to Bill for a bit, and we turned our attention to a White 1971 TR6 that had a new Roots type supercharger installed. I believe I heard that Mountjoy did the installation. The owner was very pleased, and the installation looked awesome.

From there I hooked up with Rich and Joanne Wilkins. The rain picked up again, and Rich went back to his TR4 for the bumbershoot and a nylon pullover. I put a note on the For Sale sign on the MGB to call my cell phone if a potential buyer had questions, but at this juncture I had no

calls. I called Patti at home to make sure I had reception. She reminded me that I forgot to eat my yogurt for breakfast, so I knew right away that I was hungry. So we headed toward the vendor/food trailer area. I hooked up with a 2-egg-with-bacon-and-cheese sandwich, and Rich scored 3 heater core brackets for his TR3 from one of the parts vendors. I paid more for my sandwich than he did for all 3 brackets.

From there I cruised the rest of the vendor tents. The vendors had their wares under tent shelters for the most part, and appeared to be doing a brisk business with many who sought to get out of the rain. I shopped at Triple C, and almost pulled the trigger on a hat and shirt, but thought better of it and moved on. On the way back to the show field, I stopped at the BCD Regalia tent, and found a BCD hat for 5 bucks – I love a bargain! Conspicuous by their absence was TRF. I did not find out if they bailed out at the last minute because of the forecast, or if BCD was scratched from their season schedule this year.

I saw Matt Schipani at the Mountjoy tent. He was encouraged by the diminished field, secure in the knowledge he had a 50-50 chance of winning his class with his GT6, since there were only 2 cars that showed up. The TR2-3 class was (just like it says) down to 2 or 3 cars. That entire class had departed by the time I decided to take a closer look.

The Big Healeys had maybe half a dozen cars. I saw 3 XKEs, and row of Jag sedans. As you might imagine, all classes were depleted. MGB roadsters and GTs were among the most populated. I remember two Sunbeam Alpines, one of which was a fastback, which seems very rare to me (are they?), a very cool looking machine.

Jenson Healeys, old Morgans (new Morgans, too – at a vendor tent), Rolls, Minis, MGTs (6 maybe), several Loti (Lotuses) were all there, just disappointing numbers.

As I talked to some lookers back at the for-sale lot the rain again picked up. It was nearing 1 PM, and I decided to call it a day, and head back home. The rain just poured during the entire drive (approx. 75 minutes). I continued to nurse the wiper situation, and stuff napkins into the space between the dash and the windshield post to stem the leak. For a time, I had an additional leak between the top of the windshield and the front part of the convertible top frame. The skies grew darker, and that’s when I questioned, even though the switch was on, whether my headlights were aglow. Found out once home that the driver side headlight is out. The solution to the headlight, wiper, and leaking problems is to limit MGB driving to sunny days. What’s new, eh?

*(Continued on Page 9)*



### Rainy BCD (Continued from Page 8)

Well, as we know, a car show on a day destined for rain can take the wind out of a club's sails. The value of all the planning and preparation seems lessened, and the disappointment runs deep. The Chesapeake Chapter of the New England MG 'T' Register included a certificate of appreciation in the registration packet with an official OBCD Loyal "T" gold stamp. The certificate states that OBCD has run from 1978 to 2007. Next year will mark their 31st Anniversary of BCD! Here's looking forward to that day!

## RTR Car Meet May 6<sup>th</sup>



Matt Schipani (left) checks out the engine compartment of his GT6 while Lionel Mitchell looks on. Matt placed first in the Spitfire/GT6 class while Lionel finished first in the TR7/8 class. (Look closely at Lionel's tires — now that's award-winning attention to detail!)



### Triumph Parts Lionel Mitchell

In keeping with previous articles on improved suspension components for TR6 and Spitfire models, here for your consideration are some improved suspension parts for the TR7/8 models.

As with any of the Triumph sports cars, having a well-handling car adds to driving enjoyment and can be achieved at minimal cost and with minimal skill. And as with any of the models, the place to start is to replace those squishy stock rubber bushings with a material like urethane or nylon. Racers use metal bushings, but that's just too extreme for street or even autocross use.

The Wedge model suspension is relatively simple with only a few bushings, which appear to be straight-forward to replace. The front cross-member, or subframe, has four bushings. TRF and Vickie Brit carry these bushings in urethane for around \$35 at TRF and \$45 at Vickie Brit.. Moss has an uprated rubber version for \$70. The latter will likely transfer less road feel but will deflect more. All of these are two-part bushings. So, they will fit very easily.

Next comes the front control arm bushings. A set of urethane link bushings are \$18 at TRF and \$30 at V.B. Moss carries only stock grade for \$24.

In the rear, lower link urethane bushings are \$45 at both TRF and V.B. Moss has an uprated rubber version for \$34 for the set. The lower link bushings, in urethane, are \$40 at TRF and \$45 at V.B. Again, Moss has the uprated rubber version for \$65 for the set.

Uprated, urethane bushings are also available for the front and rear sway bars for the frame mounting and end links. A complete kit for one sway bar at TRF is \$24 and \$48 at V.B. These bushings are not listed separately by Moss.

And speaking of sway bars, you can upgrade the stock bars with beefier bars.  $\frac{3}{4}$ " bars, front and rear, are available at V.B. for \$190 and \$220, respectively. Heavy duty sway bars are offered by Moss with urethane bushings included (size not specified) at \$187 for front and \$155 for rear. TRF does not offer fatter sway bars.

We could spend more time and space looking at shocks, struts, and springs for the Wedge. But we'll save that for another day. In the meantime, replacing your bushings will transform your car and it's easy to do. Any average Joe, or Bruce, or Rich, or Paul, or ... even Lionel can do this job. Just do it. You'll be glad you did.



# EVENTS

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

**TBD** - Bowie Baysox Game, Bruce Hislop \*CTR\*

**TBD** - Detailing Tech Session, Charlie Brown \*CTR\*

**Jun 9** - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan

**Jun 10** - Autocross Test and Tune, Harry Grove Stadium, Frederick, MD, Ed Chan

**Jun 17** - Sully Plantation Show

**Jun 24** - Autocross, Prince George's Stadium, Bowie, MD, Ed Chan

**Jul 1** - MOG 37 Morgan Owners  
www.morgandc.com/News/  
Mog37Registration%20page.htm

**Jul 7** - Autocross, Osbourn Park, HS, Manassas, VA, Ed Chan

**Jul 8** - British Invade Gettysburg car show, contact  
[Ralph\\_Eriksen@yahoo.com](mailto:Ralph_Eriksen@yahoo.com) or (717) 979-9242

**Jul 13-15 (Tentative)** - TRF Summer Party, Armagh PA \*CTR\*

**Jul 14** - Damascus Days car show, Paul Scuderi

**Jul 14** - British Car Day and Vintage Grand Prix, Pittsburgh, PA

**Jul 17-21** - VTR National Convention, Valley Forge, PA,  
vtr2007@delvaltrs.org \*CTR\*

**Jul 21** - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan

**Jul 22** - Autocross Test and Tune, Harry Grove Stadium, Frederick, MD, Ed Chan

**Jul 24** - ESB and Membership meeting, Falls Church, VA

**Aug 4** - Lucas Tour, Paul Edelstein \*CTR\*

**Aug 11** - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan

**Aug 12** - Autocross Test and Tune, Harry Grove Stadium, Frederick, MD, Ed Chan

**Aug 18 (Tentative)** - Camp Fantastic Visit \*CTR\*

**Aug 18** - Autocross, Osbourn Park HS, Manassas, VA, Ed Chan

**Aug 26** - Cruisin' for Crustaceans, MD, Art Fournier \*CTR\*

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

**Sep TBD** - Autocross Test and Tune, Harry Grove Stadium, Frederick, MD, Ed Chan

**Sep 8** - Brits by the Bay, Pasadena, MD, TRAC

**Sep 11** - ESB and Membership meeting, Falls Church, VA

**Sep 15** - Virginia Scottish Games car show, Winchester, VA

**Sep 15-16** - Brown's Island car show, Richmond, VA, CVBCC

<http://cvbcc.com/index.htm>

**Sep 23** - Autocross, Prince George's Stadium, Bowie, MD, Ed Chan

**Sep 29** - MGs on the Rocks car show, Bel Air, MD

**Oct 6-7 (Update)** - Fall Overnighter \*CTR\*

**Oct 14 (Update)** - Hunt Country Classic and CTR Get Together, Lionel Mitchell \*CTR\*

**Oct 26-28** - Northeast Rally Club rally, Bill Goodwin

**Nov 3** - T4, MD location \*CTR\*

**Nov 13** - ESB and Membership meeting, Falls Church, VA

**Dec 9** - Holiday Party, VA location \*CTR\*

## CLASSIFIED

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

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

**Fiberglass TR3A body for sale.** The story I got was that an aerospace

engineer had a TR3, made a mold of his body, and then produced this fiberglass body. This is an old fiberglass TR3A tub to be fitted to a TR chassis. Body needs gel coat and some work but overall in good structural condition. I planned to make a lightweight TR3 with a Rover V8 on a TR6 frame but have too many projects with no spare time. \$600. (703) 721-1771

**1970 E-Type OTS for sale.** Brown/black leather. Color matched factory hardtop, 57K miles from new. Never restored (1 respray), usual updates including stainless exhaust, MotoLita leather steering wheel (15"), upgraded rear shocks, Michelin H rated tyres, etc. Recent rear subframe service (new brakes, rotors, diff. clutches radius arm bushings, etc.). An attractive car with nice paint, chrome and interior. Well documented local car that looks and drives as it should. Realistically priced at \$36,000. Includes apx. \$1000 worth of spares (NOS and exc. used). Serious inquiries only please. Alan Tucker (717) 632-1778 or [tuckstips@superpa.net](mailto:tuckstips@superpa.net)

**TR6 Parts for sale:** Wife says hoard must go. 2 1974 TR6 doors, need work \$25/pair; 1 TR6 hood, straight, surface rust. \$25; 1 set 1974 TR6 bumpers with overriders, rough, \$25 each; 5 TR6 Wire wheels with adaptors and old tires, condition unknown, \$100/set; \$150 for the lot. Parts are located in Purcellville, VA. Contact Tom (540) 338-3655 or [tomislav.marincic@earthlink.net](mailto:tomislav.marincic@earthlink.net)





# ***CLUB OFFICERS***

<b>President</b>	<b>Paul Edelstein</b> (703) 914-0507 Annandale pgedelstein@capitaltriumphregister.com
<b>Vice President</b>	<b>RJ Fortwengler</b> (703) 243-6426 Arlington fortwenr@nasdaq.com
<b>Secretary</b>	<b>John Buescher</b> (703) 522-6571 Arlington John.Buescher@hqda.army.mil
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	<b>Bill Goodwin</b> (301) 870-8594 Bryantown redrag@radix.net
<b>Club Liaison</b>	<b>Matt Schipani</b> (703) 724-1573 Ashburn matt@ashburnsoftware.com
<b>Membership</b>	<b>Roger Morrison</b> (703) 534-8416 Falls Church membership@capitaltriumphregister.com
<b>Members-at-Large</b>	<b>Paul Scuderi</b> (240) 876-7222 Gaithersburg tr6_guy@hotmail.com
	<b>Karl Johnson</b> (703) 978-4968 Fairfax ktjark@aol.com
	<b>Joe Cannon</b> (703) 280-4104 Fairfax jpc8904@yahoo.com
<b>BOG Coordinator</b>	<b>Tom Burke</b> (703) 354-1361 Annandale tburke4@aol.com
	<b>Charlie Brown</b> (703) 878-1337 Dale City charliebrowphoto@verizon.net

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

## THE STANDARD

Published by the Capital Triumph Register  
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4729 Willows Road, Chesapeake Beach, MD 20732-4221  
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E-mail - [fournier@chesapeake.net](mailto:fournier@chesapeake.net)

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

### Membership Renewal / Application

For renewals with unchanged status, return your mailing label.

Name \_\_\_\_\_

Address \_\_\_\_\_  
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Paper \_\_\_\_\_

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

## ***ADVISORS***

<b>TR2 &amp; 3</b>	<b>Tom Delaney</b> (301) 898-1887 redcarnut@aol.com
<b>TR4</b>	<b>Keith Dunklee</b> (703) 521-2245 dunklee61@msn.com
<b>TR250 &amp; 6</b>	<b>Arleigh Cottrell</b> (301) 627-6637 RaceNutz@aol.com
	<b>Joe Cannon</b> (703) 280-4104 jpc8904@yahoo.com
<b>TR7 &amp; 8</b>	<b>Paul Edelstein</b> (703) 914-0507 pgedelstein@capitaltriumphregister.com
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<b>GT6</b>	<b>George Earwaker</b> (703) 204-1104
<b>Stag</b>	<b>Glenn Minucci</b> (301) 862-5433 gminucci@paxr.veridian.com
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	<b>Charlie Brown</b> (703) 878-1337 charliebrowphoto@verizon.net
<b>Racing</b>	<b>Ira Schoen</b> (703) 698-1691 pterodactyl711@aol.com



**Photo Credits**

Pages 1, 4 & 5 - Lionel Mitchell  
 Page 3 - MGCC (left) and Charlie Brown (right)  
 Page 6 - Beverly Dougherty  
 Pages 7 (top), 9 & 10 - Steve Oertwig  
 Page 7 (bottom) - Joe Cannon

**CAR TRIVIA:** What state was the first to have state-designated plates?

In 1910, Michigan became the first state to add its state seal to their plates.

With thanks to: [www.endlessroad.com](http://www.endlessroad.com)

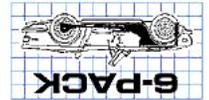
# THE STANDARD

4729 Willows Road  
 Chesapeake Beach, MD 20732-4221

**Oops!**



Deadline for  
 the next issue of  
*The Standard:*  
**June 30<sup>th</sup>!**



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



# THE STANDARD

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

Volume XIX, Number 7, July 2007

## **Lucas Tour Strikes Again! Saturday, August 4, 2007**

**Paul Edelstein**

Yes, it is that time of the year again. With relatively few CTR events scheduled for this summer (due to the VTR convention and multiple scheduling changes with the TRF party), I am really looking forward to this traditional CTR event. The objective of the Lucas Tour remains the same -- a rigorous round-trip road tour, with an interesting midway destination, while escaping the sweltering mid-summer day's heat.

We have had an excellent turnout for this event in past years. Although we have not yet selected the destination, this year's tour will feature a scenic Northern Virginia route. We are considering destinations such as Harper's Ferry, or even a return to our old favorite, Sky Meadows. In any event, we are hoping for a dry and not-too-hot evening and vehicles with suitable illumination for our jaunt through the countryside.

The format of the tour will remain the same. We will enjoy a rigorous two-part road tour, approximately 100 miles total, with a picnic dinner midway. The tour will start in the late afternoon and continue well into the evening. Although we have not yet planned the specific itinerary, I can tell you that departure time will be around 5:30 PM from a convenient central location (likely the Fairfax/Beltway area) and the destination will include a suitable picnic area or location other dinner provisions. The post-picnic tour will end at an establishment suitable for confectionary rewards. Plan to bring a picnic dinner (and, optionally, a side dish to share). Depending upon our destination, I suggest that you bring chairs, tables, and or blankets.

More details as to timing and route will be e-mailed to club members as they become available.

Please RSVP to me as soon as you can, but no later than Thursday morning, August 2, to facilitate planning and to make sure that you are on the "list" for the final details. Email [pgedelstein@capitaltriumphregister.com](mailto:pgedelstein@capitaltriumphregister.com) or call me at (703) 914-0507. Please also send me your home and cell phone numbers (if you have one) in the event of last-minute changes.

We look forward to seeing you, bright and shiny, on August 4!



*You should have been there! This 1935 Triumph Gloria Southern Cross was one of the highlights of the car show at the 2007 Vintage Triumph Register National Convention earlier this month in Valley Forge, Pennsylvania. Full coverage of the convention will appear in the August issue.*

**PAGE 1 - Lucas Tour; PAGE 2 - CTR Happenings; PAGE 3 - Take Your LBC Out To A Ball Game; Cruisin' for Crustaceans; PAGE 4 - New and Improved Triumph Parts; Southeastern VTR Regional Convention; PAGE 5 - CDC to Find Its Own Course; Brits By the Bay; PAGE 6 - Events; Classified; PAGE 7 - Club Info**



## CTR Happenings

### *New CTR Officers*

Or for the most part new jobs for some familiar faces. Matt Schipani will take over from Roger Morrison as CTR's membership chairman while Bruce Hislop will backfill Matt in the Club Liaison position.

Special thanks go to Roger Morrison for his outstanding service in one of CTR's most demanding positions. Roger won't be fading into the background, however. After a short time off for R&R, he will be taking a turn as CTR's webmaster.

### *CTR ESB Meeting, July 24*

CTR's Executive Steering Board (or ESB) held its regular bimonthly meeting at Bentley's Restaurant in Falls Church on July 24.

The meeting was chaired by president Paul Edelstein. Minutes and reports were presented by John Buescher (secretary), Rich Smalling (treasurer), Roger Morrison (membership), and Art Fournier (newsletter). Discussion focused on events for the second half of 2007. Participating were vice president R.J. Fortwengler, events coordinators Rich Townsend and Bill Goodwin, club liaison Matt Schipani, member-at-large Karl Johnson, and BOG coordinators Tom Burke and Charlie Brown.

CTR's treasury is sound with a current balance of \$13,972, while membership remains strong with 215 members of whom 141 are general members and 74 are autocross focused.

Of particular note was discussion on the separation of CTR and the Capital Driving Club (CDC) into separate organizations. For more on that, please see Charlie Brown's article on page 5 of this issue.

