



THE STANDARD

The Official Publication of the
Capital Triumph Register

Volume XXII, Number 1, January 2010



Rita Cannon, Pam Michel, Penny Johnson, Joanne Wilkins, Kathy Wemhoff, Carol Goodwin, Sara Buescher and Mary Schoen wait with anticipation to see what treasure will next appear during the CTR Holiday Party gift exchange. For more on the Holiday Party, see page 4.

PAGES 1, 4 & 5 - Holiday Party; PAGE 2 - CTR Happenings; PAGE 3 - From the Prez: CTR Elections; Awards Brunch; GYHD - TR6 Tops; PAGE 6 - Bill Scott; A True Find; PAGE 8 - New & Improved Triumph Parts; PAGE 9 - Replacement Wiring Harness Smoke; North American Triumph Challenge 2010; PAGE 10 - GYHD - GT6; Events; Classifieds; PAGE 11 - Club Info

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CTR Happenings

Washington Auto Show - January 28th

As in past years, CTR will venture to the Washington Auto Show to see what's available as alternatives to our Triumphs. This year we don't have the free passes we've enjoyed in previous years. Ticket information, including available discounts, may be found on the show's website: www.washingtonautoshow.com

Contact Paul Scuderi (trsix_guy@yahoo.com or 240-876-7222) to coordinate a meeting time and location.

Britain on the Green Planning

BOG will be held at the Collingwood Library and Museum on April 25th, 2010. That sounds a lot further away than it really is. Tom Burke will begin holding BOG planning meetings on January 16th. If you'd like to help out with CTR's largest annual event (and one of the premier British car shows in the Washington area), contact Tom to discuss what you can do.

CTR 2010 Events Calendar

The January 12th ESB meeting will focus on CTR's 2010 calendar. If you have an idea for an event, please contact one of the ESB members.

February GYHD Session

A Get Your Hands Dirty session is planned for either February 13th or 20th. The exact date will be in the February newsletter and posted to the CTR Forum and Facebook sites. The topic is Spitfire and Herald clutch hydraulics. Right now, the cars to be worked on include two or three Spitfires and a Herald. The event will be held in Bill Goodwin's large (and well heated) garage in Bryantown, Maryland.

CTR Name Badges

We will place an order for CTR name badges on January 15th. The badges are plastic, about 1 inch by 3.5 inches, and have a pin back. They are gold with the CTR logo and your name in black.



If you're interested, the badges are \$5.00 each. To order, please pay by cash or a check made out to the "Capital Triumph Register." Contact Art Fournier at 410-535-0690 or artfournier@comcast.net to order. Be sure to specify exactly how you want your name to appear.

Most, Oldest, Newest, High Mileage Triumphs

Here's a contest with no prizes other than peer recognition. Let us know how many Triumphs you own now or have owned in the past, what's your highest or lowest mileage, newest or oldest, most notable Triumph. Inputs to artfournier@comcast.net for recognition in the newsletter.

We've only had a very limited response so far. Surely, you can best these claims?

- Most Triumphs ever owned: Rich Wilkins and Bill Goodwin at four each
- Most Triumphs currently owned: Bill Goodwin with three Heralds and a Dolomite
- Newest Triumph: Kevin McCarthy with a 1981 TR8 built on August 20, six weeks before production ended
- Highest mileage: Rich Wilkins with 171K miles on his TR4 and Art Fournier with 192K miles on his Spitfire
- Lowest mileage: Rich Wilkins with 90 miles on his TR3 since it was rebuilt

CTR Facebook and Forum Accounts

CTR has started a Capital Triumph Register Facebook group as an alternative to its on-line Forum. Both sites will be run in parallel while we see which our members prefer. Both are intended as places to announce events, chat about anything remotely related to CTR or Triumphs, share your restoration progress or go for help when a tech question comes up.

The Forum is at <http://www.capitaltriumphregister.com/forum/Blah.pl?> (Passwords must be eight characters or less.)

Facebook is at www.facebook.com — join Facebook then apply to the Capital Triumph Register group.



From the Prez: CTR Elections

Paul Scuderi

It's that time again. Time for CTR members to elect club officers. Elected positions are President and Vice-President, with other posts such as Secretary, Treasurer, Club Liaison, Membership Czar, Events Coordinators and such being appointed. If you are interested in filling one of these posts, or running for the Prez or VP spot, feel free to throw your name into the hat. Elections will take place at our upcoming Awards Brunch, held on January 31st at the Clyde's Restaurant in Chevy Chase, MD (see article this issue for more details). To inquire about filling a post on ESB (Executive Steering Committee), contact me at (240) 876-7222, or email at trsix_guy@yahoo.com.

I look forward to seeing you on the 31st.

Paul Scuderi

CTR President

CTR Annual Awards Brunch Sunday, January 31st

CTR will hold its annual awards brunch and business meeting on Sunday, January 31st, at 1:00 PM at Clyde's Restaurant in Chevy Chase, Maryland. We will be downstairs in "the Race Bar where models and mementos celebrate America's love affair with the automobile." (We will order off a limited menu with individual checks. There will also be a cash bar.)

At the awards brunch we will present certificates of recognition to those CTR members whose level of participation in 2009 was noteworthy based on points earned for staging or attending events, contribution to the newsletter, helping out at BOG and the like. Top scorers in the annual points compilation will also receive gift certificates. This year, we will also conduct our biennial elections for CTR president and vice president.



Clyde's of Chevy Chase is located at 5441 Wisconsin Avenue, Chevy Chase, MD 20815 (phone 301-951-9600) in the Chevy Chase Center just North of Western Avenue on Wisconsin Avenue. They are one half block north of the Friendship Heights Metro Station (red line). For more, see their web site: www.clydes.com

RSVP to Rich "the T" Townsend at retown-sendjr@comcast.net or 540-788-4588 by January 25th.