The next meeting will be held on Tuesday, September 11, at Miguel's, which is located directly across Route 50 from Bentley's. As a reminder, while the focus of the bimonthly meetings is business, there is usually ample social and automotive discussion and all members are welcome to attend.

### *Late Summer and Early Fall Events*

Details on three CTR August events are included in this issue of *The Standard*. September features a number of car shows which will be highlighted in this and next month's issues.

### *Zinc Dithiophosphate (ZDDP)*

ZDDP is a traditional additive that has been decreased in modern engine oils. This has caused reactions from classic car owners that range

## British Classic?



You rarely see one of these in the United States, but Lionel Mitchell managed to get a snapshot of this British classic at NASA Goddard Space Flight Center in Greenbelt.

## CTR Regalia



Contact Charlie Brown at [cb1500@erols.com](mailto:cb1500@erols.com) or (703) 878-1337 for CTR Regalia: hats \$15, patches \$5, name tags \$4.50, flag pins \$10, shirts \$25 for Hanes and \$35 for Jonathan Cory. Enquire as to shirt size and color availability. Regalia will be delivered at CTR events.

from near panic to a total lack of concern. In an upcoming issue of *The Standard*, we will take a look at the issue and see if we can sort out rumor from fact. If you have information or opinions on ZDDP, please share them with the newsletter editor.

### *E-Mail Event Notification*

Please make sure we have your up-to-date e-mail address so that you don't miss out on news of CTR events!



## Take Your LBC Out to the Ball Game

August 11, 2007

Bruce Hislop



The year's Take Your LBC Out To The Ball Game will be Saturday, August 11<sup>th</sup>, with the Bowie Baysox taking on the Binghampton Mets. The game starts at 7:05, and there will be fireworks after the game. As an added bonus, this game is All-American Girls Professional Baseball League Night! (AAGPBL)

From the Baysox website, "The league that was immortalized by the movie *'A League of Their Own'* comes to the Baysox! There will be appearances by 6 former AAGPBL Players and the event will include autograph and photo sessions with the former players!"

To participate, just let me know by, say Wednesday, August 8<sup>th</sup>, and tell me how many tickets you want -- or just show up Saturday and get your own ticket. My e-mail and phone are [bmhislop@hotmail.com](mailto:bmhislop@hotmail.com) and (410) 721-9411.

### Pricing is:

- Adult General Admission: \$9.00 (Ages 13+)
- Youth General Admission: \$6.00 (Ages 6 - 12)
- Senior General Admission: \$6.00 (Ages 60+)
- Active Military (With ID) General Admission: \$6.00
- Children age 5 & Under: FREE

**Directions** to Bowie Baysox (Prince George's) Stadium, 4101 NE Crain Highway, Bowie, MD 20716 from the Capital Beltway: Take U.S. 50 East (Exit 19 A off Beltway). Exit U.S. 50 at MD 197 (South). Follow until it ends at U.S. 301. Turn left onto 301 North, then right at the first light into Ballpark Drive. Additional parking is available by turning right at the second light onto Governors Bridge Road.

As in years past, I'll block off some spaces in the shade for our LBCs. Gates open at 6:00, but if anyone wants to go a bit earlier at say, 5-ish and do a bit of tailgate-ing, let me know.

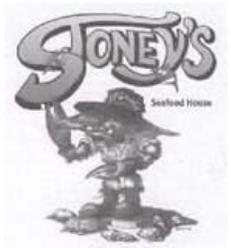
Hope to see you there!

## Cruisin' for Crustaceans

August 26, 2007

Art Fournier

Please join us on Sunday, August 26<sup>th</sup>, for CTR's 14<sup>th</sup> annual Cruisin' for Crustaceans tour. This year we'll travel over country roads to Stoney's in Broome's Island, Maryland via pleasant Southern Maryland backroads.



Stoney's is located on a cove with great views of the Patuxent River. Their crabcakes have been rated as best in the area by the Washington Post. Steamed crabs are available for those who enjoy the Maryland summer tradition of picking crabs. Prices vary with availability and are on the high side this year as the draught has cut down on the crab harvest.

Due to recurring problems with some of the, ah, facilities at our usual rendezvous point, we will meet in a different location this year, a Shell station at the intersection of Route 301 and the Marlboro Pike in Upper Marlboro, Maryland. (From the Beltway, take Exit 11 and go southeast on Route 4 (Pennsylvania Avenue) to Route 301 in Upper Marlboro. Take Route 301 north toward Baltimore and go just over a half mile to the Marlboro Pike (Route 725), the second traffic light. The Shell station will be on your left. There are also a Dunkin' Donuts, McDonalds and Texaco station at the intersection, so facilities, gas, and donuts should abound!)

After lunch, there will be an optional side trip to Fridays Creek Winery in Owings for those interested. Fridays Creek Winery is more or less on the



way back to the Beltway from Stoney's, so it won't take you out of your way. The winery includes an art gallery that features the work of several local artists.

Our route this year will cover just over 40 miles and will take about an hour to run. We'll meet at 10:30 or so and get on the road no later than 11:00. Please let Art Fournier – [fournier@chesapeake.net](mailto:fournier@chesapeake.net) or (410) 535-0690 – know if you'll be attending no later than August 23<sup>rd</sup> in order to give the restaurant a headcount. We hope to see you at what is one of CTR's best-attended annual events!



Own a great, reliable, British sports car from Motorhead. A Motorhead car comes with no significant mechanical defects and is warranted for a year's driving, unlimited mileage. We spend ALL of the cost of your car on your car. The price you pay ends up in the car you drive. A Motorhead car only awaits cosmetic improvement. We specialize in daily drivers, you make them pretty over time.



For this summer's driving fun we have:

#### **1976 MGB Convertible**

Sort of orange in color, 4 spd rostyle wheels. A solid daily commuter for \$6500 OBO.

#### **1972 MGB/GT**

Sort of dark blue w/ many new interior parts. Another solid daily commuter for \$5500 OBO.

#### **1973 MGB/GT**

Sort of black. Yet another solid daily commuter w/ overdrive for \$5500 OBO.

#### **1980 MGB Roadster**

Great running greenish car with lots of rocker rust, dents and smudges, but with overdrive and can be driven to California tomorrow, safely and reliably. \$4500 OBO.

#### **1973 Triumph Stag**

Beautiful dark blue with overdrive and a hard top. We are working on this car, so it may not be ready till late July, but it is so rare in a condition this nice. \$12,500, OBO and how about a 2 year warranty?!?!

We also have some parts cars including a 72 B roadster, an 80 Spitfire w/ crummy hard top and a 76 Midget

Drive a reliable British car now. Please call us at Motorhead 703-573-3140 or 800-527-3140. Real sportscars are made in England and re-made in America.



**Triumph Parts**  
Lionel Mitchell

Continuing the theme of TR7/8 suspension parts, here are some improved parts for shocks and springs for TR7/8 models.

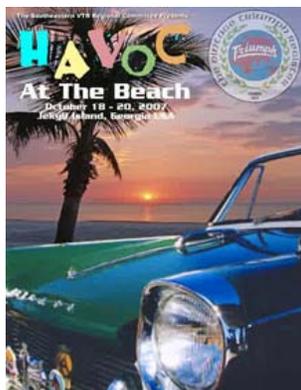
Some of the shocks are adjustable and both shocks and springs will provide a stiffer suspension. Handling is improved at the price of a less cushy ride. You decide what's important for your car. The parts reviewed here are from the Big-3: TRF, VB and Moss. Of the three, VB has the best selection.

Starting with road springs, VB offers heavy duty spring, front and rear, at \$400 for the set. Compare that cost to \$160 for a stock set. Moss offers only the heavy duty springs at \$250 for the set. These are advertised as 25% stiffer and 1" lower. TRF advertises only stock springs for the front at \$90 for a pair.

There are more choices for shocks and struts. Both VB and Moss offer KYB gas struts for the front and KYB gas shocks for the rear. The VB price for the set is \$240; Moss price is \$272. VB also sells the stock version of the strut/shock components for \$160 for the set. TRF only offers the front strut, stock version, for \$170 for a pair.

VB and TRF offer high-dollar, adjustable shocks, front and rear, for the TR7/8 models. VB sells the Spax brand at \$380 per pair for the front and \$290 per pair for the rear. TRF sells the Koni brand at \$460 per pair for the front and \$310 per pair for the rear. Spax is adjustable on the car; Koni is not.

Along with bushing replacement, tightening up your suspension with stiffer springs and shocks will transform your boulevard cruiser into a real sports car. Spring and shock replacement is also easy, but be careful in taking off the old springs. There's pent-up energy in those springs. Use the proper tools and follow model-specific instructions in removing the old parts and installing new parts.



## **Southeastern VTR Regional Convention**

**October 18-20, 2007**

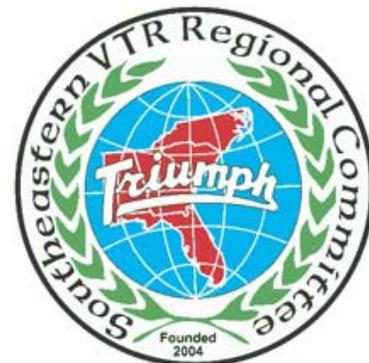
**Days Inn & Suites  
Jekyll Island, GA**

<http://www.sevtr.org/>

**Contact Ronnie Babbitt**

**(478) 256-4834 (cell), (478) 953-2261 (evenings)**

**or rbtr3a@hotmail.com**





## Capital Driving Club to Find Its Own Course

Charlie Brown

The time has come for the Capital Driving Club, CDC, to leave the CTR. After careful consideration, the Board of CDC has decided to separate from the CTR. Although each club will begin to operate independently, there is a transition period for CTR members through the end of 2007. During that time CTR members will continue to have access to CDC events. In 2008 and beyond a separate membership, \$25 per year, will be required to participate in CDC events.

Here's the history. In 2003, Ed Chan and I met at a fast food restaurant in Springfield to discuss the possibility of using a local school parking lot for autocrossing. Could we get enough people interested to make it financially self-supporting? Could we convince the West Springfield High School authorities to go along with letting us use their lot? How would we insure the venue?

Our idea was to use the existing base of the Capital Triumph Register to support the new venture. There was structure, officers, and an insurance policy already in place. The Capital Driving Club was born as the performance driving branch of the CTR. Drivers could join the CDC and automatically become a member of the CTR. Existing members of the CTR, by default, would be allowed to participate in CDC events. Win-win!

Our first stand-alone event at West Springfield HS was less than successful. Let's just say an over-zealous member of the Fairfax County Police found our "tire squealing and speeding" on a county school's parking lot in violation of numerous county codes. Fortunately, no one got hauled off to the local retaining cell. But, we did have to close down

that day's activities, right now. That was the first financial setback.

Since there weren't enough Triumph drivers interested in driving autocross, other cars needed to be accepted to defray the costs of parking lot rental and equipment. Although the CTR embraced the CDC, the CTR would not fund the cost of parking lots. The "Bank of Ed" provided the deficit spending back then. In the second year, the CTR did buy a much-needed PA system and parts for the timing equipment.

Four years later, there are about 200 CDC members, mostly non-Triumph drivers. Ed's managed to find three parking lots, in Manassas, Bowie, and Frederick that provide outlets for all those members. The venues have become very popular. Most events are sold out in advance.

Since 97% of the CDC participation is comprised of non-Triumphs, the Board of the CDC thought it was time to look ahead. Except for, literally, a hand full of TR owners, most CDC members have little interest in the CTR, *The Standard*, BOG, or typical CTR driving events. As it has matured the CDC has essentially taken on a life of its own. It has officers, by-laws, and separate insurance coverage.

On the financial side, operating separately will simplify cash management for both CDC and CTR. The CTR by-laws do not have a provision for "associate members" or discounted members. The CDC can not retain enough from membership dues to remain viable. Now, both can focus on revenues, expenses and contingencies reflecting their particular needs and interests.

Ed and the Board of the CDC are thankful for the support CTR has provided and openly welcome more Triumph owners to join in CDC events.



## Brits By The Bay September 8, 2007

Cars are grouped by year and there is no competition, so you're in for a laid back time at TRAC's Brits By the Bay car show at Downs Park near Lake Shore and Gibson Island in Pasadena in Anne Arundel County, Maryland. The date has been changed from the end of July to September 8, so the weather should be more friendly. Registration is \$15 until July 31 and \$20 thereafter. Pre-registration includes a free show T-shirt. There are also dash plaques and door prizes plus grilled food, snacks and beverages for sale and live music by the Steve Ports Trio. E-mail [BritsByTheBay@tracltd.org](mailto:BritsByTheBay@tracltd.org). Registration forms are available on the TRAC website, <http://www.tracltd.org/index.html>. (Entrance to Downs Park is free for registered British cars; others must pay a \$5 per vehicle entry fee.)



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**Sep TBD** - Autocross Test and Tune, Harry Grove Stadium, Frederick, MD, Ed Chan

**Sep 8** - Brits by the Bay, Pasadena, MD, TRAC

**Sep 11** - ESB and Membership meeting, Miguel's Restaurant (note change), Route 50, Falls Church, VA, Paul Edelstein (703) 914-0507

**Sep 15** - Virginia Scottish Games car show, Sky Meadow, Winchester, VA. Contact Tony Brooks at [brooks.anthony@gmail.com](mailto:brooks.anthony@gmail.com)

**Sep 15-16** - Brown's Island car show, Richmond, VA, CVBCC <http://cvbcc.com/index.htm>

**Sep 22** - Edgar Rohr Memorial Antique Car Meet, Manassas, VA., Bull Run Region AACA

[www.aaca.org/bullrun](http://www.aaca.org/bullrun), or contact Mike Curry, (703) 361-

808, [bullrunaaca@hotmail.com](mailto:bullrunaaca@hotmail.com).

**Sep 23** - Autocross, Prince George's Stadium, Bowie, MD, Ed Chan

**Sep 29** - MGs on the Rocks car show,

Bel Air, MD, Richard Liddick, (410) 817-6862 or [rgl2mgbgt@aol.com](mailto:rgl2mgbgt@aol.com)

**Oct 6-7** - American British Reliability Run, Wisconsin and Ohio, [www.abrr.org](http://www.abrr.org)

**Oct 6-7 (Update)**- Fall Overnighter \*CTR\*

**Oct 14** - Hunt Country Classic and CTR Get Together, Lionel Mitchell \*CTR\*

**Oct 18-24** - VTR Southeastern Regional Convention, Jekyll Island, GA, Ronnie Babbitt, [rbtr3a@hotmail.com](mailto:rbtr3a@hotmail.com), (478) 256-4834 (cell), or (478) 953-2261 (evenings) \*CTR\*

**Oct 26-28** - Northeast Rally Club rally, Bill Goodwin

**Nov 3** - T4, MD location \*CTR\*

**Nov 13** - ESB and Membership meeting, Falls Church, VA

**Dec 9** - Holiday Party, VA location \*CTR\*

## CLASSIFIED

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

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

**For Sale: TR6 engine** for rebuild purpose. Cylinder head \$125. Engine block \$275. Buy both for \$ 350. Call or e-mail René Burcksen at (301) 526-2524 or [rburcksen@aol.com](mailto:rburcksen@aol.com)

**TR6 Parts for sale:** Wife says hoard must go. 2 1974 TR6 doors, need work \$25/pair; 1 TR6 hood, straight, surface rust. \$25; 1 set 1974 TR6 bumpers with overriders, rough, \$25 each; 5 TR6 Wire wheels with adaptors and old tires, condition unknown, \$100/set; \$150 for the lot. Parts are located in Purcellville, VA. Contact Tom (540) 338-3655 or [tomislav.marincic@earthlink.net](mailto:tomislav.marincic@earthlink.net)



# THINK YOU'RE UP FOR IT?

**In the last four years we've raised more than \$100,000 for kids battling childhood diseases by driving in America's British Reliability Run. Now we're at it again!**

On Saturday, October 6th, up to 80 vintage British cars will depart two locations, one in Ohio and another in Wisconsin for demanding, two-day, 800-mile drives to raise money for two highly regarded children's charities.

This year, we're driving for the Ohio-based "adventures for Wishkids" and the Milwaukee-based "Center for Blind and Visually Impaired Children."

**So get a co-pilot, jump in your little British car and join us. It's a lot of fun, you'll meet fellow British car enthusiasts, and it's for a great cause!**

**Get involved, you (and your car) can do it! Or, please consider making a tax deductible donation.**

*Because teams pay their own expenses, 100% of your donation goes to the charity.*

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

Made possible through the generous support of Little British Car Company ([www.lbcarco.com](http://www.lbcarco.com)) and Hagerty Insurance ([www.hagerty.com](http://www.hagerty.com)).



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## THE STANDARD

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

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### You Might Be a Car Guy

-If your ideal garage would have a fully functional urinal instead of that darn milk jug.

-If you lost faith in Bill Clinton when you found that the red Mustang convertible he had when he was dating was a six cylinder automatic.

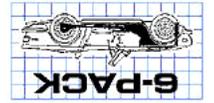
**CAR TRIVIA:** The first commercial neon sign was made in 1923 for an auto dealership. What car did they sell?

The first commercial neon sign was built for a Pack-ard dealership.

With thanks to: [www.endlessroad.com](http://www.endlessroad.com)

# THE STANDARD

4729 Willows Road  
Chesapeake Beach, MD 20732-4221



The Capital Triumph Register  
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The Vintage Triumph Register,  
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The Triumph Register of America

## Yabba Dabba Du!



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Deadline for  
the next issue of  
*The Standard:*  
August 17<sup>th</sup>!



**THE STANDARD**  
The Official Publication of the  
**Capital Triumph Register**  
Volume XIX, Number 8, August 2007

***Vintage Triumph Register National Convention  
July 2007  
Valley Forge, Pennsylvania***



*Paul Edelstein's TR8, Bill Goodwin's Herald Estate, and Art Fournier's Spitfire at a rest stop in Valley Forge National Park*

*For more on the 2007 VTR National Convention, see the articles on pages 4, 6 and 8 of this issue.*

**PAGES 1, 4, 6 & 8 - VTR National Convention; PAGE 2 - CTR Happenings; PAGE 3 - Garage Spot - Vitamin Zinc; All Them Rs (Again); PAGE 5 - Fall Car Shows; PAGE 7 -New and Improved Triumph Parts; PAGE 10 - Events; Classified; PAGE 11 - Club Info**



## CTR Happenings

### *Hunt Country Classic and CTR Picnic*

Lionel and Nancy Mitchell have once again agreed to host a picnic at their home in Haymarket after the Hunt Country Classic car show on October 14<sup>th</sup>. Their post-show picnic has become extremely popular and Lionel asks that you let him know in advance if you plan to attend so that arrangements can be properly planned.

Please RSVP to Lionel at haymarket4@verizon.net or 703-754-7362 no later than the Friday before the show.

### *Virginia Scottish Games Car Show*

The Virginia Scottish Games have moved again. For years they were at the Episcopal High School in Alexandria, then moved to Fort Ward Park last year. For 2007 they've moved to Skye Meadow near Winchester, Virginia. This year's event will be on Saturday, September 15<sup>th</sup>. The point of contact is Tony Brooks who can be reached at brooks.anthony@gmail.com — Access is stringently controlled, so Tony must know in advance what type of car you will be bringing!

The non-judged show is really an opportunity to enjoy the Virginia Scottish Games while your British car is parked in exhibition with other LBCs.

### *September ESB Meeting*

The next meeting will be held on Tuesday, September 11, at Miguel's, which is located directly across Route 50 from Bentley's, our regular meeting spot. As a reminder, while the focus of the bi-monthly meetings is business, there is usually ample social and automotive discussion and all members are welcome to attend.

### *July, August and September Newsletters*

As you have (hopefully) noticed, the July and August issues of the newsletter were a few weeks late. We apologize for any inconvenience and hope to be back on track in September.

And as a reminder, we are always looking for inputs for the newsletter. Please send articles, photos and items of interest to the editor.

### *E-Mail Event Notification*

Please make sure we have your up-to-date e-mail address so that you don't miss out on news of CTR events!



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

**Volume IV, Number 6  
August 1992**

The August 1992 edition of *The Standard* led off with a pair of articles on British Car Day, then held at Allen Pond Park in Bowie, Maryland. To give an idea of how large the Original BCD was at the time, the TR6 class had 59 cars entered. Among the club members mentioned who took awards were Don de Pol, Charlie Brown, George Earwaker, Steve Berry, Keith Dunklee, and Ken DeMatteo.

Larry Rittinger gave a recap of the United Telephone Vintage Grand Prix held at the Mid-Ohio Sports Car Course. A highlight was seeing Bob Tullius and his Group 44 cars.

Dennis Eckhout reported on a fly in and British car show in Cambridge, Maryland.

In a pair of articles, Charlie Brown and Karl Johnson described their trips to the VTR's National Convention in Savannah, Georgia. The convention featured events that sound much like this year's convention in Valley Forge. Charlie took home a first place participants' show plaque for his Spitfire while Karl received a first place autocross award in the stock Spitfire class. Oh by the way, Charlie had to have u-joints replaced in the Green Weenie before the trip home. (Let's see, Charlie, it was a head gasket at the 2004 convention, wasn't it?)

Rounding out the packed issue of *The Standard*, Steve Seward wrote an informative technical piece on troubleshooting Zenith-Stromberg carburetors.

## CTR Regalia



Contact Charlie Brown at [cb1500@erols.com](mailto:cb1500@erols.com) or (703) 878-1337 for CTR Regalia: hats \$15, patches \$5, name tags \$4.50, flag pins \$10, shirts \$25 for Hanes and \$35 for Jonathan Cory. Enquire as to shirt size and color availability. Regalia will be delivered at CTR events.



## The Garage Spot: Vitamin Zinc?

Steve Oertwig

Ted Schumacher of TSI Automotive fielded many questions about oil and fuel additives during his two technical sessions at the VTR convention. He said some things work and others are snake oil.

He recommended using synthetic oil after a rebuilt engine has been broken in, but did warn people about the lack of zinc in oil today. Zinc Dialkyl Dithio Phosphate (ZDDP) is an “anti-wear” additive found in motor oils that helps protect rubbing surfaces (like cams and lifters) under temporary conditions of metal-to-metal contact.

Because of the Environmental Protection Agency’s mandate for zinc removal from most motor oils, proper flat tappet camshaft break-in procedure is more critical than ever before. This is true for both hydraulic and mechanical flat tappet camshafts. The most critical time in the life of a flat tappet camshaft is the first 20 minutes of break-in during which the bottoms of the tappets mate-in with the cam lobes.

Crane Cams also does not recommend synthetic oil on flat tappet camshafts because it is so slippery that the lifters do not rotate as well as with mineral oil, and lack of rotation is “death to the camshaft.” Crane literature also says if a vehicle using synthetic oil is stored for a lengthy period of time, the oil falls off the camshaft and the cam is dry during the engine start up. Crane recommends only regular mineral oil for vehicles that are only started occasionally or stored for prolonged periods.

Oil designed for diesel engines has zinc and can be used in Triumphs. There are oils with additive packages that are better for camshaft break-in. These include Shell Rotella T, Chevron Delo 400 and Mobil DELVAC.

Schumacher also had a cure for freeing up engines that have not been used for years. Engines that are not started for long periods can have pistons rings and valves stick. His recommendation is to dump a quart of automatic transmission fluid into the gas tank. He said it will smoke beyond believe, kill all the mosquitoes and drive the neighbors crazy, but it will free up all the internal parts that have gummed together.

*(Editor;s note: there isn't universal agreement on the subject of ZDDT requirements in oil — we hope to have more on this subject in future issues.)*

## All them Rs (Again)

Bill Goodwin

Last year at this time I was getting ready for the Club Triumph’s Round Britain Reliability Run (RBRR) over in England and my annual October Rally in Delaware. Well, I’ve done it again! Well almost! This year I have entered the American British Reliability Run (ABRR). What’s the difference you ask? The American Run is open to all British cars of any make, not just Triumph’s. While both are three days, the ABRR is shorter at only 800 miles and does not circumnavigate the entire country. (*What a trip that would be!*) Keith Obuchon (my co-driver for the next RBRR) and I will leave for Ohio, October 5<sup>th</sup> and use my Herald Convertible. We are entered under the name “*Team Britwit.*” There is still time for any of you to enter. Check the web site: [www.abrr.org](http://www.abrr.org) You might have seen the ad in the newsletter! Both runs are for charity. If you would like to sponsor us, the web site has the information you need.



Carol and I will also run the October, 26-28<sup>th</sup> TSD Rally in Millsboro, Delaware. Carl and Beckie Shakespeare from England (keepers of my Dolomite) will be here to join us. The rally is open to all cars, Carl and Beckie will use the Herald and Carol and I will use my big Ford, “*The RED RAG.*” Keith and his Wife Lorraine will also be there. *Lots-a-miles* for the Herald in October!

The Herald is undergoing some upgrades and should be ready soon. I will have a full report for the December Newsletter! You all know how much I love to drive my Heralds. Again I invite all to join me for the Rally and all events. Check the web site: [www.northeastrallyclub.com](http://www.northeastrallyclub.com)

If you think October is full guess again: October 18-20 is the Southeast Regional VTR Convention in Gorgia. Heralds are one of the featured models. Arrangements are in the works for my Herald Estate to attend (without me).

Summer is fading fast, So Get Out There and Drive Your Triumph! If they sit in the garage they will only multiply. Mine did, as now there are three Heralds with just maybe, just maybe a 4<sup>th</sup> this weekend! As always feel free to contact me about any of these driving events. I want your input for driving events here in Maryland. Anyone want a Fun Rally? Contact me at: [redrag@radix.net](mailto:redrag@radix.net)



## Autocrossing at the VTR

Scott Tilton

I look forward to the Autocross event at each VTR convention I go to. Actually, I look forward to any autocross I get to go to. The VTR is special since its all Triumphs and you can get a good idea of the spectrum of performance available from these venerable old sportscars. It's also special because it is no where near as serious as regular autocrosses. It gives all the Triumph owners a chance to drive their car in a sporting way and just have fun instead of actually being in a real competition.

The 2007 VTR autocross venue was held in the Lockheed Martin parking lot right across the street from the hotel. Having the autocross and the hotel in such close proximity is a real luxury. The lot itself was pretty good sized and had a great grass covered bank adjacent to it that allowed for comfortable viewing as well.

Apparently a couple of the Lockheed employees didn't get the message about moving their cars out of the parking lot though. The autocross organizer, Rick Rock, and his crew just piled hay bales around the cars and routed the course around them. It all looked good to go and so they lined up and got the stock class cars running first thing in the morning.

An observation I've made at many autocrosses – the first guys out don't have the advantage of having seen anyone run the course. As a result, they generally pay a lot more attention to the layout of the course and figure out how it goes before they get behind the wheel. Once you are sitting down in your car and looking at a sea of orange cones, it suddenly becomes much more confusing as to where exactly you are supposed to be going.

By the time the third group of guys gets read to go, they have had ample opportunity to watch and learn from the 40 so cars that have gone before them. Just watching a few people run isn't really ample preparation though. You really need to know the course before you go out on it, as opposed to just trying to navigate it while you are out there.

The third group of guys at the VTR autocross was no different. They were the first of the modified cars and it seemed to me like over half the runs that were made during the third heat were "off course." Oh well. They looked like they were still having fun.

I was slated for the 4th and final heat. Although I like the fact that the VTR autocross doesn't have the air of intensity

because so many people are just out there to have fun, I must confess to being part of the competitive group. I've had some moderate success in past VTR autocrosses, and so I somehow feel like I should keep up the good work.

The modified TR6 class in which I was competing is not only the largest, but probably the most competitive, so I had my work cut out for me. I ran my three runs, changing my

mind on each one if I should just leave the car in one gear (either 1st or 2nd) or actually deal with shifting gears during the run. I had lots of encouragement, compliments and general thumbs up from friends and strangers alike.

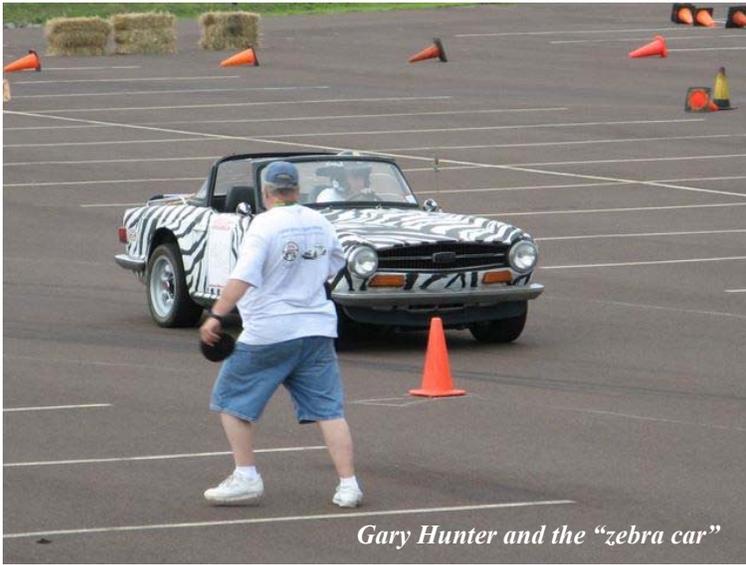
In the end 1<sup>st</sup> and 2<sup>nd</sup> went to Richard Good and Marty Sukey respectively. No surprise there. Those two not only have highly modified cars, but they are pretty darned good drivers too. At least they are there to give each other competition, because no one else was even close. So it was a race for third place. And much to my chagrin, the famous "zebra car" TR6, piloted by Gary Hunter, once again squeaked out a better time than me, so he took the third place prize. No matter how many times he beats me though, he's such a good guy, (as evidenced by his being



*Scott Tilton and his "T ARE 6"*



Autocrossing (Continued from Page 4)



Gary Hunter and the "zebra car"

award the TSI Sweat Equity award this year) that I certainly can't bear any grudge against him.

During the post event camaraderie, a few of us TR6 autocrossers decided to proclaim a new class for cars running on regular street tires, excluding the drivers who bring a second set of wheels with special tires on them just for the race. In our new class, I took first place, with second going to Bud Rolofson of Colorado, and third to Bob Lang of Mass. We patted each other on the back with our accomplishment, but the only recognition we'll get is from each other, and I suppose anyone we tell our stories to.

Maybe next year I'll arrange to have some sticky tires up there in Detroit and see if I can outrun that zebra! Even if I don't, I'm sure I'll have fun trying. Hope to see you there!



# Fall Car Shows

## Brits By the Bay

September 8  
Pasadena, MD  
Scott Reese 410-375-6226



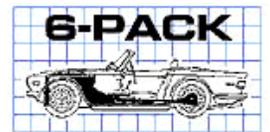
## Classics on the James

September 15-16  
Brown's Island  
Richmond, VA  
www.britishcarclub.com  
David 804-231-1964



## Six Pack Trials

September 20-23  
Hershey, PA  
www.6-pack.org



## Wings and Wheels

September 29  
Topping, VA  
www.wingsandwheels.us  
Ann Smith 804-694-5995 or info@wingsandwheels.us



## MGs on the Rocks

September 29  
Bel Air, MD  
Richard Liddick 410-817-6862  
or rgl2mgbgt@aol.com



## Fall British Car Festival

October 5-7  
Waynesboro, VA  
www.svbcc.net  
540-456-8436



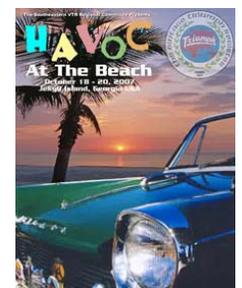
## Hunt Country Classic

October 14  
Middleburg, VA  
www.mgcarclubdc.com



## VTR Southeastern Regional Convention

October 18-20  
Jekyll Island, GA  
www.sevtr.org  
Ronnie Babbit 478-256.4834  
or rbtr3a@hotmail.com





## VTR Convention

Steve Oertwig

The road to Triumph Nirvana may be hot and covered with oil, but there was a glimpse of eternal happiness at the 2007 Vintage Triumph Register July 17-21 at King of Prussia, Pennsylvania.

Members of the Delaware Valley Triumphs Ltd. put on a near-perfect show. More than 300 Triumphs and 500 people attended the North American Triumph Challenge that featured the 50<sup>th</sup> anniversary of the TR3A. The theme for the convention was "Triumphs Forge Ahead," which was appropriate since many of the driving events were around Valley Forge National Park.

This year's VTR convention was packed with driving events, technical sessions, parts vendors and memorabilia displays. Driving events included the funkhana, fun, gimmick and time-speed-distance rallyes, and autocross. Afternoon thunderstorms dampened the TSD rallye, but the weather was perfect for the concours and participants' choice shows that were held on the main streets of Phoenixville. Triumphs lined both sides of the downtown streets, making for an impressive show of Triumphs of all models.

Being surrounded by so much Triumph tradition was almost a religious experience. The sermon was delivered the final night of the convention by Graham Robson, author of more than 130 books, historian and former works competition manager for Triumph. His writings have examined every Triumph model.

Robson spoke of the future of Triumph. He has been in touch with BMW many times, but said that will take the full backing of Triumph clubs to show BMW the interest is out there to build a car that maintains Triumph's heritage. In England, there is one large Triumph club that has a voice with BMW and Triumph's future. In the United States, there are multiple allegiances to the wide range of models. It would take a one voice representing Triumph to get the attention of BMW.

Robson was as humorous as he was informative. His wit was refreshing after the awards presentations. Robson also made himself available to everyone during the convention. At every function he attended during the convention, he was warm and approachable. He signed many of the books he

had authored for people who had brought them to the convention. He even stood by for photos with people who won awards at the awards banquet.

Robson's devotion to Triumph cars and to the people who drive them is inspiring to those who find joy in the Triumph globe, Triumph open-book and the Triumph laurel.

Another person who was informative as well as entertaining was Ted Schumacher of TSI Automotive. Schumacher held two technical sessions on improving reliability of Triumphs and making them perform better. He was Triumph dealer in the United States, and had raced Triumphs.

He called Triumphs as "parts bin" cars because often whatever was in the parts bin that day was fitted to a car as it went down the assembly line. Triumph was very frugal with its development of cars, and used as many components as possible across the range of cars. He cited the TR3 engine, which was used in tractors, as an example. He described a number of things that can be done to improve Triumphs, and talked about how today's lubricants are helping — and hurting — TR owners.

The real joy of the VTR convention has not having to drive for days in a hot car. That is short lived because the 2008 North American Triumph Challenge will be August 5-8 in Ypsilanti, Michigan. It will be less than 600-mile-drive for most CTR members. More information on next year's gathering is at [www.natc2008.com](http://www.natc2008.com).



*Scott Tilton, right, and Rob Pannell, get ready to receive instructions for the time-speed-distance rallye held during the Vintage Triumph Register's national convention. Scott and Rob placed first in the novice class of the rallye that drenched many cars during an afternoon thunderstorm.*



**New &  
Improved**

## Triumph Parts Paul Tegler

Tired of fighting with balancing your SU or Zenith carbs? How's your gas mileage? Have would you like to have your car actually tuned well enough to pass local emission regulations? If you said yes to any of the above... it sounds like you might be interested in fuel injection!