TR6 Top GYHD January 9th

Craig Nicholls will host a Get Your Hands Dirty session on Saturday, January 9th, at 11:00 AM in his garage in Vienna, Virginia. His goals are to remove the frame and soft top from his TR6, evaluate the soft top seals and condition, evaluate the hard top seals, install the hard top and evaluate his NOS Triple XXX windshield. In each case, he would like to determine what parts will be needed prior to the next installation.

Please RSVP to Craig by Wednesday, January 6th, so that he can determine how much food and drink is needed. Contact Craig at TheNicholls@verizon.net or phone him at home (703-319-9258). Craig is located at 2701 Hatmark Street, Vienna, VA 22181. His cell phone is 703-216-4423.



Looking back at The Standard:

**Volume VII, Number 1
January 1995**

The January 1995 edition has the distinction of being the last published by the National Capital Area Vintage Triumph Register (NCAVTR). At our first annual awards banquet that year, the club's name was changed to its current form, the Capital Triumph Register (CTR). That change only took place after the issue was debated for nearly two hours during the business meeting portion of the banquet. (Since then, the business meeting has been downplayed a bit to preserve friendships.)

In other news, there were reports on the Holiday Party held at Ray and Carole Aranda's, a brake session held at Motorhead, and a trip to Ireland by Beverly and David Dougherty.



CTR Holiday Party December 6th

Rita and Joe Cannon hosted the 2009 CTR Christmas and Hanukkah Holiday Party at their home in Fairfax just after the first (but unfortunately not last) snow of the season. The event was attended by a host of CTR members intent on sharing food, drink, merriment and good company, all of which were present in abundance.

One of the annual highlights of the CTR Holiday Party is the gift exchange. You don't know what you're getting or who it's from. If it's a quality item, someone may take it away in the next round. Each year, one gift stands out as memorable. This year it has to have been the vase of many faces that Karl Johnson won. Curiously, no one stole it away from him.

As always, the Holiday Party was a lot of fun and a good chance to socialize with maybe a car story or two thrown in the mix. Our thanks go to Rita and Joe for welcoming us into their home once again!



This page from the top:

- Karl Johnson with the vase of many faces
- Ira Schoen, Bill Wemhoff and Bill Goodwin
- Art Fournier, Paul Scuderi and Bill Goodwin open a wine bottle the Triumph way

Facing page, left side from the top:

- Sherman Taffel and Paul Scuderi solve the problems of the ages
- RJ Fortwengler, Sheila Skipper, Mary Schoen, and Sara and John Buescher
- Sara and John Buescher, Sheila Skinner, Mary Schoen and Maureen and Jay Donn

Facing page, right side from the top:

- In the rear: Jay and Maureen Donn, Nancy and Lionel Mitchell, Penny Johnson and Rita Cannon; and in front: Karl Johnson
- Pam Michell and Mary Burke looking festive
- In the rear: John Buescher, and Lionel and Nancy Mitchell; and in front, Sheila Skipper and Mary Schoen





Bill Scott A Life Extraordinary 1938-2009

Tom Burke



Many of those who have attended the Hunt Country Classic saw Bill Scott as he trundled around the event in a shaded golf cart, conversing in a gentlemanly fashion with all who approached him. He really seemed to enjoy the crowds of people strolling and relaxing on his own front lawn at Willoughby Farm. On December 7th, after a long battle with cancer, Bill passed away.

It's quite a leap from that leisurely golf cart to the lightning-fast Formula cars that Bill drove in the sixties and seventies. He drove in 124 races from 1965 to 1972, winning 42 times and placing in the top three 77 times. As successful as that career may have been, it is more remarkable to realize that Bill Scott also made a success out of Summit Point Raceway. Most sportscar racing venues struggle and many don't make a profit until they are

plowed into shopping centers and housing developments. After purchasing the track in 1979, Bill turned Summit Point into a training ground for government and law enforcement drivers, and, despite the considerable financial gain from that type of usage, he kept the weekends open for the kind of racing that he loved: sportscars, motorcycles and open-wheel racers. As other racetracks contracted and bowed to community pressures, Bill Scott expanded Summit Point into more and more types of events, making it a premier racing location in the Mid-Atlantic region.

While that alone would be enough to enshrine him in the hearts of the sportscar community, Bill gave even more by allowing the MG Car Club, Washington DC Centre, to stage the Hunt Country Classic British Car Show on Willoughby farm near Middleburg, Virginia. Few British car show venues can compare to the Hunt Country Classic's beautiful vistas and the twisting country roads that surround it. The hospitality of Bill's gourmet fresh-pressed cider, his spectacular log cabin, and his display of classic Porsche tractors made this event a Fall highlight for anyone attended.

He raced (and won) with the fastest drivers in the halcyon years of sportscars, built a successful race course in a challenging industry, and spent the autumn of his years making Autumn more enjoyable for so many of us in the British car community. We are all so lucky that Bill Scott shared his life extraordinary with us. Condolences and deep appreciation from the many folks whose lives he touched at Summit Point and Willoughby Farm go out to his wife, Barbara, and his family.

A True Find Part I

Paul Scuderi

Got an email from a friend of a friend – “I understand you’re into Triumphs?” Correct. “Well, I have one I’d like you to look at.” It sounded intriguing. The caller had become the executor of a neighbor’s estate. The gentleman who’d passed away had parked the car in his Capitol Hill carriage house in 1976 and there it lay, under a heap of 33 years of accumulation.