Emerging on the scene to fill a void in the market place is VPI International (Vintage Performance Intakes International). Plans are to produce all the little hardware tidbits needed to install fully programmable fuel injection and electronic ignition systems in your Triumph first, with MGs following suit soon after.

There are a lot of different programmable controllers out there, but hardware is nearly non-existent for our LBCs, until now. VPI already has test bed vehicles running around town under full systems control. All the bugs are gone, and testing is expanding the variations that can be installed. Full up custom plenum manifolds to simple bolt on throttle body (single and dual) systems are being/have been tested in normal daily driving. Full support for all the electronics and tuning will be available. From the extreme to nearly stock look can all be configured. Ease of installation, tuning, and maintenance have been the primary design parameters.

Initially parts such as electrical harnesses, fuel delivery systems, manifold components (flanges, plenums, throttle



*GT6 Twin Body Application*



*Spitfire Application*



*MGB Twin Body Application*

bodies, sensors, crank fired ignition system components and the like will be available on a custom basis at first, with full production stock available in the near future. Keep your eye open for more announcements.

If you didn't make it to the BOG 2007 show in April or to Carlisle, PA, for the Import Show last May, you can see some of the hardware first hand at the TRAC sponsored Brits by the Bay show September 8<sup>th</sup> at Downs Park in Pasadena, MD.



## 2007 VTR Convention

Art Fournier

Ninety degrees and humid. Ugh! Not the best weather for a trip in the Spitfire, but at least there was no rain in the forecast. The drive should only have been about 170 miles, but a bad turn in the computer-generated directions (or maybe it was driver error) added another 20 miles to that, so I was hot and tired when I pulled up to the Sheraton in King of Prussia, Pennsylvania, for the 2007 Vintage Triumph Register convention.

No sooner had I walked into the hotel when I was grabbed by Paul Edelstein and Bill Goodwin to see if I was interested in convoying with them on the self-guided covered bridges tour. Why not? Actually, the decision to tag along with them had a fortuitous benefit later in the day. The covered bridge tour led west from the hotel through Valley Forge National Park and onto some very nice backroads that crossed four of Pennsylvania's famous covered bridges.

Back at the hotel late in the afternoon and time to check in at last. The hotel must have run short on run-of-the-mill rooms as mine proved to be on a limited access floor that included concierge service, continental breakfast and other benefits that no one else from CTR seemed to receive. The other guests on the concierge floor must have wondered why some guy from the Capital Triumph Register was there with the conventions sponsors and guests of honor. Ah well, c'est la vie.

After a quick shower it was down to a poolside reception featuring such Philadelphia staples as Philly cheese steak sandwiches, soft pretzels, tasty cakes and Yuengling beer. It opportunity to chat with Rich and Joann Wilkins, Steve and Ho Yung Oertwig and the other CTR attendees as well as friends from other VTR chapters.

Wednesday morning found me queuing up with a number of other Triumphs for a drive down to Longwood Gardens, which includes over 1,000 acres of gardens, fountains, trails and conservatories located near Kennett Square, Pennsylvania. Paul Edelstein and I had lunch there before heading back to King of Prussia where we finagled our way into the fun rally even though we were late. The fun rally covered many of the same roads as the covered bridge tour and had a very aggressive time limit that really didn't allow for backtracking, breaks or the

afternoon rush hour traffic we'd been warned about. And so we busted the time limit and were probably disqualified. Otherwise, of course, we would have won. Well, except for the many blanks in our answer sheet. Anyway it was fun,

Back to the hotel and another quick shower before joining the dinner caravans. Paul offered a group of us a ride in his air conditioned Range Rover tow car. Since it was still 90 degrees and humid, not to mention the occasional cloud burst, that seemed like a worthwhile idea. Paul, Bill Goodwin, Dennis Eckhout and LuAnne Kuelzer and I joined some others at the Columbia Hotel in Phoenixville. Poor Paul wound up slogging back to the car in a downpour, but that's why he gets the big bucks as CTR's president.

Thursday finally allowed some time to catch up and relax. In the morning I attended a newsletter round table chaired by author and guest of honor Graham Robson and Mike Cook, editor of *The Vintage Triumph* magazine. Turned out to be interesting and an opportunity to meet some of the other newsletter editors I only knew from e-mail correspondence. Lunch followed at a local Bennigan's with Paul Edelstein and Francis and Kevin McCarthy who brought both their TR7 and TR8 to the convention.

Thursday's dinner was the convention's Encampment Cookout. Burgers, hot dogs, fried chicken and all, but it was done inside in the hotel's restaurant. After that was an auction that included a 1976 Spitfire in complete, sound condition that sold for \$925 – good deal for the winner. Sigh, but Sue would have killed me if I'd brought it home!

Friday began with a panoramic photo, then a drive to the car show held on the streets of Phoenixville, which is an apt name for an old mill town that's being reborn with numerous shops and restaurants. There were, I believe, something like 320 Triumphs in the show. And most of them were gorgeous or interesting or both. Lionel and Nancy Mitchell had driven up Thursday and were on hand for the car show with a brand new gas cap for their TR7, but that's another story. Steve Higginbotham also drove up to attend the car show.

The convention wrapped up Friday evening with an awards banquet. Among the honorees were Scott Tilton who, with Rob Pannell from the RTR, took a 1<sup>st</sup> in the novice class of the Time, Speed and Distance Rally and a 1<sup>st</sup> in the Funkhanna, Paul Edelstein with a 2<sup>nd</sup> place in TR7/8 in the participants' choice, Steve and Ho Yung Oertwig with a 2<sup>nd</sup> place in GT6 in participants' choice. To end the evening, the organizers announced yet another taste of Philadelphia, at which point a Mummer string band marched into the ballroom.

(Continued on Page 9)



2007 VTR (Continued from Page 8)

On Saturday I drove home racking up a total of about 500 trouble-free miles over the course of the trip. Next year's convention will be in the Detroit area. A little far to go, but who knows. It could be fun, especially if others from CTR were willing to make the trip?



Lionel Mitchell, Dennis Eckhout and LuAnne Kuelzer



Bill Goodwin and Paul Edelstein



Nancy Mitchell



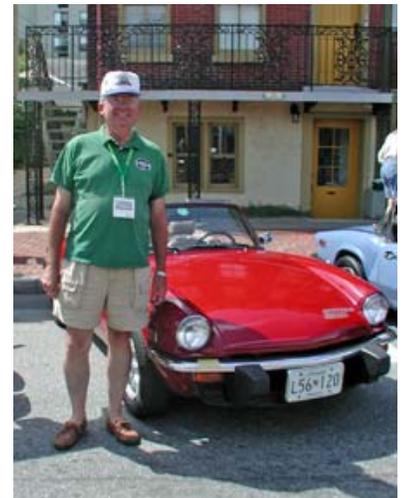
Rich and Joann Wilkins



Ho Yong and Steve Oertwig



Francis and Kevin McCarthy



Art Fournier



Graham Robson and Mike Cook



Charles Runyan's TRS



## EVENTS

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

**TBD** - Detailing Tech Session, Charlie Brown \*CTR\*

**TBD** - Camp Fantastic Visit \*CTR\*

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

**Sep TBD** - Autocross Test and Tune, Harry Grove Stadium, Frederick, MD, Ed Chan

**Sep 8** - Brits by the Bay, Pasadena, MD, TRAC

**Sep 11** - ESB and Membership meeting, Miguel’s Restaurant (note change), Route 50, Falls Church, VA, Paul Edelstein (703) 914-0507

**Sep 15** - Virginia Scottish Games car show, Sky Meadow, Winchester, VA. Contact Tony Brooks at brooks.anthony@gmail.com

**Sep 15-16** - Brown’s Island car show, Richmond, VA, CVBCC <http://cvbcc.com/index.htm>

**Sep 22** - Edgar Rohr Memorial Antique Car Meet, Manassas, VA., Bull Run Region AACA [www.aaca.org/bullrun](http://www.aaca.org/bullrun), or contact Mike Curry, (703) 361-

808, bullrunaaca@hotmail.com.

**Sep 23** - Autocross, Prince George’s Stadium, Bowie, MD, Ed Chan

**Sep 29** - MGs on the Rocks car show, Bel Air, MD, Richard Liddick, (410) 817-6862 or rgl2mgbgt@aol.com

**Oct 6-7** - American British Reliability Run, Wisconsin and Ohio, [www.abrr.org](http://www.abrr.org)

**Oct 6-7 (Update)**- Fall Overnighter \*CTR\*

**Oct 14** - Hunt Country Classic and CTR Get Together, Lionel Mitchell \*CTR\*

**Oct 18-24** - VTR Southeastern Regional Convention, Jekyll Island, GA, Ronnie Babbitt, rbtr3a@hotmail.com, (478) 256-4834 (cell), or (478) 953-2261

(evenings) \*CTR\*

**Oct 26-28** - Northeast Rally Club rally, Bill Goodwin

**Nov 3** - T4, MD location \*CTR\*

**Nov 13** - ESB and Membership meeting, Falls Church, VA

**Dec 9** - Holiday Party, VA location \*CTR\*

## CLASSIFIED

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

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



**For Sale: Triumph Spitfire 1500** Just in time for Fall Driving Pleasure a 1975 BRG with black and biscuit interior. This car is prepared for performance, an attractive pleasure vehicle as well as an award winning show car. Rebuilt engine, J-type overdrive, new performance rated tires. I have two pages listing everything about this car. Please contact Gary Kinney at [gckinney@aol.com](mailto:gckinney@aol.com) for a complete disclosure and many photographs. Questions at 804-334-2605

**For Sale: TR6 engine** for rebuild purpose. Cylinder head \$125. Engine block \$275. Buy both for \$350. Call or e-mail René Burcksen at (301) 526-2524 or [rburcksen@aol.com](mailto:rburcksen@aol.com)



# THINK YOU'RE UP FOR IT?

In the last four years we've raised more than \$100,000 for kids battling childhood diseases by driving in America's British Reliability Run. Now we're at it again!

On Saturday, October 6th, up to 80 vintage British cars will depart two locations, one in Ohio and another in Wisconsin for demanding, two-day, 800-mile drives to raise money for two highly regarded children's charities.

This year, we're driving for the Ohio-based "adventures for Wishkids" and the Milwaukee-based "Center for Blind and Visually Impaired Children."

**So get a co-pilot, jump in your little British car and join us. It's a lot of fun, you'll meet fellow British car enthusiasts, and it's for a great cause!**

Get involved, you (and your car) can do it! Or, please consider making a tax deductible donation.

*Because teams pay their own expenses, 100% of your donation goes to the charity.*

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

Made possible through the generous support of Little British Car Company ([www.lbcarco.com](http://www.lbcarco.com)) and Hagerty Insurance ([www.hagerty.com](http://www.hagerty.com)).



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## THE STANDARD

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*The Standard* welcomes any submitted material for publication; however, neither its editor nor the CTR accept responsibility for accuracy of article content or any damage or injury resulting from suggested modifications. Articles may be submitted in writing, by mail, fax, or e-mail. Photos are also very welcome. If any 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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<b>Racing</b>	<b>Ira Schoen</b> (703) 698-1691 pterodactyl711@aol.com



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[www.cwnicholls.net/vtr](http://www.cwnicholls.net/vtr)  
 Page 6- Steve Oertwig  
 Page 7 - Paul Tegler  
 Page 9 - Art Fournier, Lionel and Nancy Mitchell

Deadline for  
 the next issue of  
*The Standard:*  
**September 14<sup>th</sup>!**



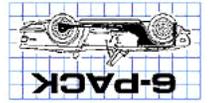
**CAR TRIVIA:** What kind of truck did the Beverly Hillbillies drive?

The Clampets of the Beverly Hillbillies drove a pickup based on an Oldsmobile.

With thanks to: [www.endlessroad.com](http://www.endlessroad.com)

# THE STANDARD

4729 Willows Road  
 Chesapeake Beach, MD 20732-4221



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

## Oops!



### Because I'm a man:

When I lock my keys in the car, I will fiddle with a coat hanger long after hypothermia has set in. Calling AAA is not an option. I will win.



# THE STANDARD

The Official Publication of the  
**Capital Triumph Register**  
Volume XIX, Number 9, September 2007

## ***Fall Car Show Season is in Full Swing!*** *See page 5 for more on recent shows.*



*Matt Schipani maneuvers his GT6 in the Spitfire and GT6 class at the 23<sup>rd</sup> Annual Classics on the James held September 16 on Brown's Island in Richmond. The show was sponsored by the Central Virginia British Car Club. Matt finished second against the nice lineup of Triumphs that included Stephen Oertwig's GT6.*

**PAGES 1 & 5 - Fall British Car Shows; PAGE 2 - CTR Happenings; Hunt Country Classic;  
PAGE 3 - The Rs with Capital Ds; My First LBC; PAGE 4 - Jack Stand Safety;  
PAGE 6 - Events; Classified; PAGE 7 - Club Info**



## CTR Happenings

*T4 - November 3<sup>rd</sup>*

Triumph, tour, taste, and tech are the four Ts. This year's T4 will be held on Saturday, November 3<sup>rd</sup>. As it stands now, the tour will begin with breakfast at the Hislops in Bowie, proceed to the Fourniers near Chesapeake Beach for lunch and end up at the Goodwins in Bryantown, Maryland, for dessert. Details will follow in the October newsletter and by e-mail notification. Or contact Bruce, Art or Bill for details as the event draws nearer.

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

- ➔ Brent Jones, Herndon, VA, TR6
- ➔ Tim and Marilyn Cornish, Catonsville, MD, TR3B and TR4

### *September ESB Meeting*

The Executive Steering Board met on September 11<sup>th</sup> at Miguel's Restaurant in Falls Church.

John Buescher presented the minutes of the July meeting. Rich Smalling reported a healthy treasury balance of \$13,617.92, while Matt Schipani reported there were 230 active members in CTR at the end of August. This number will decline as Capital Driving Club memberships expire. Reports were presented on recent and upcoming activities. Tom Burke announced plans for a BOG 2008 kickoff meeting on October 16<sup>th</sup>.

Paul Edelstein reminded the board that CTR's biennial elections will be held during the upcoming awards brunch/dinner in January. Paul feels that it is time for him to step down as CTR's president and will not be running for reelection.

Also participating were Bill Goodwin, Rich Townsend, Charlie Brown, Art Fournier, Roger Morrison and Bruce Hislop.

The next ESB meeting will be held on November 13th and is tentatively planned for our traditional location, Bentley's Restaurant in Falls Church (Miguel's was a little too busy to permit a productive business meeting). All CTR members are welcome to attend.

### *"Ghost Tracks"*

This new book by Pete Hylton describes now abandoned race-tracks, including local Marlboro Speedway, that were significant venues for SCCA events in the past decades. The book from Legacy Ink Printing is only available at [www.legacyinkpublishing.com/reserveorder.html](http://www.legacyinkpublishing.com/reserveorder.html); for more information on the book, visit <http://ghosttracks.wordpress.com>.

## Hunt Country Classic and CTR Get-Together

### October 14<sup>th</sup>

We hope that by now you are all signed up for the Hunt Country Classic car show on October 14<sup>th</sup>.



Lionel and Nancy Mitchell have once again agreed to host a get-together at their home in Haymarket after the show. Their post-show picnic has become extremely popular and Lionel asks that you let him know in advance if you plan to attend so that arrangements can be properly planned.

Please RSVP to Lionel at 703-754-7362 or haymarket4@verizon.net no later than October 12<sup>th</sup> the Friday before the show.



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

#### **Volume IV, Number 7 September 1992**

The October 1992 issue of *The Standard* featured an article by Jaime Goffaux describing plans for the club's fall foliage tour to Harpers Ferry – details on the tour will follow next month.

Alan Crane described his experience at a "Friday at the Track" event at Summit Point Raceway – he and his car survived nicely.

Wayne Matthews gave one of his recurring reports of life "Down Under" and a tech article provided the greasy details on repacking front wheel bearings.

## CTR Regalia



Contact Charlie Brown at [cb1500@erols.com](mailto:cb1500@erols.com) or (703) 878-1337 for CTR Regalia: hats \$15, patches \$5, name tags \$4.50, flag pins \$10, shirts \$25 for Hanes and \$35 for Jonathan Cory. Enquire as to shirt size and color availability. Regalia will be delivered at CTR events.



## The Rs with Capital Ds - How Do You Want It?

Bill Goodwin

Summer is gone and your board members are hard at work planning next year's events! We need your input!



Carol Goodwin with  
Bill's Herald convertible

Now is the time to let us know what you want and how you want it. We need to know what events you will come out for and what we can do to entice you? As CTR's Maryland events coordinator I am asking for your ideas. How do you want to Drive your Triumph? Some of my thoughts so far: fun or trick Rally, picnic, challenging back Road Runs and a scenic Drive. All of the above with an overnigher?

We have a T4 planned for November – is there a mechanical subject that you want us to cover? In the past we had a day for you to work on your car. Most of you know I have a well-equipped garage and I can schedule a day for another tune up session. There's plenty of room to work on up to four cars at the same time.

The Holiday party is coming fast so get Ready for more fun. You never know if a certain "Paste" will return! Their might even be a surprise guest appearance from a famous person in a Red suit with a big Red nose? (No! not Joe!) **Ho, Ho, Ho!**

Members are always welcome to attend the bi-monthly ESB meeting to express their thoughts about what we do. Rich Townsend, my counter-part the Virginia events coordinator, and I attend most of the meetings, so come on out and give it to us! We can take it!

I want to take this opportunity to thank the club for its support of my Herald and its part in the ABRR in October. As always: Get out there and Drive your Triumph! Don't just let it "mark" its spot!