By the time I saw the car, they’d excavated that accumulation (I wish I could have gotten a picture before the “dig,” just for fun). When I arrived, the ’67 GT6 was laying on the carriage house’s dirt floor. It was mostly dry,





but the roof leaked in places, some directly above the car, and the garage doors as well as a smaller entry door were in dire need of repair, exposing the interior of the carriage house, and more importantly, its contents, to humidity. I couldn't see the undercarriage of the car, but the engine bay showed signs of rust, as did the hood (roof leak), rocker panels and other smaller areas. When asked why the car had been abandoned, I was told the owner's mechanic claimed he could not obtain a part to keep it running. Unfortunately, this exact part was unknown. The odometer read 1801, which we all agreed must be 101,801, being this car was 42 years old. After some friendly negotiation, a price was agreed upon and I made arrangements to take possession of the project. I figured that since the TR6 is complete and the Stag is close to completion (still need to sort the pneumatics controlling the heat/cool system) another project might be fun. And if the "part" turned out to



be cost prohibitive, I could always sell the GT6's salvageable parts on eBay.

So how does one pluck a car that's probably seized up in numerous places out of a carriage house and through a narrow alley with TWO tight 90 degree turns? I spoke to several towing companies – all stated I would have to get the car to the street before they could tow it. So I devised a plan.....I'd trailer my John "Nothing Plucks a Triumph from a Carriage House" Deere 318 riding mower to the site; drive it in, pluck the car and drag it, if necessary, to the street. I got more than a few funny looks trailering a large riding mower through the streets of Capitol Hill, where most "lawns" are 20'x20'. Along with the JD318 were numerous "worst case scenario" items: air compressor to HOPEFULLY inflate the 33 year old flat tires, shovels, 2x8s in case a full drag was necessary, a come-along, car jacks, grease gun, oil, etc..

When I arrived the car looked somewhat pathetic. It was rear end out - belly on the floor, which made the already low riding GT6 (tires inflated on pavement, the car stands at just 47 inches). First step was to inflate the tires. All four came right up...and actually held air. Perfect. The parking brake had been set, so the rear wheels were locked. FORTUNATELY, the car was left in neutral, so the tranny gave no resistance. Hitched to the car, the JD318 gave a heave and the car budged, resistance coming from the locked rear wheels. Tires screeching, I wrestled the car out into the alley when the tow truck driver appeared (being a car guy, he was up for this challenge). He steered and I dragged, and it wasn't long before the parking brake unseized. After that the car rolled freely, and we slowly guided it to the waiting flatbed. The 12 foot GT6 looked plenty lonely on a 26 foot flatbed, so we kept it company with the JD318. So off it went, through the streets of Capitol Hill, to its new home.....my garage.



(To be continued in the February newsletter)



New & Improved

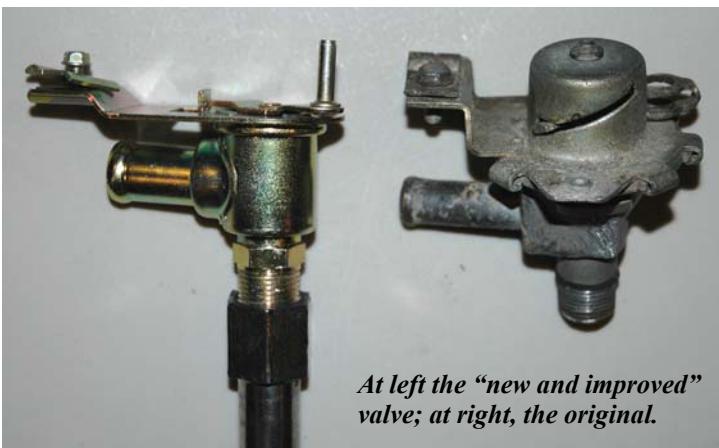
Triumph Parts

Lionel Mitchell

Besides running out of gas or having gas-related problems, I can remember only a few occasions when I have been stranded on the road in my Triumph. One of those times was when my original TR6 was a couple of years old. That was the heater control valve. It failed, and B-L dealers over a several state area could not supply the part. I was only able to get back on the road because a local mechanic fashioned a thumb screw valve out of plumbing pipe. I still have that makeshift part in my toolbox. Finding these valves is not a problem these days; however, the design is not a good one. The operation of the valve from the lever inside the car is not very smooth to say the least. Another "stranded" occasion happened last year on the beltway on the way the tech session at Tom Burke's house. That was the rotor. The rotors we're getting these days are crap! Yes, you read that right – they're crap.

Well, help is on the way for both of these parts. First, the new heater control valve.

Actually, this part in its original design is older than our TR6s. The "new and improved" heater control valve was originally a factory part for 1961-1965 American Motors American model and 1961-1970 International Scout. I stumbled on this find by looking, as I occasionally do, on Bob Danielson's web site. He's always doing something to improve his TR6. And the best part is he documents his



work so meticulously with photos and excellent descriptions. So, I won't replicate that here. Go to his web site (<http://tr6.danielsonfamily.org/>) to see for yourself. Suffice it to say that it fits to the water pipe that extends from the back of the engine exactly as the stock part does. The outlet to the heater hose is 5/8" instead of 1/2" on the stock part.

So, this requires a little cajoling to fit the hose. The wire cable that fits on the top of the valve to open and close it is a tad bit long and needs a bit of finessing since the new part does not have a cable lock. Why is this a better solution? For a couple of reasons: 1) because of it's simpler design, I believe it will be more reliable, and 2) the operation of opening and closing the valve is easier and requires less force from the control inside the car. Where is this part available? Bob gives a couple of sources on his web site. I checked out the auto parts reference and could not find their web site. I bought mine (actually, I bought two of them) from Robert Jones (rej13@verizon.net) for \$30.00 each, plus shipping. Robert is a true Triumph fanatic and very interesting to talk to.



The second "new and improved" part is a rotor cap that won't disintegrate like those cheap black ones. This one's easily distinguishable because it's bright red. You can also see when you put it side-by-side with the others that it's much more substantial and is less likely to crack under pressure. These are available from Advanced Distributors (<http://advanceddistributors.com/>). They come in a package of two for \$15 plus a small shipping cost. While you're on this web site, take a look at the other ignition-related products and services offered – anything from a distributor cap to completely rebuilding and re-curving your Lucas distributor. This site could be the topic of a future "New and Improved" column. Anyone want to write it?

Keep improving your car and make it the best Triumph it can be.

(Editor's note: improved rotors for 4-cylinder Triumphs are available from British Parts Northwest: www.BPNorthwest.com)



Replacement Wiring Harness Smoke

Original source unknown, but thanks to Bill Goodwin for sharing

Have you inadvertently let the smoke out of the wires on your classic British car? This, then, is the solution to your problem!

Here is presented for your perusal one Lucas Replacement Wiring Harness Smoke kit, P/N 530433, along with the very rare Churchill Tool 18G548BS adapter tube and metering valve. These kits were supplied surreptitiously to Lucas factory technicians as a trouble-shooting and repair aid for the rectification of chronic electrical problems on a plethora of British cars. The smoke is metered, through the fuse box, into the circuit which has released its original smoke until the leak is located and repaired. The affected circuit is then rectified and the replacement smoke re-introduced. An advantage over the cheap repro smoke kits currently available is the exceptionally rare Churchill metering valve and fuse box adapter. It enables the intrepid and highly skilled British Car Technician to meter the precise amount of genuine Lucas smoke required by the circuit.



Unlike the cheap, far-eastern replacement DIY smoke offered by the "usual suppliers," this kit includes a filter to ensure that all the smoke is of consistent size. It has been our experience in our shop that the reproduction Taiwanese smoke is often "lumpy," which will cause excessive resistance in our finely-engineered British harnesses and components. This is often the cause of failure in the repro electrical parts currently available, causing much consternation and misplaced cursing of the big three suppliers.

These kits have long been the secret weapon of the "Ultimate Authorities" in the trade, and this may be the last one available. Be forewarned, though, that it is not applicable to any British vehicle built after the discontinuing of bullet connectors, so you Range Rover types are still on your own...



The 2010 North American Triumph Challenge (VTR National Convention) will be held on beautiful Jekyll Island, Georgia, home of the Southeast VTR Regional Convention since 2002. The convention will take place October 17-22nd and will be hosted by the clubs of VTR's Southeast Region.


Good
Parts
Performance
for Triumph



\$1349



New Rear Disc Brake Conversion Kit TR4A-IRS, TR250, TR6

- Kit includes rotors, Wilwood calipers and all parts for both sides.
- Connects to brake line fitting on trailing arm.
- Stainless steel flexlines from trailing arm to fitting on frame available separately.
- Custom mechanical parking brake caliper connects to the existing cable.
- Mounting bracket spaces hub only 1/8" further than stock.
- Includes oversize (3/8") studs for bracket and hub attachment. (Drilling and tapping required)
- Stock steel wheels require 3/8" spacer. Wire wheels and alloys fit without spacer.
- Wilwood front caliper kits also available.

4361 New Holland Rd, Mohnton, PA 19540
610-777-4457 goodparts@verizon.net
www.goodparts.com



EVENTS

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

Jan 9 - TR6 Top GYHD, Craig Nicholls *CTR*

Jan 12 - ESB Meeting, Paul Scuderi

Jan 16 - BOG Planning Meeting, Tom Burke

Jan 28 - Washington Auto Show, Paul Scuderi
CTR

Jan 31 - Awards Brunch, Clyde's of Chevy Chase, Rich Townsend *CTR*

Feb 13 or 20 - GYHD TBD *CTR*

Feb 27 - Winter Dinner, DC location *CTR*

Apr 25 - Britain on the Green *CTR*

Jul 30-31 - TRF Summer Party, Armagh, PA *CTR*

Oct 17-22 - North American Triumph Challenge
(VTR National Convention), Jekyll Island, GA
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: 1970 Triumph TR6 Red with tan hand-sewn leather interior and tan top. Car is exceptional! First place in class at 2008 Sully Car Show. First Place 2008 BOG. 4speed w/overdrive, chrome Dayton wire wheels with Michelin. Everything restored or replaced to show quality. If you ever wanted a keeper, this car is the one. Unfortunately, I have 2 boys going to college so it's time to part. Car is in Fairfax. \$21K OBO. Pat Marino, CTR member, 703-273-6863 or skylark67@gmail.com

GYHD: GT6

November 28th

Paul Scuderi hosted a Get Your Hands Dirty session on November 28th in his garage in Damascus, Maryland, to help delve into his GT6 carriage house find (see the article on pages 6 and 7).

Since the GT6 will be the subject of a continuing series of articles by Paul in *The Standard*, we won't steal any of his thunder by letting on the car's secrets. Suffice it to say that the car well exceeds what you would expect after a 33 year storage in a ramshackle DC garage.

Participating in the GYHD with Paul were Tom Burke, Art Fournier, and Lionel Mitchell. After the GYHD, we took a nice back road trip to Laytonsville, Maryland, to see the house Tom Burke is restoring.



Tom Burke and Lionel Mitchell look on as Paul Scuderi opens one of the GT6's carburetors to check its condition.

Join us on April 25th at Collingwood Library for the 13th Annual

Britain on the Green

Contact Tom Burke at
(703) 354-1361 or tburke4@aol.com
to find out how you can help with the

Capital Triumph Registers

largest annual event!



CLUB OFFICERS

President Damascus	Paul Scuderi (240) 876-7222 trsix_guy@yahoo.com
Vice President Haymarket	Lionel Mitchell (703) 754-7362 haymarket4@verizon.net
Secretary Arlington	John Buescher (703) 522-6571 John.Buescher@calibresys.com
Treasurer Sterling	Rich Smalling (703) 430-0920 RJSmalling@aol.com
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Arlington	Karl Johnson (703) 978-4968 ktjark@aol.com
Fairfax	Joe Cannon (703) 280-4104 jpc8904@yahoo.com
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BOG Coordinator	
Annandale	

CTR website
www.capitaltriumphregister.com

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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.