Remember, this is your club! Your board members are doing their Best to make it one of the Best! We can't do it without You!

## My First LBC

Art Fournier

My first LBC was a 1966 BRG Sprite Mk III I bought in 1969 when stationed at Beale AFB north of Sacramento, California. The car was in fairly good mechanical condition – a "clunk" in the rear end turned out to be a loose nut on one of the lever shock absorbers – but was in need of a serious cleaning. The young woman who had owned the car left a strange assortment of odds and ends with the car when she sold it. In addition to the usual collections of French fries, pinwheel mints and spare change, the car contained a number of "church keys," a blanket, a man's sock, a pair of woman's panties and, perhaps most oddly, a couple of unfired 38 caliber bullets. That little Austin Healey must have had an interesting past.

Sue and I drove that car through the Sierra Nevada to abandoned mining towns, through the Redwoods and Yosemite, to the Napa and Sonoma Valleys, to Big Sur, Monterey and Carmel, to San Francisco and Los Angeles, and all points in between. We'd think nothing of taking off for an extended drive with two or three dollars for gas and lunch and no real plans – it was a far simpler and less expensive time.

Unfortunately, a growing family and my second Air Force-sponsored excursion to Southeast Asia led me to sell the Sprite. It was, I believe, the only car I've ever sold for more than I paid for it. A SR-71 pilot bought it and, fortunately for me, picked the car up while I was away from the house. He was still in the driveway about 10 minutes after Sue gave him the keys. Curious, she asked if anything was wrong and he admitted he'd never driven a car with a clutch. She explained the shift pattern and clutch to him and later said he stalled the car several times before getting out of our neighborhood.

I sometimes wonder whatever happened to the car that got me hooked on LBCs. The other day in the lot where I park at work there was a rubber-bumpered Midget, more or less the same color as Gulden's mustard and in great condition. I walked around that car twice and memories came flooding back.

*(Do you have a story to tell about your first little British car or your current Triumph? Please take a few minutes to share it with the CTR.)*



# Jack Stand Safety

**Hugh McAleer**  
**Georgia Triumph Association**

DADE CITY - A 37-year-old man died when the car he was working under fell off a jack and pinned him beneath it Saturday afternoon, authorities said.

CLEARWATER - A 55-year-old man working on his stepdaughter's car was killed Wednesday afternoon when the vehicle fell from a jack and crushed him, authorities said.

MANATEE - A man changing brake pads underneath his car was crushed to death in his driveway Sunday, authorities said, when the car's frame slipped from a jack holding the car aloft.

In 1996 a mechanic in a truck repair shop had properly jacked up a truck he was working on. The stands were placed in the correct locations and they were rated for the weight of the truck. They failed and the truck fell. The jacks stands had a hair line crack that was not noticed until the weight of the truck had caused the crack to widen and finally caused one stand to fail. The second stand could not support the total weight by itself and it failed also.

...and from the *Grassroots Motorsports Forum*..... 09-27-07 .... 20-year old killed when car falls. "He was an awesome friend and one of the nicest kids you would ever meet. This morning around 8am he was finishing up a few things on his car getting ready to cruise down with a bunch of friends to h20, when his car fell on him and killed him. I want you all to keep him in your prayers."

A familiar story or so it would seem. How often have YOU just used your jack to do a quick repair. I've seen it done from Road Atlanta on race cars to my own shop. Maybe it is because I'm getting older but I cringe when I see a car on a jack and someone under it. Yes it is just a quick job. Yes, it will only take a second. Yes, it will kill you in a second. The story can often be avoided by using a set of jack stands. But they MUST be used correctly. Even if you do have a set of jack stands available, do you know where the best place on your frame is to position them?

Have YOU read the information included with your jack and jack stands?

There are several sources to find out how to properly place and use jack stands before you crawl under your car. A quick web search found dozens of articles from Advance Auto Parts (a pamphlet available in their stores for free ) to articles from any number of sources. So how do you figure out the best place to put your jack to lift your car and then where do you place the jack stands?

These are my opinions and suggestions only and should not be considered as the final word in safety. You will need to decide if you feel comfortable getting under any car on jack stands that you jack up. You need to decide if your jack stands and jack are in safe working order before using them.

First, always use a jack and jack stands on a hard flat surface such as concrete. If you must use it on pavement, it is suggested that you use a steel or wooden plate to evenly distribute the weight. **DON'T EVER USE JACK STANDS ON DIRT! OR UNSTABLE SURFACES SUCH AS STONE PARKING LOTS!** Second, read your owners manual or work shop manual. You will find invaluable information in there. Third, after you think you have figured out where to put the jack and then the jack stands, lower the car slowly onto the stands. Once the car has settled on the jack stands, shake the car before you get under it. Fourth, don't EVER put the jack or jack stands under the floor boards. They will push right on through and then you get the opportunity to learn how to weld in new ones. Fifth, make sure the wheels opposite the end you are lifting are chocked to keep the car from roiling. It is preferred that the wheels be left on but if you are doing a brake job, that is not practical. When you take the wheels off, put them under the car to give a little bit of clearance. I have gone as far as putting a spare set of wheels under the tires to give an extra measure of cushion in case it falls while the car is in the air.



Jacks are a necessary tool. Jack stands complement the jacks in order to allow you to do mechanical work on your car safely. YOU need to use your tools safely.

Reprinted with permission from the "The Georgia Trumpet," October 2007.



## Classics on the James



Matt Schipani, left, not content with the competition from Stephen Oertwig in another GT6, challenges a Spitfire enthusiast on a portable game apparatus at the 23<sup>rd</sup> Annual Classics on the James held September 16 on Brown's Island in Richmond. The show was sponsored by the Central Virginia British Car Club. Matt finished second, both in the Spitfire and GT6 class and with the portable game.

*Steve Oertwig*

## Virginia Scottish Games



This beautifully restored MG YT was one of about 75 British cars that took part in the Virginia Scottish Games car show on September 15<sup>th</sup> at Sky Meadows State park near Winchester. Organizer Tony Brooks describes this as their biggest turnout ever. With beautiful scenery, vistas and weather, it's easy to understand why. Too bad there weren't more Triumphs on the field to match the turnout of MGs, Jags and Healeys! A challenge for next year?

## Brits By the Bay



*Tim Cornish (left) and Bruce Hislop at Brits by the Bay*



Brits by the Bay was held on September 8<sup>th</sup> at Downs Park near Pasadena, Maryland. As is always the case, there was a breeze off Chesapeake Bay to cool things off for the 60 or so British cars that were on hand. Live entertainment and lots of door prizes added to the fun.

Like the Virginia Scottish Games, Triumphs Around the Chesapeake (TRAC) changed the date of its Brits by the Bay show from July to September in hopes of avoiding the area's notorious summer heat and humidity. With changing dates – and in the case of the Virginia Scottish Games, changing venues – you'll have to keep an eye out for announcements of their 2008 dates.



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**Dec 9** - Holiday Party, Virginia location \*CTR\*

2008

**Jan TBD** - Awards Brunch or Dinner, Maryland location \*CTR\*

**Feb TBD** - Winter Dinner, Virginia location \*CTR\*

**Apr 27** - 11<sup>th</sup> annual Britain on the Green (BOG), Collingwood Library, Alexandria, VA \*CTR\*



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**For Sale:** 5 48-spoke 4J-15 painted wire wheels, 4 adaptors, knock-offs, hardware and inner tubes. \$75.00 Rich Wilkins, 540-349-4065 or rawpiano@aol.com



**For Sale: Triumph Spitfire 1500** Just in time for Fall Driving Pleasure a 1975 BRG with black and biscuit interior. This car is prepared for performance, an attractive pleasure vehicle as well as an award winning show car. Rebuilt engine, J-type overdrive, new performance rated tires. I have two pages listing everything about this car. Please contact Gary Kinney at [gkinney@aol.com](mailto:gkinney@aol.com) for a complete disclosure and many photographs. Questions at 804-334-2605

**For Sale: TR6 engine** for rebuild purpose. Cylinder head \$125. Engine block \$275. Buy both for \$350. Call or e-mail René Burcksen at (301) 526-2524 or [rburcksen@aol.com](mailto:rburcksen@aol.com)



# THINK YOU'RE UP FOR IT?

**In the last four years we've raised more than \$100,000 for kids battling childhood diseases by driving in America's British Reliability Run. Now we're at it again!**

On Saturday, October 6th, up to 80 vintage British cars will depart two locations, one in Ohio and another in Wisconsin for demanding, two-day, 800-mile drives to raise money for two highly regarded children's charities.

This year, we're driving for the Ohio-based "adventures for Wishkids" and the Milwaukee-based "Center for Blind and Visually Impaired Children."

**So get a co-pilot, jump in your little British car and join us. It's a lot of fun, you'll meet fellow British car enthusiasts, and it's for a great cause!**

**Get involved, you (and your car) can do it! Or, please consider making a tax deductible donation.**

*Because teams pay their own expenses, 100% of your donation goes to the charity.*

**www.abrr.org**

Made possible through the generous support of Little British Car Company ([www.lbcarco.com](http://www.lbcarco.com)) and Hagerty Insurance ([www.hagerty.com](http://www.hagerty.com)).



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### CTR website

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

## THE STANDARD

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

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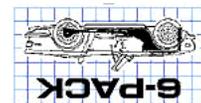
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<b>GT6</b>	<b>George Earwaker</b> (703) 204-1104
<b>Herald</b>	<b>Bill Goodwin</b> (301) 870-8594 redrag@radix.net
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The Capital Triumph Register  
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# THE STANDARD

## Photo Credits

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Page 5 right and bottom left - Art Fournier

Deadline for  
the next issue of  
*The Standard*:  
October 19<sup>th</sup>!



## Because I'm a man:

When the car isn't running very well, I will pop the hood and stare at the engine as if I know what I'm looking at. If another man shows up, one of us will say to the other, "I used to be able to fix these things, but now with all these computers and everything, I wouldn't know where to start." We will then drink a couple of beers and break wind, as a form of holy communion.

## Oops!



**CAR TRIVIA:** What car is known by its enthusiasts as the Bug Eye? (Easy one this month!)

The Bug Eye is Austin Healey's smallest, the original Austin Healey Sprite with 948cc produced from 1958 till 1962, when a more conventional body was brought out. In England, it is lovingly known as the Frog Eye.

With thanks to: [www.endlessroad.com](http://www.endlessroad.com)



# THE STANDARD

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

Volume XIX, Number 10, October 2007

## **T4 2007** **November 3rd**

The four Ts are Triumph (of course), tour, taste and tech and all four tie together into a day of driving, dining and tech sessions. This year's T4 will begin at the Hislops in Crofton at 8:30 - 9:00 am with a light breakfast, proceed about an hour south to the Fourniers near Chesapeake Beach for lunch and end up 30 minutes west in

Bryantown, Maryland, at the Goodwins for dessert. And, of course, we'll spend some time in each garage talking car topics.

Fall is late in arriving this year, so it should be a good opportunity to put a few miles on your Triumph (or whatever car you drive — Triumphs certainly aren't required).

RSVP to Bruce Hislop no later than Tuesday, October 30<sup>th</sup> to allow time to plan out food requirements.

*(Continued on Page 2)*



*Thirteen and a half British cars lined up in front of Nancy and Lionel Mitchell's home in Haymarket for their annual post Hunt Country Classic get-together. For more on the Hunt Country Classic, see page 4.*

**PAGE 1 - T4 2007; PAGE 2 - CTR Happenings; PAGE 3 - Cruisin' for Crustaceans;  
PAGE 4 - Hunt Country Classic; PAGE 5 - Post Hunt Country Get-Together;  
PAGE 6 - Waynesboro British Car Show; Events; Classified; PAGE 7 - Club Info**



## CTR Happenings

### *CTR Holiday Party - December 9<sup>th</sup>*

Sharon and Paul Edelstein have volunteered to host this year's CTR Holiday Party at their home in Annandale, Virginia. Look for details in next month's newsletter. (By the way, who has the classic Triumph candleholder, and will it make an appearance at this year's Holiday Party?)

### *British Reliability Run - Herald Beats Bentley*

Bill Goodwin reports that the October 6<sup>th</sup> and 7<sup>th</sup> British Reliability Run from Ohio to Maryland and back went well. His Herald did well and impressed all. The only car not to finish was a 1997 Bentley that overheated in the hills and had to be towed. Bill promises an article next month.

### *The Newsletter needs your Help*

We need your help. While several members regularly support the newsletter with articles and photographs, we need more of you to become involved in order to keep the newsletter fresh and interesting. Articles are welcome on any subject that would interest members of the club – technical articles, “how to” pieces, event reports, stories about your current Triumph or first British car, trip or vacation reports with an automotive connection – you get the idea. And if writing isn't your thing, send in photographs.

### *2008 Events*

Do you have an idea for a CTR event for 2008? A road trip or tech session you'd like to take part in (or better yet, organize)? A local event you think might interest other members of the club? Share your ideas with one of the board members. At the November and January ESB meetings we'll be roughing out the club's calendar for 2008 and would welcome your suggestions.

### *2008 Carlisle Import, Kit and Replica Show*

British cars will be the featured marques at the 2008 Carlisle Import Car show May 16<sup>th</sup>-18<sup>th</sup>. Might be a good year to attend.

### *E-Mail Event Notification*

Please make sure we have your up-to-date e-mail address so that you don't miss out on news of CTR events! And please don't forget to give us your new mailing addresses and phone numbers when they change.

T4 2007 (Continued from Page 1)

Contact Bruce at [BMHislop@hotmail.com](mailto:BMHislop@hotmail.com) or (410) 721-9411.

**DIRECTIONS:** To reach the Hislops from Route 50, the John Hansen Highway: From where Route 301 becomes Route 3 (as it passes under Route 50), continue north on Route 3 to the second stop light. This is the Anne Arundel side of Route 450. Turn right at this light. Turn left at first light (Good Hope) and right at the first street (Urby Drive). At the end of Urby Drive, turn left onto Crofton Parkway, and make the first right onto Green Spring. The third right is Stratton and the first left after that is Saxony Place. The Hislop's is the second house on the right (1703 Saxony Place Crofton, MD 21114). Look for the big truck and the maroon wedge.



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

**Volume IV, Number 8  
October 1992**

The feature article in the October 1992 issue of *The Standard* was a recap of an outstanding fall foliage tour organized by Jaime Goffaux and Keith Dunklee. The tour began at the Fair Oaks Mall in Virginia, crossed the Potomac by means of the Jubal A. Early at White's Ferry, visited the railroad museum in Brunswick, Maryland, and ended with lunch at the Anvil restaurant in Harpers Ferry, West Virginia. The tour involved 35 people and 19 cars (not to mention 3 states).

Keith Dunklee provided a report on the Meeting of the Marques British car show at the Allenberry Resort in Pennsylvania and Brian Lee described his TR6 in a Personal Triumph article.

## CTR Regalia



Contact Charlie Brown at [cb1500@erols.com](mailto:cb1500@erols.com) or (703) 878-1337 for CTR Regalia: hats \$15, patches \$5, name tags \$4.50, flag pins \$10, shirts \$25 for Hanes and \$35 for Jonathan Cory. Enquire as to shirt size and color availability. Regalia will be delivered at CTR events.



## Cruisin' for Crustaceans

August 26, 2007

Art Fournier

Every year in late summer or early fall, CTR members head to Southern Maryland to sample crabs, crabcakes and backroads. This year was no exception as 24 members took part in CTR's 14<sup>th</sup> annual Cruisin' for Crustaceans tour. The tour included 15 cars, of which 12 were Triumphs (2 GT6s, 1 Herald, 1 Spitfire, 1 Stag, 1 TR3B, 1 TR4, 4 TR6s and 1 TR8 just in case you were wondering).

The route began in Upper Marlboro and worked south through Prince George's and Charles Counties along the western side of the Patuxent River before crossing into Calvert County. The route was along shady backroads wherever possible, which helped lessen the impact of the 90° temperatures and high humidity.

This year's destination was Stoney's in Broomes Island, Maryland, recognized by the *Washington Post* as having the best crabcakes in the Washington area. At the restaurant, we ate outside under canopies with sweeping views of the Patuxent River. This year's draught has had a negative effect on the availability of local blue crabs, which was reflected by a painfully high price of \$54 per dozen – ouch!

After lunch, most of people headed home; however, some stayed at Stoney's to pick crabs while a small group headed to Fridays Creek Winery in Owings for different taste of Southern Maryland on the route back to the Washington Beltway.

Cruisin' for Crustaceans continues to be one of CTR's best attended events. We look forward to having you join us (with or without a Triumph) in 2008!



*Getting organized in Upper Marlboro*



*On the deck at Stoney's in Broomes Island*

*Twelve Triumphs all in a row*



# Hunt Country Classic

## October 14<sup>th</sup>, 2007

The weather for this year's Hunt Country Classic was absolutely perfect and helped draw out an estimated 300 cars to this annual show sponsored by the MG Car Club Washington DC Centre. This year's field arrangement worked out much better for the Triumphs which were moved from last year's spot to a more central location. There were only three Triumph classes: Spitfire/GT6, TR6, and Triumph Other. (However, if we'd like to see the Triumph Other class divided up and get more classes, we need to ensure we preregister – hint, hint!)

CTR members receiving awards this year included: Bill Scroggs 2<sup>nd</sup> in Spitfire/GT6, Pat Marino 2<sup>nd</sup> and Scooter Mauck 3<sup>rd</sup> in TR6, and Paul Malandrino whose TR3 took an impressive 1<sup>st</sup> place in the Triumph Other category.