Name _____

Address _____

Phone _____

E-mail _____

TRIUMPH's owned _____

Newsletter Preference: Electronic _____

Paper _____

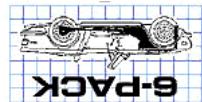
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2 years for \$45.00 SAVE \$5.00!!!

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Ashburn, VA 20147

Advisors

TR2 & 3	Tom Delaney (301) 898-1887 redcarnut@comcast.net
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TR250 & 6	Arleigh Cottrell (301) 627-6637 RaceNutz@aol.com
	Joe Cannon (703) 280-4104 jpc8904@yahoo.com
TR7 & 8	Paul Edelstein (703) 914-0507 pgedelstein@capitaltriumphregister.com
GT6/Spitfire Herald	George Earwaker (703) 204-1104 Bill Goodwin (301) 870-8594 redrag@radix.net
Stag	Glenn Minucci (301) 862-5433 gminucci@paxr.veridian.com
Autocross	Ed Chan (703) 658-0253 tr6healey@hotmail.com
Racing	Ira Schoen (703) 698-1691 pterodactyl711@aol.com



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

4729 Willows Road
Chesapeake Beach, MD 20732-4221

THE STANDARD

Oops!



TRIUMPH TRIVIA: What was the Triumph Fury?

the Stage.

The Fury was a Triumph prototype built in 1966. It was the first Triumph sports car with monocoque construction, had pop up headlights and styling features that would be found on the Spitfire MK IV and 1500 and on



Photo Credits

Pages 1, 4, 5 & 10 - Art Fournier
Page 6 Top - Courtesy of the MG Car Club Washington DC Centre
Page 6 Bottom & 7 - Paul Scuderi
Page 8 - Lionel Mitchell

Deadline for the next issue of *The Standard*:
January 29th!

Stop me if you've heard this one . . .

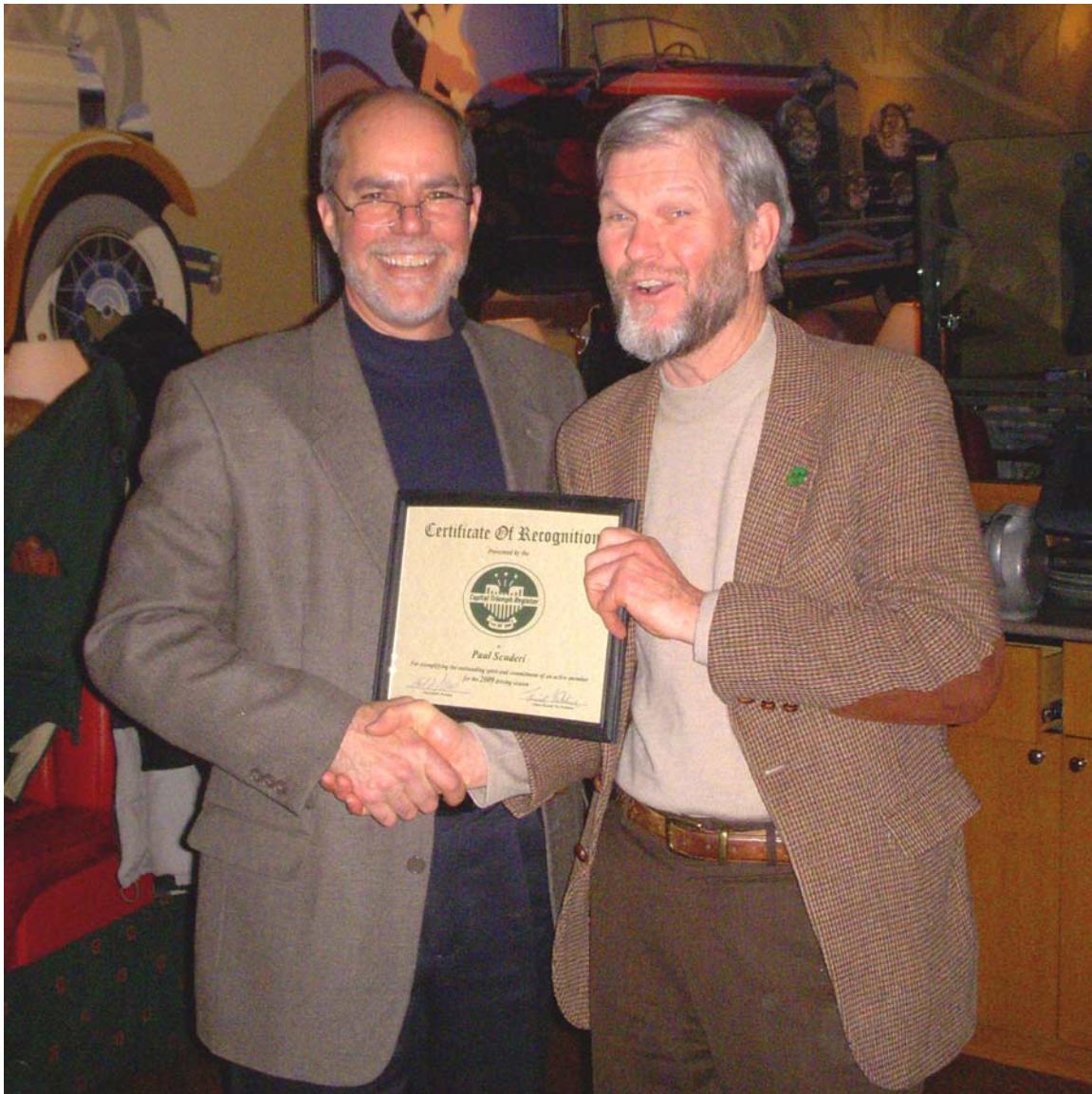
. . Lucas inventor of the self-dimming headlight!



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Volume XXII, Number 2, February 2010



CTR president Paul Scuderi (left) receives a certificate of recognition from vice president Lionel Mitchell at the annual Awards Brunch held January 31st. Both were reelected to second terms in office during the business meeting held as part of the Awards Brunch. For more, see page 4.

PAGES 1, 4 & 5 - Awards Brunch; PAGE 2 - CTR Happenings; PAGE 3 - Karting Time; Winter Dinner; PAGE 6 - Webb Motors Overnighter; A True Find - Part II; PAGE 7 - GYHD: TR6 Tops; PAGE 8 - Garage Sport: Soft Top Vinyl Repair; PAGE 9 - Washington Auto Show; PAGE 10 - Classifieds; PAGE 11 - Club Info



CTR Happenings

GYHD - Spitfire and Herald Clutch Hydraulics

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Camp Camellia Open House - February 20th and 21st

Sherman Taffel has invited everyone in CTR to the open house at Camp Camellia in Goldvein, Virginia, on February 20th and 21st. Arrive around 9:30 AM. At 10:00 and again at 2:00 PM there will be tech talks and restoration project discussions in the garage. There will be an overview of the Camp Camellia project at 11:00, lunch at 1:00, a discussion and tour of Camellia's art studio at 2:00, and nature walk at 2:30. Please RSVP to Sherman at staffel@comcast.net so he can plan food.

CTR 2010 Events Calendar

The calendar on page 10 has been updated to include several CTR events for 2010 - looks like a busy season! Look for more details as the events firm up.

Most, Oldest, Newest, High Mileage Triumphs

There still aren't many people claiming credit in our ongoing book of records contest, which offers no prizes other than peer recognition. Let us know how many Triumphs you own now or have owned in the past, what's your highest or lowest mileage, newest or oldest, most notable Triumph. Inputs to artfournier@comcast.net for recognition in the newsletter.

Surely, you can top these claims?

- ➔ Most Triumphs ever owned: RJ Fortwengler with nine Triumph automobiles over the years
- ➔ Most Triumphs currently owned: Bill Goodwin with three Heralds and a Dolomite
- ➔ Newest Triumph: Kevin McCarthy with a 1981 TR8 built on August 20, six weeks before production ended

- ➔ Highest mileage: Rich Wilkins with 171K miles on his TR4 and Art Fournier with 192K miles on his Spitfire
- ➔ Lowest mileage: Rich Wilkins with 90 miles on his TR3 since it was rebuilt

CTR Facebook and Forum Accounts

CTR has started a Capital Triumph Register Facebook group as an alternative to its on-line Forum. Both sites will be run in parallel while we see which our members prefer. Both are intended as places to announce events, chat about anything remotely related to CTR or Triumphs, share your restoration progress or go for help when a tech question comes up.

The Forum is at <http://www.capitaltriumphregister.com/forum/Blah.php>? (Passwords must be eight characters or less.)

Facebook is at www.facebook.com - join Facebook then apply to the Capital Triumph Register group.

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, especially late breaking changes and pop up events! And please don't forget to give us your new mailing addresses and phone numbers when they change.



Looking back at *The Standard*:

Volume VII, Number 2 February 1995

The February 1995 issue of *The Standard* was the first following the club's name change from the National Capital Area Vintage Triumph Register to Capital Triumph Register after a long, painful discussion at the Awards Banquet. The 1995 Awards Banquet was the first at which certificates of recognition were presented. The top three points earners for 1994 were Art Fournier, David and Beverly Dougherty, and Alex and Brigette Akalovsky.

The February 1995 issue also featured a detailed tech article on Triumph alternator diagnosis and repair by Charlie Brown in the Garage Spot column.



Karting Time!

March 13th
Rich Smallling



After taking a break from karting last year we will resume our winter tradition to fulfill our "need for speed" at the Allsports Grand Prix facility (www.allsportsgp.com) in Sterling, Virginia, on Saturday, March 13th.

This is not amusement park style kids go karts. Instead this is an indoor road course track with high performing karts that combine to give the feel of a high performing race car. The whole thing is scaled down so while the karts safely reach 30+ MPH, you feel like you are driving a lot faster with the added excitement of wheel to wheel racing. It is lots of fun.

CTR has reserved track time for 1:00 PM Saturday, March 13th. We have only 11 slots, so reserve your slot as soon as possible by sending an email to Rich Smallling at rjsmalling@aol.com.

We will assemble at Noon at the Allsports facility in Sterling (behind the Dulles Town Center Mall). We start with a drivers briefing that includes rules of the track, best line for the various turns, etc. Then it's time to suit up, snap on the helmet and get out on the track. The racing format is a mini grand prix. It starts with a 25 lap timed qualifying

race followed by a 40 lap main race and takes about 1.5 hours to complete.

After the karting we will drive to the local Red Robin for some food and to relive (with ample embellishment) our racing heroics.

The session is \$90 dollars and you must be eighteen years or older (not a problem for this club).

If you are interested send me an email and I will reserve a slot for you. Please be prepared to pay with either cash or a check on the day of the event.

Should be a blast!

**All Sports Grand Prix, 45915 Maries Road, Sterling,
VA 20166, 571-434-9566**

Winter Dinner

February 27th

CTR will take a break from this long cold season with a trip into Washington, DC, for our annual Winter Dinner on Saturday, February 27th. The event will be held at The Big Hunt located at 1345 Connecticut Ave. NW, 20036, near DuPont Circle. CTR member Lyle Farmer is an owner of The Big Hunt and promises us a great time at this casual bar that boasts an outstanding selection of adult beverages and a menu that includes appetizers, salads, chili, sandwiches and pizza. We will meet at 5:00 PM and order off the menu with separate checks for each table.

THE BIG HUNT
1345 CONNECTICUT AVE. N.W.



BEST BEER ON TAP

The Big Hunt is conveniently located just south of the DuPont Circle stop on Metrorail's Red Line. Check their website, www.thebighunt.net for details.