*Tom and Mary Burke and Mary and Ira Schoen*



*Lyle Farmer and Paul Malandrino*



*Joe Cannon*



*Sharon and Paul Edelstein*



*Steve and Ho Yong Oertwig and Matt Schipani*



*Kathy and Bill Wemhoff*



*Dan and Rich Wilkins and Rich Townsend*

## Post-Show Get-Together At the Mitchell's October 14<sup>th</sup>, 2007

For the past several years, Nancy and Lionel Mitchell have been gracious in hosting a get-together for Capital and Richmond Triumph Register members at their home in Haymarket after the Hunt Country Classic - great food and great company before heading home!

This year's tally: 24 guests and 13 ½ British cars (6 ½ TR6s, 1 TR7, 1 TR8, 1 TR3B, 2 Spitfires, 1 MG-TD (how'd that get in there?), and 1 Lotus Esprit).

From all of us, thank you Nancy and Lionel!



*Tim Cornish opening his TR3B's bonnet*



*The 1/2 TR6 - Lionel's work in progress*



*Rich Townsend and Lionel Mitchell with Jim Coleman and Gary Kinney of the Richmond Triumph Register*



# Waynesboro British Car Show

October 6<sup>th</sup>  
Steve Oertwig



*TR7s and TR8s line up against Spitfires at the British Car Festival at Waynesboro's park. Abundant trees helped keep the field cool during the unusually hot October show. There also was a good showing TR4s and TR6s.*



*Ho Yong Oertwig waits for spectators to view the Spitfire/GT6 class as at the 26<sup>th</sup> Annual British Car Festival October 6<sup>th</sup> at Waynesboro, Va. A variety of Spitfires ranging from a Spitfire 4 to a late 1500 joined the Oertwig's GT6.*

## EVENTS

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

**TBD** - Detailing Tech Session, \*CTR\*

**TBD** - Camp Fantastic Visit \*CTR\*

**Oct 6-7** - American British Reliability Run, Wisconsin and Ohio, [www.abrr.org](http://www.abrr.org)

**Oct 14** - Hunt Country Classic and CTR Get Together, Lionel Mitchell \*CTR\*

**Oct 16** - BOG 2008 Kickoff Meeting, Falls Church, Tom Burke

**Oct 18-24** - VTR Southeastern Regional Convention, Jekyll Island, GA, Ronnie Babbitt, [rbtr3a@hotmail.com](mailto:rbtr3a@hotmail.com), (478) 256-4834 (cell), or (478) 953-2261 (evenings) \*CTR\*

**Oct 26-28** - Northeast Rally Club 6<sup>th</sup> annual Pumpkin Run rally, Millsboro, DE, Bill Goodwin

**Nov 3** - T4, Bruce Hislop, Maryland locations \*CTR\*

**Nov 13** - ESB and Membership meeting, Bentley's Restaurant (note change), Route 50, Falls Church, VA, Paul Edelstein (703) 914-0507

**Dec 9** - Holiday Party, Paul and Sharon Edelstein's, Annandale, VA \*CTR\*

### 2008

**Jan TBD** - Awards Brunch or Dinner, Maryland location \*CTR\*

**Feb TBD** - Winter Dinner, Virginia location \*CTR\*

**Apr 20** - 9<sup>th</sup> Annual British and European Car Show at the Williamsburg Winery, Williamsburg, VA [www.wmbgbrit.com](http://www.wmbgbrit.com)

**Apr 27** - 11<sup>th</sup> annual Britain on the Green (BOG), Collingwood Library, Alexandria, VA \*CTR\*

**May 10** - Springtime in the Smokies for British cars and motorcycles. [club.hemmings.com/blountbc/index.htm](http://club.hemmings.com/blountbc/index.htm)

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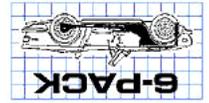
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**4433 Silkworth Terrace**  
**Ashburn, VA 20147**

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# THE STANDARD

## Photo Credits

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Page 5 lower left - Rich Townsend  
Page 6 - Steve Oertwig

Deadline for  
the next issue of  
*The Standard*:  
November 9<sup>th</sup>!



**CAR TRIVIA:** Audi's logo is four interlocking rings. What is the derivation of this logo?

In the early 30's, four German auto companies joined forces to better survive the poor economic times. These were Horch, Wanderer, DKW and Audi. The interlocking rings symbolize the joining of these four.

With thanks to: [www.endlessroad.com](http://www.endlessroad.com)

## Oops!



## Because I'm a man:

When one of our appliances stops working, I will insist on taking it apart, despite evidence that this will just cost me twice as much once the repair person gets here and has to put it back together.

December 9<sup>th</sup>  
CTR Holiday Party



# THE STANDARD

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

Volume XIX, Number 11, November 2007



*Paul Edelstein, Bill Goodwin and Tom Burke stand in front of Bill's 1972 Series IIA 88 Land Rover, which is currently undergoing restoration by Bill and neighbor Dave Hayes. The Land Rover was one of several interesting cars that showed up for CTR's 2007 T4. For more on the T4, please see page 3.*

**PAGES 1 & 3 - T4 2007; PAGE 2 - CTR Happenings; CTR Holiday Party; PAGE 4 - Virginia Antique Vehicle Registration; PAGE 5 - Visit to Beaulieu; PAGE 6 - My First LBC; PAGE 7 - Dorothy Deen; PAGE 8 - American British Reliability Run; PAGE 9 - Our Fall Tour; PAGE 10 - Garage Spot - TR6 Carburetor Issues; Events; Classified; PAGE 11 - Club Info**

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## CTR Happenings

### 2008 Events

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### Looking back at *The Standard*:

**Volume IV, Number 9  
November 1992**

The November 1992 issue of *The Standard* was packed with a variety of articles. Then, as now, the club was planning its holiday get-together, which was to be held at Dick and Carmen Thigpen's in 1992.

Dick Sheats described the great support he received when the generator in his TR4 failed during the Fall Foliage Tour. He was helped out not only by members of the Triumph club, but of the MG club as well. He ended his article with a tip on oiling the rear bushing on TR4 generators.

In the Personal Triumphs column, Rich Guba described the restoration of his TR6 and the problems he encountered with a shop that was barely skirting bankruptcy by kiting customers' payments. Rich's restoration turned out well, but cost him twice the original estimate. His mimosa yellow TR6 is still a regular at area car shows.

Hank Seiff provided a tip on sparkplugs, while Rich Wilkins asked a series of technical questions, including the often asked "what does CKD mean?" (Look for the answer next month.) Charlie Brown, then the newsletter editor, responded to most of Rich's questions with solid advice, but being a Spitfire owner, asked for TR4 help on a couple.

And, then as now, people were concerned with legislation intended to force older cars off the roads. Does anything ever really change?

## CTR Holiday Party 2007

**Paul Edelstein**

Sharon and I are pleased to invite all club members to join us for CTR's Annual Holiday Party at our home in Annandale on Sunday, December 9. Festivities will begin at about 4:00 PM and continue until all of the food, drink, and gifts are gone! For those of you who have been to CTR parties before, you know that this can take awhile ....



The format of the party will retain most of the familiar characteristics. We'll begin with cocktails and munchies, followed by buffet featuring a seasonally-appropriate main course provide by us, complemented by side dishes and desserts provided by you. The evening will conclude with our traditional gift exchange. We're also planning on adding a few new activities. Prime candidates include Karaoke, CTR slide show, and giant-screen football.

The gift exchange will continue our tradition. Please bring one item for each person who wants to participate. The gift can be serious, outrageous, holiday, or automotive. Please keep it clean and in the "gift" department (remember, there will be ladies present, and no spark plugs please). If you *have* to bring a gag gift, consider packaging it with a real one! Keep it inexpensive – somewhere around \$10.

In this exchange, each participant will pick a random number. Lowest number starts the selection – next person can either pick a new gift from the pile or "steal" a gift already opened. If someone "steals" your gift, you can either steal someone else's gift or go to the pile. "Steals" will be limited to 3 per gift, so choose wisely! This format makes for a LOT of fun, so come prepared to smile.

Please RSVP no later than Sunday, December 2. We'll need an approximate head count to make sure we have a proper quantity of food and drink. And, let us know what you would like to bring – appetizer, dessert, drinks, etc. We'll make sure that we have a proper spread of everything. We'll e-mail any final notes and directions a few days before the party. RSVP to [pgedelstein@capitaltriumphregister.com](mailto:pgedelstein@capitaltriumphregister.com) or [sbedelstein@msn.com](mailto:sbedelstein@msn.com), or call us at (703) 914-0507. Cheers!



# T4 2007

**Art Fournier**

Triumph, taste, tech and tour are the four Ts and we got to experience each of them on Saturday, November 3<sup>rd</sup>. Planning an event for November can be dicey – you never know what weather you'll have. CTR lucked out for this year's T4. November 3<sup>rd</sup> was mostly sunny with temperatures eventually warming to 60. That allowed top down driving for one intrepid Triumph owner.

CTR's 2007 T4 was lightly attended, but those who chose to participate seemed to have a great time. There were three stops on this year's tour: Bruce and Miriam Hislop's in Crofton for a breakfast of quiche and cinnamon rolls, Art and Sue Fournier's near Chesapeake Beach for a lunch of beef barbeque, and Bill and Carol Goodwin's in Bryantown for a dessert of a variety of pies and cakes.

Good roads: Left on Mill Swamp then right on Muddy Creek then right on Swamp Circle – oh my gosh, where are they taking me?

Stars of the show? The 1972 Land Rover, 1928 Ford pickup and GM-powered Jaguar saloon that turned up at Bill Goodwin's.

Most ambitious project? Swapping out the rear spring and shocks on a 1979 Spitfire by Stu Barlow and son-in-law Stu Connley, members of Baltimore's Triumphs



*Bill Goodwin with Dave Hayes' 1928 Ford pickup.*



*Bruce Hislop, Tom Burke and Karl Johnson offer advice, expertise and consolation . . .*



*. . . as Stu Barlow and Stu Connley change the rear spring in Stu Barlow's Spitfire. (Trust me, they're both in there somewhere!)*

Around the Chesapeake (TRAC) club .

We probably should call this event the T5, with the fifth T standing for talk. One of the great things about events like the T4 is the opportunity to talk with other Triumph owners to discuss the cars and receive help and suggestions on problems.

Thanks to our three hosts and to all who participated!



## Virginia Antique Vehicle Registration

Paul Edelstein

In its 2007 session, the Virginia state legislature enacted important changes to the antique motor vehicle law, Code of Virginia §46.2-730. These changes affect all future and past antique vehicle registrations. Most other states have parallel laws, but the specific provisions vary significantly. Thus, this article is specific to Virginia only. I decided to take this opportunity to discuss the whole process.

For those of you unfamiliar with antique motor vehicle registration, any automobile, truck, motorcycle, or trailer can be registered as an antique vehicle if it is 25 model years old or older as of the date of registration. Antique registration offers two significant benefits to antique and classic car owners in Virginia: (1) the registration is permanent – you pay a one-time fee (now \$50) and you never have to renew your registration again; and (2) your car is *exempt* from the annual state safety inspections by Code of Virginia §46.2-1157-

Currently, three types of tags can be used for antique vehicles (which I'm sure everyone has seen at some point) – white-on-black, blue-on-orange, and vintage. The white-on-black tags look very turn-of-the-century (club members Charlie Brown and Joe Cannon, among others have these type of tags). These tags have a 5-character alpha-numeric number that cannot be personalized. The blue-on-orange tags -- patterned after Virginia tags issued from the 30s to the 50s -- look more modern. They come with a two-letter, four-digit number. They *can* be personalized for a one-time fee of \$10. I have these tags on my TR8.

Prior to 1976, Virginia issued new tags annually with the year embossed on the tag. From the late 50s through 1975, they alternated color annually, from white-on-black (even years) to black on white (odd years). You may register your car with tags that match the model year of your car, provided that the tags are in good condition and the number is not already in use. You will need to bring them to DMV when you register your car. These tags can be purchased readily at autojumbles and flea markets, although you'll have to pay a premium for ones in good condition (but they can be restored, if you are so inclined). I picked up a set of never-issued, brand new 1971 tags that I use for my TR6.

Yes, there is a catch to all this. Antique tags have usage restrictions. Specifically, the code states:

“D. Antique motor vehicles and antique trailers registered with license plates issued or authorized for use under this section not be used for general transportation purposes, including, but not limited to, daily travel to and from the owner's place of employment, but shall only be used:

“1. For participation in club activities, exhibits, tours, parades, and similar events;

“2. On the highways of the Commonwealth for the purpose of testing their operation or selling the vehicle or trailer, obtaining repairs or maintenance, transportation to and from events as described in subdivision 1 of this subsection, and for occasional pleasure driving not exceeding 250 miles from the residence of the owner; and

“3. To carry or transport (i) passengers in the antique motor vehicles, (ii) personal effects in the antique motor vehicles and antique trailers, or (iii) other antique motor vehicles being transported for show purposes.”

I have included the restrictions *verbatim* since there exist many urban myths about these. For example, some think that cars can be driven only on weekends. This is false.

The “restrictions” describe exactly how I use my cars, as I believe is the case for many club members. The restrictions are also similar to those imposed by antique vehicle insurance (a topic for another article). So, for me, taking advantage of this process was a no-brainer. If your car is not registered as an antique, I encourage you to consider the advantages.

Now, I understand that a few law enforcement personnel may be unfamiliar with antique vehicle registrations. There have been reports of people being pulled over for having vintage tags, or being ticketed for not having an inspection sticker. Accordingly, I encourage everyone to print out both Virginia Code sections §46.2-730-registration) and §46.2-1157-and keep them in your cubby box to show, politely of course, to the officer. The Code can be found online at <http://leg1.state.va.us/000/src.htm>. Search for the section number (e.g. 46.2-1157).

For those who already have Virginia antique registrations, thanks for reading this far. As I mentioned at the outset of the article, some important changes to the law were enacted in March 2007, effective July 1. Specific changes to the law include:

- Increasing the one-time registration fee from \$10 to \$50

(Continued on Page 9)



## A Visit to Beaulieu while in England

Maureen Donn

We have just returned from a glorious trip to the home of the Triumph – ENGLAND. We saw lots of castle ruins, countryside, roundabouts, narrow lanes and ferries. This last was because our room in Portsmouth overlooked the water where ferries to and from the Isle of Wight and France dock.

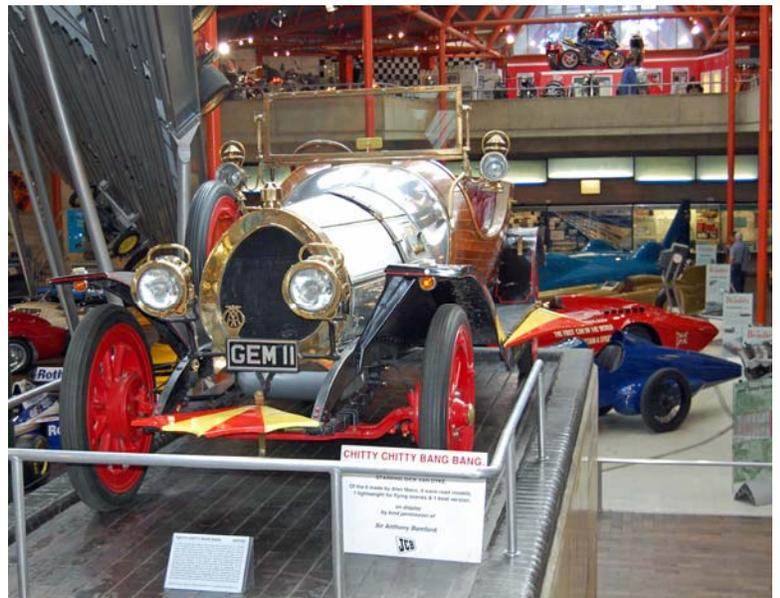
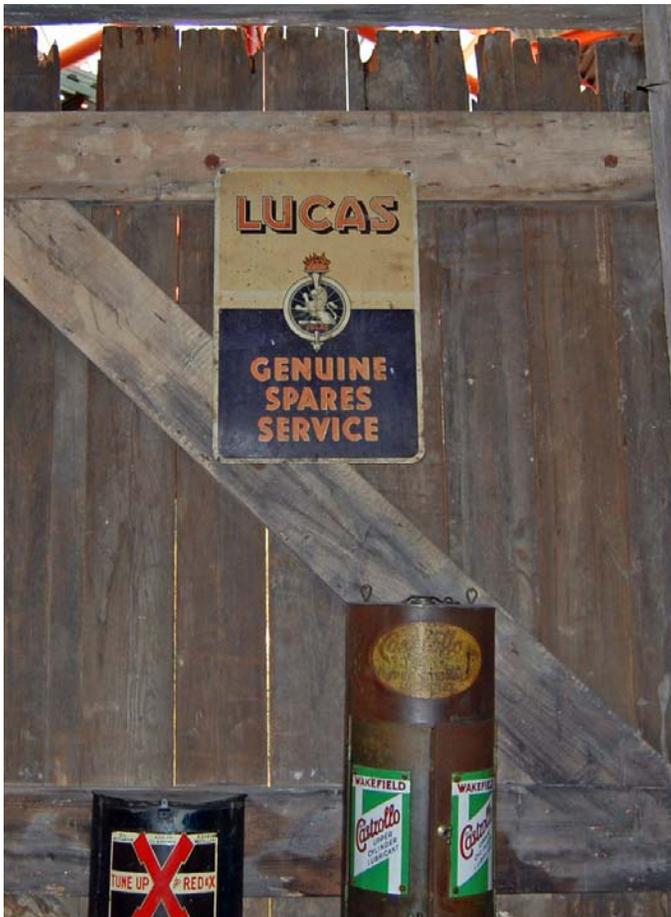
But most important to LBC owners, we visited the car museum at Beaulieu in the New Forest. There were all sorts of things from the earliest type of cars to the newest in racing. There was a pair of motorized skates, some motorcycles and a mock-up of an old time garage that was moving from bicycle repair into auto, reluctantly by the comments on the recorded voice of the owner to his “look to the future” son. Quite amusing and I include a photo of one of the signs we found amusing, especially to those of us who have been victims of Lucas products.