Please RSVP to our social director, Rich "the T" Townsend at retownsendjr@comcast.net or 540-788-4588 no later than February 23rd to ensure we have adequate space reserved for us. The Winter Dinner is a great opportunity to talk cars and enjoy a social get-together with your friends in CTR. See you there!



CTR Annual Awards Brunch

Sunday, January 31st

The Capital Triumph Register held its annual Awards Brunch on Sunday, January 31st, at Clyde's in Chevy Chase, Maryland. The Awards Brunch is CTR's opportunity to recognize and thank those members whose participation in club events throughout the previous year exemplifies a spirit of commitment to the goals of the organization. It should be noted that several of the award recipients do not have road-worthy Triumphs to bring to club events, but still make very significant contributions none-the-less.

This year, CTR recognized the following members listed in order beginning with the most participation points: Lionel Mitchell, Art Fournier, Paul Scuderi, Paul, Sharon and Rebecca Edelstein, Matt Schipani, Rich and Patti Townsend, Tom Burke, Bruce and Miriam Hislop, RJ Fortwengler, Joe and Rita Cannon, Karl and Penny Johnson, Bill and Carol Goodwin, John and Sara Buescher, Stephen Prior, Stephen Oertwig, Rich and Joanne Wilkins, Rich and Lisa Smalling, Paul Malandrino, Roger and Peggy Morrison, Tim Shalvey, Fred Mittelman, Brian Murray, Sandy Thomson, Richard Bohan, Pam Michell, Bill Chism, John Puckett, Ira and Mary Schoen, Sherman and Camellia Taffel, Maureen and Jay Donn, Bill and Kathy Wemhoff, Glenn Minucci, and Rob Reynolds.

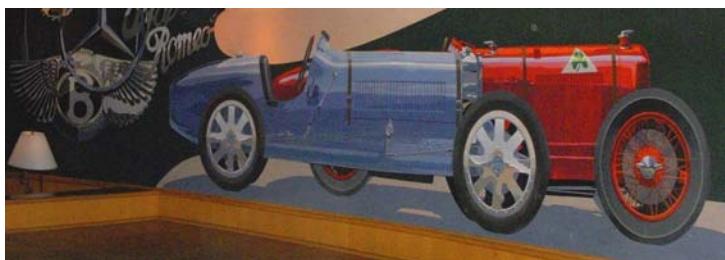
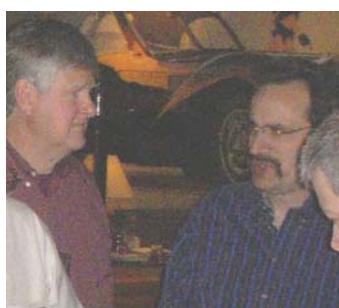
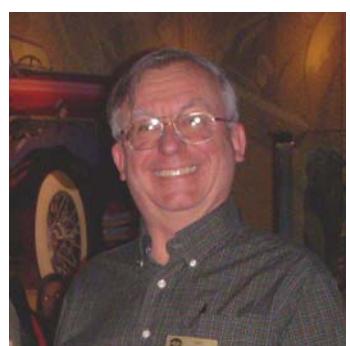
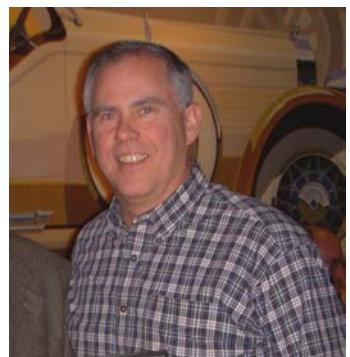
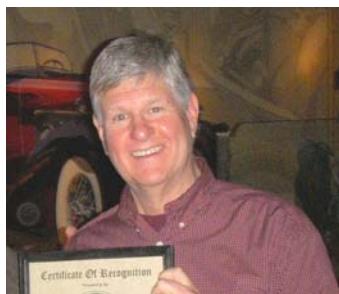
In the photos (left to right, top to bottom):

This Page: Rich "the T" Townsend, Rich Smalling, Bruce Hislop, Art Fournier, Rich Townsend and Jeff Knepp, Nancy and Lionel Mitchell, and Rob Reynolds

Facing page: Rebecca, Sharon and Paul Edelstein with Paul Scuderi, RJ Fortwengler and Sheila Skipper, Pam Michell with Paul, Jay and Maureen Donn, Karl and Penny Johnson, Camellia and Sherman Taffel with Paul, Tom and Mary Burke, Carol and Bill Goodwin with Paul, Fred Mittelman and Diane Page, Mary and Ira Schoen, John and Sara Buescher with Paul, and David and Beverly Dougherty

CTR's biennial election for president and vice president was held at this year's Award Brunch. Paul Scuderi and Lionel Mitchell were unanimously reelected to second terms in office.

Clyde's of Chevy Chase has an automobile theme to its bar and lounge that provided the perfect backdrop for our club event. Sincere thanks go to Rich ("the T") Townsend for making arrangements for the Award Brunch!







Webb Motors & Blue Ridge Parkway Overnighter

May 15th
Lionel Mitchell

Mark your calendars now for a return tour to Webb Motors in Roanoke with an optional overnight stay at the Peaks of Otter Lodge on the Blue Ridge Parkway. I confirmed with Byron Webb that they will again host a British car gathering on Saturday, May 15th. Like last year, we will motor down on express roads early Saturday morning, arriving at Webb Motors at noon. We'll enjoy a picnic lunch, compliments of the Webb folks, and at the end of the day we'll retire to the Lodge on the Parkway.

Sunday morning, after a leisurely breakfast at the lodge, we'll motor up the beautiful BR Parkway back to the DC area. Last year, we had people who came down just for the day. So, don't rule out participating because of the overnight part. It is possible to make a long day trip. You won't be disappointed. As we said last year: it's a time warp. Start getting your Triumph in road-worthy condition!