*The exterior of Jack Tucker's Garage in the Beaulieu Museum*



*1964 Peel microcar built on the Isle of Man*



*One of six Chitty Chitty Bang Bang automobiles made for the film*



## My First LBC

### Lionel Mitchell

I was probably about 14 when my dad's youngest sister came home for a visit from Florida in her MGA. She was a single, 20-something, school teacher. She cut a dashing figure in her car, and I loved riding in it with her. A few years later she let me drive it, and that was it for me.

As the years past, I began to notice other LBCs: there was a red TR3, a red TR4, and a green TR4A. They might as well have been moon-mobiles. Ford, Chevy, and Chrysler products were the order of the day in my rural community. The most exotic car I had seen before the LBCs was a Corvette. Of course muscle cars were a lure for all of us young guys, but in my sophomore year in college the TR6 came out, and I knew that I would have one someday. One of my college professors had a '69 Conifer Green TR6 with painted wire wheels. I would walk by his car on the way to classes and look at it longingly every day.

Fast forward a few years. I had graduated and had a job, but a student loan and living expenses prevented me from getting a new TR6. So, I settled for a used '69 English Ford Cortina GT – avocado green, white interior, 1.5 litre engine, and 4-speed gearbox. Technically, that was my first LBC – it was little and it was British. It was a fun car, and I had lots of great times in it. Because Ford had stopped importing the English cars, parts and repairs began to be a problem. So, I sold it just as I started to graduate school. I had a big land-yacht car but mostly used a bicycle around campus. But I never stopped thinking about the TR6. I had classes with that professor with the TR6 and was able to check it out more closely. He had replaced the Strombergs with SUs, and it had a free-flow exhaust system.

Towards the end of my graduate program, with the promise of a good paying job and enough savings to make a down payment plus a few monthly payments on a car loan, I took the plunge and bought a new TR6. On December 24, 1975, I went to the British Leyland dealer in Huntsville, Alabama to test drive a TR6. They had one left over, new '75 model and a used '74. When I arrived, a salesman was putting the top down on the '75 model so that a potential buyer could take it for a drive. Another salesman tried to interest me in the '74, but I said I would wait for the new car if the other guy didn't buy it. Thankfully, he was not willing to pay the asking price. I test drove the car but already knew that I would buy it. I gave the salesman a deposit check and went our local bank to set-up a loan. I could hardly think of anything else over Christmas. I went back to the dealer on the morning of December 26 with the bank check for the remainder of the \$6,354.95 selling price. It was Maple Brown and had a

dealer-installed air conditioner, and they threw in a tonneau cover and walnut shifter knob for free. What a deal!

After the holidays, I drove back to school with a big grin on my face. My first stop after arriving in the college town was to show it off to a certain girl - blonde, artistic, you know the type. After graduating, I got a job teaching mathematics and computer science at a college in West Virginia and got married.

We had a great time in that TR6 in our early married years. We always seemed to be running out of gas. We ran out of gas on our honeymoon night. It was quite dramatic driving it in the snowy conditions in the West Virginia winters, but in the warm weather it was a blast to drive on those mountain roads. We went to New York City and Florida and many points in between. Once, after moving to the Washington area, my wife got stranded on the Beltway in the TR6 because trash from the bottom of the gas tank had been sucked into the fuel filter. You've probably guessed the reason - I had run out of gas again. What is it with that gas gauge?!

As the years passed, the TR6 began to show its age. Then the children came along, we built a house – life happened. So, whatever happened to that first TR6 or to that blonde, artistic girl? That TR6 is the one you've seen in pieces if you've been in my garage or the rolling chassis picture in the newsletter. One way or another, I'm determined to get that car restored and back on the road. How could I not? And that girl - you know her as my wife, Nancy.

What a dream life. It's just like the BL ad – get the car, get the girl. What could be better?

## Top this Speeding Ticket

Two British traffic patrol officers from North Berwick were involved in an unusual incident while checking for speeding motorists on the A1 Great North Road. One of the officers used a hand-held radar device to check the speed of a vehicle approaching over the crest of a hill, and was surprised when the speed was recorded at over 300 mph. Their radar suddenly stopped working and the officers were not able to reset it.

Just then a deafening roar over the treetops revealed that the radar had in fact latched on to a NATO Tornado fighter jet which was engaged in a low-flying exercise over the Border District, approaching from the North Sea.

*(Continued on Page 7)*



## American British Car Legend Dies Dorothy Deen

March 28, 1922 – October 23, 2007

**Oceanside California, October 23, 2007.** As raging wildfires threatened her Southern California home, Dorothy Deen Sitz died in a nearby Oceanside hospital after a long illness. The vivacious blonde Deen was best known for the Doretti sports car, a line of sports car accessories of the same name and for importing Triumph Sports cars for the Western United States. A darling of the local and automotive press, she was a common fixture at races and promoting the sports cars she sold.

Born in Hollywood, California, to engineer and businessman Arthur Andersen and Martha Schultz Andersen, Dorothy grew up in a time when women either stayed home with children or worked as secretaries and telephone operators. At an early age, Dorothy Andersen had other ideas.

Her career started as a teenager test driving the Whizzer motor bicycles her father had redesigned. She graduated to a mail order business selling gasoline model airplane engines her father also designed and manufactured. Growing up in Los Angeles, Dorothy had always been interested in cars, but the interest really took off in 1950 when she took delivery of a brand new Ivory MG TD, which was followed by several sporty Simcas. Instantly, she was propelled into a world of rallies, clubs and races. Although her later business interests prevented her from racing, she and her father often ran their cars on an abandoned airfield near the Andersen beach house.

The next business venture forever changed Dorothy's life. Unable to find high-quality accessories for her MG and her father's Morgans, the pair designed and marketed their own wind wings, sun visors, luggage racks, valve covers in addition to wood and aluminum steering wheels. With backing from Andersen and in partnership with machinist Paul Bernhardt, Cal Specialties was born. To make the Cal Specialties line sound more exciting, the partners took the first three letters of Dorothy's name, and turned it into the Italianate "Doretti."

Through his work with thin-wall steel tubing, Andersen became involved with the Standard Swallow Company that was building a sports car based on Triumph TR2 running gear. In partnership with Dorothy, Andersen took on distribution of the new car in the U.S. and simultaneously picked up Western distribution rights for



Triumph. Not only would Dorothy import the cars, but for a single dollar she sold the rights to the Doretti name that soon graced the attractive new two-seater. After Doretti production ended in 1955, Deen continued to import Triumphs until the company bought out all distributors in 1960. She then became the 45<sup>th</sup> woman in the world to earn her helicopter pilot's license and later co-owned and managed an aircraft dealership. She later returned to UCLA to become a para legal on her intended—but never completed—route to becoming an attorney. Along the way she declined Max Hoffman's offer of a West Coast BMW distributorship and opted for a life of retirement and travel with her late husband, Tony Anthony, whom she met when he sold her that first MG TD sports cars years earlier. She is survived by automotive historian Jim Sitz, her husband of 16 years.

*(Used with permission from Blake Discher, the Vintage Triumph Register.)*

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### Speeding Ticket *(Continued from Page 6)*

Back at police headquarters the chief constable fired off a stiff complaint to the RAF Liaison office.

Back came the reply in true laconic RAF style:

"Thank you for your message, which allows us to complete the file on this incident. You may be interested to know that the tactical computer in the Tornado had detected the presence of, and subsequently locked onto, your hostile radar equipment and automatically sent a jamming signal back to it. Furthermore, an air-to-ground missile aboard the fully-armed aircraft had also automatically locked onto your equipment. Fortunately the pilot flying the Tornado recognized the situation for what it was, quickly responded to the missile systems alert status, and was able to override the automated defence system before the missile was launched and your hostile radar installation was destroyed. Good Day..." cheers!



## ABRR - Team Britwit

Bill Goodwin

The *American British Reliability Run* was held October 6<sup>th</sup> and 7<sup>th</sup> in both Ohio and Wisconsin. Keith Obuchon and I entered and took my 64 Triumph Herald (BRITWIT) to Massillon, Ohio. Like the Round Britain Reliability Run put on by Club Triumph in England, we show our old British cars can be driven for more than just around the block. The American version is shorter by about 1,200 miles with a overnight stopover. (CT's RBRR is 2,000 miles in 48 hours non-stop.) All the runs raise money for children's charities. Early on Friday morning the 5<sup>th</sup> with the Herald on the trailer I left Southern Maryland for Keith's house in Ashburn, Virginia. Heading out about 6 AM, and arriving in Massillon Ohio about 2 PM. Hot outside but good cold A/C in the truck. Pub Time!

That evening we attended the Run Dinner and met the rest of the teams, 13 in all. 5 Triumph's – Herald, 2 Spitfires (one from Hemmings Motor News), GT6, TR4A (owned by Pete Phillips of the Richmond Club), 3 MGB's, 3 Minis, Jaguar XJ6 and a 97 Bentley Saloon. After dinner we received the run's suggested route and instructions to Gettysburg and back.

Saturday morning at 7AM sharp we were off for the days run. It was quite cool with temps in the 40s. Ok, Keith and I are wimps, hood not down! Yet! 1<sup>st</sup> problem, the Hemmings Spitfire had a rear bearing go about three blocks from the start. One car out.

The route in part had us follow US 30 through Ohio, West Virginia, Maryland and Pennsylvania. Plenty of parallel good ole back roads included. Most of you know US 30 goes up, down and over the Appalachian Mountains. The grades, switchbacks and sharp turns are a test for any car and driver. Arriving at the first rest stop the weather getting warmer, Yup! Down went the Hood! All the cars tried to stay together, but with traffic we got spread out. Around 10AM we missed a turn and lost the pack. Getting back on route we passed the Jaguar going the wrong way. High Noon, stopped for lunch. Figured we were about one hour behind. Out came the map. Using US 40 to Hancock then a back road to US 30 we could make Gettysburg on time, and WE DID! The Herald was in first. (can you say BEER time!) Did we ever need a brew or two or three or? Temperature now in the upper 90's with what seemed like 100% Humidity! Yup it was HOT! Britwit however ran cool as it had all day. The rest rolled in about an hour later. Monster traffic jam coming into town as it was Apple Festival time. (I know



*The Herald, Keith Obuchon and Bill Goodwin - Team Britwit*

Gettysburg well, went around it.) After dinner and more brews someone thought we had a lug nut rolling around in the right front wheel cover. Han noticed during the day a clinking noise form under the car. Could not find anything. Thought it was a loose exhaust clamp. Nope just the spindle dust cap – easy fix.

Sunday morning up and ready by 7AM. Off to the battlefield for a group photo. It was here the owner of the Bentley let Keith and I get in the car and check it out, NICE! Now for the run back to Ohio. The route back again had us follow US 30 but this time the north side. More mountain driving. First rest stop was at Breezewood. The group did well staying together again till lunch. Traffic and lights spread us out again and again we made a wrong turn along with one of the Minis. Just before 11, the Mini overheated and we stopped. Here came the rest going the other way. Mini cooled down, got turned around and thought the group had stopped at a car show in a small town that was having a festival. Nope, we looked and the show people were unhappy we did not stay. In trying to catch up, the Mini overheated again, so we stopped for lunch. Got water for the Mini and took a short cut back on route. Once again the Herald, along with the Mini, got in first. The rest arrived about an hour later. (They went through Pittsburgh!) Sometime in the afternoon the Bentley overheated and had to be towed.

Two days and over 800 miles all but two cars made it. All in all we all had a great time and great fun. Fantastic roads and scenery. Keith and I split the driving, me in the mornings and he in the afternoons. A note about

*(Continued on Page 9)*



### ABRR (Continued from Page 8)

Keith: good friend and co-worker. Not a Triumph owner yet but maybe soon. Keith will be one of my team members for the RBRR in England next year.

The American run is held on the first weekend of October each year. It's open to any British car. The whole thing is for children's charities. The Ohio run this year was for "Adventures for Wishkids." The Wisconsin run was for the "Center for Blind and Visually Impaired Children." The runs raised over \$26,000 this year and over \$103,000 since 2003! My team "BRITWIT" with the help of the club and some of its members raised \$1,000. Many thanks to all of you and our club for your support. The runs are organized by Blake Discher (the current president of the VTR). The web site is [www.abrr.org](http://www.abrr.org)

Next installment: Facts about my Herald, how it made the run with no problems and my meeting with Dave La-Chance of Hemmings. Look for more of my Herald and the run in an upcoming issue of Hemming's *Sports & Exotic Car* magazine.

### Virginia Antique Vehicle Registration (Continued from Page 4)

- Adding a requirement that you own and identify the vehicle you use for regular transportation
- Requiring a certification that your car meets the safety and emissions requirements for its model year, and
- Making it a misdemeanor (i.e. *criminal* offense) to misuse antique registrations.

These changes require action *before January 1, 2008* for all cars registered prior to July 1, 2007. You will need to provide the information about your daily driver, and provide a *notarized* certification that your car meets the safety and emissions requirements for its model year. You will *not* have to pay any additional fee.

By now, you should have received a form from DMV for this purpose, with your vehicle information preprinted. Simply fill it out, get it notarized, and send it back. DMV will send you a new registration card. If you have *not* received the form, you will need form VSB-10B, available at <http://www.dmvnow.com/webdoc/pdf/vsa10b.pdf>. Fill it out, then mail or hand-deliver to a DMV office. *You must do this before January 1, or your registration will be cancelled!*

If you would like to see the entire code section showing all changes that were made, go to <http://leg1.state.va.us/cgi-bin/legp504.exe?071+ful+CHAP0492>. If you have any questions, feel free to call or e-mail me.

Happy Motoring!



### From the Editor: Our Fall Tour

Each year Susan and I head to Virginia's Blue Ridge Mountains for a few nights. Our destinations vary, but for the past few years we've stayed at the Big Meadows Lodge on Skyline Drive, which, in addition to offering some of the most beautiful scenery in the East, serves as a convenient jumping off point for side trips. Big Meadows Lodge is a bit rustic, but the dining room is excellent and the tap room offers live entertainment each evening. Some of the performers may not be quite ready for prime time, but it's better than television fare.

Typically, we plan our stay for mid week to avoid the crowds that converge on Skyline Drive on October weekends. With little or no traffic during the week, Skyline

Drive offers a great driving experience even with the somewhat sedate speed limits allowed by the National Park Service.

As for the side trips, we have a bit of a ritual that includes wineries and caverns. A day trip from Big Meadows this year included the Shenandoah Caverns, a covered bridge near Mount Jackson, an outstanding lunch in a little restaurant near Edinburg, and the Shenandoah and North Mountain wineries. All of these points were, of course, connected by mountain roads or scenic byways. Another ritual is a mandatory stop in Sperryville for apples and cider on the way home to Maryland.

Our trip this year was perhaps week or so too early for peak fall foliage color. With the draught and warm weather late in the Fall, we really didn't know what to expect. But we were definitely not disappointed. Then again, we never are!

*Art Fournier*



## The Garage Spot: My TR6 Carburetor Issues

Joe Cannon

Recently I started an e-mail dialog about the problems I was having with "Nigel." For the past couple of years my TR6 ran lousy, ever since I replaced the carburetor diaphragms. I noticed that the diaphragm material was slightly thicker than the old ones which would mean it needed more depression (vacuum) to lift them so I assumed this to be the problem. I asked Motorhead about that and they said they use this diaphragm all the time with no problem. So what to do? I disassembled and cleaned the carburetors twice thinking I missed something in reassembling. I even replaced the throttle shafts because they showed some wear. The problem was the engine would stall if was revved up and dropped sharply, i.e. rpm would go down to 2 or 3 hundred rpm sputter and stall. It would cough, hesitate and sputter violently during acceleration particularly when it was cold, It still did that after it warmed up but not so dramatically. It would backfire and pop pop pop during over running (decelerating in gear). I rebuilt the carbs several years ago and inspected the by-pass valve diaphragms at that time as well as now too. They were slightly brittle but not broken so I assumed they were OK. Well at this point in time completely frustrated with this engine and also out of good ideas, I began thinking the diaphragms were at least 36 years old. I've replaced everything else, so try replacing them. And this is the message here.

After replacing the by-pass diaphragms just about all the problems disappeared, it was amazing. The new diaphragms were noticeably soft and pliable compared to the old brittle, stiff diaphragms. Obviously the by-pass valve was causing the stalling and the backfiring. The coughing and hesitation I traced to a lean fuel mixture. By the way, I believe the Color Tune gadget is not applicable to a Triumph engine. Color Tune indicated the mixture was right on, but as it turned out it was too lean to accelerate the engine.

After installing the new diaphragms, and adjusting them according to the procedure outlined in the shop manual, the engine now revs down nicely to idle speed and doesn't backfire or pop pop pop anymore. It runs like it oughta.

Replacing the diaphragm on the forward carb was easy as there was working room. But I had to remove the rearward carb to do this. To remove the by-pass valve, located on the right side of the carburetor, there are six screws here, you only unscrew the 3 flat blade screws, leave the 3 phillips head screws alone. After you get the valve off then unscrew the phillips head screws to separate the diaphragm housing where you will also see the adjusting pieces. If you have never adjusted these before you should not try to reset them. They are probably in proper adjustment from the factory. However, there is a procedure for adjusting the by-pass valve, nicely delineated, in the Triumph shop manual should your problem persist requiring valve readjustment.

FYI. The diaphragm kits from Moss cost \$12.00 each, part number 365-745.

## EVENTS

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

**Nov 13** - ESB and Membership meeting, Bentley's Restaurant, Route 50, Falls Church, VA, Paul Edelstein (703) 914-0507

**Dec 9** - Holiday Party, Paul and Sharon Edelstein's, Annandale, VA **\*CTR\***

2008

**Jan TBD** - Awards Brunch or Dinner, Maryland location **\*CTR\***

**Feb TBD** - Winter Dinner, Virginia location **\*CTR\***

**Apr 20** - 9<sup>th</sup> Annual British and European Car Show at the Williamsburg Winery, Williamsburg, VA [www.wmbgbrit.com](http://www.wmbgbrit.com)

**Apr 27** - 11<sup>th</sup> annual Britain on the Green (BOG), Collingwood Library, Alexandria, VA **\*CTR\***

**May 10** - Springtime in the Smokies for British cars and motorcycles.

[club.hemmings.com/blountbc/index.html](http://club.hemmings.com/blountbc/index.html)

**May 16-18** - Carlisle Import, Kit and Replica Show. Carlisle PA

## CLASSIFIED

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

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

**For Sale:** 5 48-spoke 4J-15 painted wire wheels, 4 adaptors, knock-offs, hardware and inner tubes. \$75.00 Rich Wilkins, 540-349-4065 or [rawpiano@aol.com](mailto:rawpiano@aol.com)

**For Sale: TR6 engine** for rebuild purpose. Cylinder head \$125. Engine block \$275. Buy both for \$350. Call or e-mail René Burcksen at (301) 526-2524 or [rburcksen@aol.com](mailto:rburcksen@aol.com)



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## THE STANDARD

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

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For renewals with unchanged status, return your mailing label.

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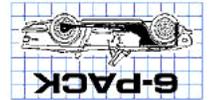
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The Vintage Triumph Register,  
and  
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The Triumph Register of America

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# THE STANDARD

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Deadline for  
the next issue of  
*The Standard*:  
December 14<sup>th</sup>!



**CAR TRIVIA:** Who was the designer of the first Corvette, and what was he famous for?

Harley Earl. He first made his mark in automotive history with the 1927 Cadillac LaSalle. If you should see a picture of the '27 LaSalle, you would never think it was by the same stylist.

With thanks to: [www.endlessroad.com](http://www.endlessroad.com)

## Oops!



*“Oops! Honestly boss, who would have guessed that right front wheel weighed so much?”*



# THE STANDARD

The Official Publication of the  
**Capital Triumph Register**  
Volume XIX, Number 12, December 2007



*Some of the close to 50 CTR members who attended the club's Holiday Party on December 9th at Sharon and Paul Edelstein's home in Annandale, Virginia. For more on the Holiday Party and for a look at the surprise guest, turn to pages 4 and 5 of this issue.*

**PAGES 1, 4 & 5 - CTR Holiday Party; PAGE 2 - CTR Happenings; Treasurer's Report; Veterans Day Parade; PAGE 3 - New & Improved Triumph Parts; Awards Brunch; PAGE 6 - That "R" Column Again; PAGE 7 - Club Info; Classified; PAGE 8 - Events and Classifieds**



## CTR Happenings

### 2008 Events

Do you have an idea for a CTR event for 2008? A road trip or tech session you'd like to take part in (or better yet, organize)? A local event you think might interest other members of the club? Share your ideas with one of the board members. At the January ESB meetings we'll be roughing out the club's calendar for 2008 and would welcome your suggestions.

### In the Press

For those of you who read *Hemmings Sports & Exotic Car* magazine be sure to see the article in the January 2008 issue on the American British Reliability Run. The article includes a few quotes by Bill Goodwin along with photos of him and his Triumph Herald.

And the October 2007 issue of *The Vintage Triumph* includes a nice article by CTR's Oklahoma correspondent Dennis Eckhout detailing his 3,000-plus mile trip in a "barn find" TR6 from Norman, Oklahoma, to the VTR Convention in Valley Forge via Pittsburg and Armagh then home again.

### E-Mail Event Notification

Please make sure we have your up-to-date e-mail address so that you don't miss out on news of CTR events! And please don't forget to give us your new mailing addresses and phone numbers when they change.

## Treasurer's Report

### Rich Smalling

### CTR Membership Dues to Increase

The ESB decided at its November 13, 2007 meeting to raise membership dues effective January 1, 2008 as follows:

Club Membership	Through 12/31/2007	Starting 1/1/2008
1 year	\$20	\$25
2 year	\$35	\$45

CTR dues have remained constant for the past 15 years while printing and mailing costs for the Standard and other club expenses such as insurance have continued to rise. The new

membership rates above will help keep our club income ahead of our expenses.

### CTR gives \$1,700 to Charity in 2007

Starting in 2006 the ESB designed a plan for giving annually a portion of the profits from our car show "Britain on the Green" to various charities. This year our car show was very successful and the ESB approved two donations: \$200 to Adventures For Wish Kids and \$1,500 to Special Love. Both of these charities help children with life threatening illnesses. You can learn more about the good work these organizations do at the following websites:

[www.afwkids.org](http://www.afwkids.org) and [www.speciallove.org](http://www.speciallove.org)

## Veteran's Day 2007

### Art Fournier

Each November 11<sup>th</sup> for the past several years, I've been fortunate to participate in the Leonardtown, Maryland, Veterans Day Parade with members of the Patuxent Vintage Foreign Car Club (PVFCC). This amazing parade typically includes over 7,000 participants: veterans, bands, scouts, a tremendous variety of motorcycles, and a nice selection of antique and classic cars. It is small town America at its best and a sincere tribute to those who have served.

A few PVFCC members, like Kevin McCarthy and Glenn Minucci, are members of CTR as well.



*Glenn Minucci's Triumph Stag leads a contingent of British and Italian cars in the Leonardtown, Maryland, Veterans Day Parade.*



**New &  
Improved**

## Triumph Parts Lionel Mitchell

After a hiatus, we now return to the market place of parts to look at some more goodies for our Triumph cars. In this episode, let's look at several parts from the same vendor: TRParts.com. You may already know about this web site. I found out about it from a reference on Bob Danielson's web site. If you're not familiar with Bob's web site, you should check it out (<http://tr6.danielsonfamily.org/>). It's a great web site. Bob has done all sorts of upgrades on his '75 TR6. But let's get back to the matter at hand.

One of the items that Bob put on his car is an aluminum radiator with an electric fan mounted on the radiator. The TRParts.com web site lists the aluminum radiators for TR2/3/4/4A/250/6 models and MGA/B models for \$449 plus shipping. These are the same radiators sold by TRF for \$490-500 currently, and are made by Wizard Cooling. For \$625 plus \$25 shipping, you can get the radiator with a 16" SPAL fan kit complete with sensor, fusible link, and wiring kit surface, which mounts on custom brackets on the radiator. The radiator includes TIG-welded stainless steel brackets on the Wizard radiator frame for mounting the fan; a special bung at the top of the radiator for the sensor which triggers the fan; and a bung at the bottom for a petcock drain. Bob Danielson reported having to trim a bolt on the right side of the radiator to fit his carbon canister, but otherwise everything fit perfectly. Bob also eliminated the fan pulley and extension pieces with the hardware from Rick Patton (<http://www.topshamautoparts.com/tr6/eliminator.htm>) for \$35 including shipping. The kit consists of a bolt and an aluminum spacer. It replaces 6 lbs 6 oz of fan components with 8 oz. I have Rick's kit and can vouch that it's high quality. Art Lipp of TRParts.com sells a version of this fan eliminator kit for TR3/4/4A models for \$60 plus shipping.

TRParts.com also sells aluminum steering rack mounts for \$40 plus shipping. These look to be the same basic items sold by Richard Good for \$45 plus shipping. He also sells a conversion kit, a set of brackets, for converting a TR3 to rack and pinion steering for \$100, rack not included *and batteries sold separately*. And while we on the steering topic, Art will rebuild your steering column with new Delrin bushings for \$80, or supply the bushings for you to do the rebuild for \$25.

In the suspension department, TRParts.com offers Delrin bushing kits, front only, for TR3/4/4A/6 and Spitfire/GT6 models. Prices are \$88 for TR models and \$79 for

Spitfire/GT6 models for bushings and sleeves, no hardware provided. Compare to \$150 for Richard Good's front TR6 kit, which includes the stainless steel sleeves and all hardware for the front suspension assembly. Ted Schumacher lists Delrin bushings, but does not recommend them for street use and does not have a price on his web site (<http://www.tsimportedautomotive.com/>). One other suspension component on the TRPart.com web site is a 1" tubular Chrome Moly adjustable front sway bar for TR250/6 models at \$190. Art says he uses one of these bars on his TR4A mounted to a TR6 radiator shield.

Remember the article on the 4-piston Toyota calipers awhile back? If you do, you will recall the only tricky part about this conversion is the rigid pipe that fastens to the caliper. It has a metric fitting on one end and an Imperial fitting on the other; it's shorter than the stock pipe; plus it needs to be bent in a particular fashion to provide clearance for the caliper mounting bolt. You can make your own, or you might luck out, like I did, and find them on e-bay, or you could buy the stainless steel version that Art Lipp makes for \$40 plus shipping.

That's my report on Art Lipp's TRParts.com product offerings. He's another in the same ilk of cottage industry enthusiasts making new and improved parts for our Triumphs. So, now it's your turn to report on what you've seen on the web or at car shows.

## CTR Awards Brunch Sunday, January 27<sup>th</sup>

CTR's Award Brunch will be held at 11:00 on Sunday, January 27, 2008 at the 94<sup>th</sup> Aero Squadron Restaurant at College Park Airport.

Their buffet brunch includes: a carving station (ham, turkey and steamship round), a breakfast station (bacon, sausage, waffles, omelets and eggs Benedict), made to order pasta, a seafood station (peel and eat shrimp, poached or smoked salmon, and snow crab legs), salad bar, desserts, a kids corner, coffee, tea and orange juice, and much more for \$19.95 (\$9.95 for children between 4 and 11 years) plus tax and 18% gratuity or about \$25 per adult.

This year's event will include the election of president and vice president as well as recognition of members' efforts and participation in 2007.

Contact Bill Goodwin ([redrag@radix.net](mailto:redrag@radix.net) or 301-870-8594) by January 21<sup>st</sup> to RSVP or for additional information. The restaurant is located at 5240 Paint Branch Parkway in College Park, just minutes from the Capital Beltway.



## CTR Holiday Party 2007

Sharon and Paul Edelstein hosted CTR's 2007 Holiday Party at their home in Annandale on Sunday, December 9th. Nearly 50 members, family and guests attended. As usual, there was an abundance of good food and good cheer.

As in past years, the gift exchange provided many laughs (and more than a few groans) as CTR's inventive membership found ways of disguising an eclectic collection of gifts. This year, Saint Nick (or was it Hanukkah Harry?) was on hand to help, but where were the traditional TR6 piston candle holders and Boudreaux's butt paste?

Thanks to Sharon, Paul and Rebecca for opening their home in the holiday season for one of CTR's largest events!



*Above: Saint Nick (or is it Bill Goodwin?) and Jay Donn.*

*Top right: Patti Townsend, Nancy Mitchell, and Mary Schoen.*

*Center right: Rich Wilkins, Charlie Brown, Karl Johnson, Rich Townsend and Art Fournier.*

*Bottom Right: Joanne Wilkens, Paul Scuderi, and Tom and Mary Burke.*



Top left: Bruce and Miriam Hislop, and Sherman Taffel.



Top right: Rita Cannon, Carol Goodwin, Ira Schoen, Kathy Wemhoff, and Mary Schoen.

Center right: Glenn Minucci, Rich Townsend, Nancy Mitchell, and Sharon Edelstein.

Bottom left: John Buescher goes wild on Santa's lap.

Bottom center: Paul Edelstein.

Bottom right: Rebecca Edelstein and an incredulous friend help keep the gift exchange on track.





## That "R" Column Again

**Bill Goodwin**

In my last column I told you about the ABRR. I also told you there would be more about my Herald Convertible and my annual October Rally. Sit back and grab a BEER!

The October Rally was one of the best yet. Ok, the weather was less than perfect. Rain on Friday and Saturday with temperature in the mid 60s. Sunday cleared up while chilly in the morning temperature got up to the upper 60s by afternoon. I was joined this time by my good friends Carl and Beckie Shakespeare from England. They used my Herald Convertible and Carol and I used my big Ford Galaxie. This was a first for our English couple, American style TSD Rally and the first time Carl has driven a left-hand-manual shift car! Blimey! Those Brit's are a hearty lot as except in the rain they put the Hood Down! Can you say BURRRRRR! They drove the Galaxie all the way home from Millsboro Delaware, with its top down. For first time'ers they did very well taking 2<sup>nd</sup> place out of four in the "Rookie" class and finished in the top 10 of a field of 35 cars. As usual Carol and I finished about mid-pack. They also got the award for most distance traveled and along with us got 2<sup>nd</sup> for the Halloween costume. Their suit cases were full for the trip home.



*Left to right:  
Lorraine and Keith  
Obushon,  
Carol and Bill  
Goodwin, and  
Beckie and Carl  
Shakespeare.*

The October Rally like the one in May is a 3 day affair. Friday is check in, practice course, rally school (for rookies) dinner and a small party that evening. Saturday is the main run. Start time 8AM to 5 PM. The course on Saturday covers about 300 miles with lunch and rest-fuel stops. Sunday is the short run, about 75 miles with one quick stop. Armed with only the course instruction book, clock and stopwatch,

Carl and Beckie stayed on course, did not get lost and finished in good time. They did have in the car a map of Delaware and a cell phone just in case. Our TSD Rally's are challenging, but the instructions are clear and easy to follow. You have to look sharp for turns and speed changes while the driver drives and the navigator keeps a close eye on the clock while reading the route book.

Once again, like on the ABRR, my Herald (BRITWIT) preformed well with no problems. The Herald ran over 1,500 miles in October. A little note about the Herald. Mine is equipped with a few goodies. Up front a 1147cc engine with, duel SUs, mild cam, electronic ignition, hot coil, overflow/recovery system, alternator, and disk brakes. A camber compensator brings up the rear. Koni shocks and poly bushings all-round. It also has full instrumentation: Spedo, Tach, Oil, Temp, Fuel and Volt gauges. The car will cruise at 70 to 75 mph and tops out at just over 85! Any of you who own or have driven a swing axle will love what the compensator does for handling. All who have driven this car along with Carl and Dave LaChance of Hemmings have been impressed how the car drives and handles. If you get Hemmings *Sports & Exotic* magazine you can read Dave's impression in the January 2008 edition.



It's official, I did it again! I have entered the RBRR in England next October. This time I will use the 1972 Dolorite 1500 with a 2L engine (from a TR7) that I bought last year. The car is in England and is looked after by Carl and Beckie. Keith Obuchon and a yet to be announced 3<sup>rd</sup> member will be with me. We are entry car number 44. The field this year has been increased to 120 cars. In less than a week after open, the field is full, with so far 10 on the waiting list. Our friend Blake Discher made the cut and will ferry his 70 Spitfire over again. If you remember the RBRR is 2,000 miles in 48 hrs non-stop. London, to John-O-Grouts Scotland, to Lands End, and back to London. The run as always is for charity. If you would like to support me I will have more on this soon.

If you read my last column you know we are looking for events that you will attend. I ask again you let the board know what you want. At the January meeting we will be making the event schedule for next year. We need and want your input. We also want to start a column where you tell us about your car. Here is your chance to brag on your car. If not you will have to read more about mine. The date, time and place are all set for the annual awards brunch. Look elsewhere in this issue for information. Come on out and support your club.



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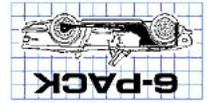
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# THE STANDARD



Deadline for  
the next issue of  
*The Standard*:  
January 25<sup>th</sup>!

**CAR TRIVIA:** Who purchased the first HUMVEE built for civilian use?

You guessed it: Arnold Schwarzenegger.  
We like to give easy ones in a while.

With thanks to: [www.endlessroad.com](http://www.endlessroad.com)

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Page 6 - Bill Goodwin

## EVENTS

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

**Jan 15** - ESB and Membership meeting, Bentley’s Restaurant, Route 50, Falls Church, VA, Paul Edelstein (703) 914-0507

**Jan 27** - Awards Brunch, 94<sup>th</sup> Aero Squadron, College Park \*CTR\*

**Feb TBD** - Winter Dinner, Virginia location \*CTR\*

**Apr 20** - 9<sup>th</sup> Annual British and European Car Show at the Williamsburg Winery, Williamsburg, VA [www.wmbgbrit.com](http://www.wmbgbrit.com)

**Apr 27** - 11<sup>th</sup> annual Britain on the Green (BOG), Collingwood Library, Alexandria, VA \*CTR\*

**May 10** - Springtime in the Smokies for British cars and motorcycles. [club.hemmings.com/blountbc/index.html](http://club.hemmings.com/blountbc/index.html)

**May 16-18** - Carlisle Import, Kit and Replica Show. Carlisle PA

## CLASSIFIED

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

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

**For Sale:** 5 48-spoke 4J-15 painted wire wheels, 4 adaptors, knock-offs, hardware and inner tubes. \$50.00 Rich Wilkins, 540-349-4065 or [rawpiano@aol.com](mailto:rawpiano@aol.com)

**For Sale:** TR6 engine for rebuild purpose. Cylinder head \$125. Engine block \$275. Buy both for \$350. Call or e-mail René Burcksen at (301) 526-2524 or [rburcksen@aol.com](mailto:rburcksen@aol.com)