A True Find Part II

Paul Scuderi

Since my last article, I have amassed parts to begin restoration on the GT6. We've determined that the initial figure of 101,801 miles on the car could not be accurate. Factors are tire wear (front tires are identical to the spare, and have very little wear); windshield condition; interior condition; factory plastic still on interior door panels; condition of the chrome, and overall condition of the car. I have very little documentation on the car, however, there are 4 grill badges still attached. One of these, a British Automobile Racing Club (BARC) badge, actually has a membership number engraved into it, and I have contacted the President



of BARC, who agreed to try to trace the number for documentation.

Actual restoration has been limited by lack of parts (that I now have), the cold and the holidays. I HAVE removed the radiator and brought it to Loopers for reconditioning, removed the Carb bowls to check for crystallization (found none – the bowls are actually free of ANY debris, as if they'd been drained), and polished some chrome pieces. I plan on removing the oil pan tomorrow to check for debris. On a side note, it felt odd draining the oil, thinking I might actually be draining the car's ORIGINAL oil. Another interesting note – the tires (front and spare) say "Made in the Rep. of Ireland", and "For USA Only". Interesting indeed.



I have done extensive research on the previous owner, who I have names Phaedrus (long story). Phaedrus was born in 1934; graduated Michigan State University in 1960; studied at Harvard and abroad (London) for his Masters and, upon his return, taught Science and History at MSU while obtaining his PhD in the History of Western Science. He, at some time, lived in Okemos, MI (a suburb of Lansing), was MSU's Rare Book Librarian and editor of the school Entomology Club's newsletter. He wrote a dozen or so traceable articles while at MSU, as well as a book or two. Phaedrus then moved to Washington DC in 1970 to work for the Library of Congress, publishing another book. He was very well connected, and was instrumental in obtaining papers of Carl Jung and Sigmund Freud for the Library. He passed away in February of 2009, leaving his estate to be directed by his dear friend and neighbor.

It's a treat being able to trace the GT6's owner, and especially so when the individual was such an outstanding person. It makes owning and restoring the car that much more personal, and I will definitely leave Phaedrus' attachments, such as his dated MSU parking decals, his Harvard decal, a "HART – Democrat" sticker (not Gary Hart) and the "Al Edwards Sports Car Center" decal. I feel that I am a custodian of history, and will treat the car with the respect it deserves.

Next Article - Getting My Hands Dirty.



GYHD: TR6 Tops

January 9th

On January 19th, Craig Nicholls hosted a Get Your Hands Dirty session at his home in Vienna, Virginia, to help with removing his TR6 convertible top and installing the hard top in its place. Craig's TR6 is in remarkably excellent original condition and came to him with a variety of parts and hardware. Along the way, Craig has acquired quite a bit in the way of additional parts, including a new soft top and a NOS Triplex windshield. The hard top went on easily enough, although Craig will need to purchase some additional mounting hardware. It had been his intent to paint the convertible frame and replace the soft top, but the original convertible top is in overall excellent condition with one small tear that can be repaired.

After the work was complete, it was time for pizza, beer and some general discussion, which naturally focused on Triumphs and LBCs – all in all a great way to spend a cold winter Saturday!



Above - Craig Nicholls and his TR6

Left top - RJ Fortwengler, Rob Reynolds, Lionel Mitchell and Rich Townsend

Left bottom - Craig Nicholls, RJ Fortwengler, Lionel Mitchell and Rob Reynolds check out the hardtop before installing it



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The Garage Spot: Soft Top Vinyl Repair

Lionel Mitchell

In January, Craig Nichols hosted a GYHD tech session at which we removed his soft top and installed a factory hard top on his beautiful damson TR6. We also examined the new Everflex soft top that he bought at TRF. It looks completely original but is actually higher quality than the original tops. This got me thinking about the top on my driver TR6 and what I should get for my restoration TR6. The top on my driver is actually from the restoration car when it was last on the road in 1989 and is about 30 years old. I put it on the driver car because the top that came on it had tears and the frame need repairing. So, I fished out that top from the recesses of my garage to assess its condition. I made some repairs on the frame and cleaned the top for possible use on my regular driver.

In examining the after market soft top that came on my driver TR6, I discovered that the material has a canvas lining. This is the same kind of construction as the Everflex tops being sold by TRF (not that this top is of that quality). It turns out that, other than one of the side snaps being torn out, this top is in good condition after a good cleaning and polishing the windows with plastic polish. I repaired the frame; patched the hole in the vinyl with a repair kit; and will put it on my driver 6.



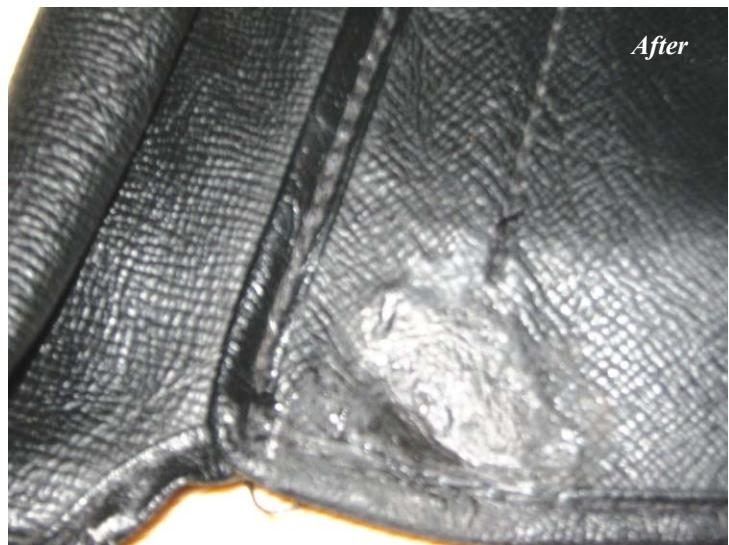
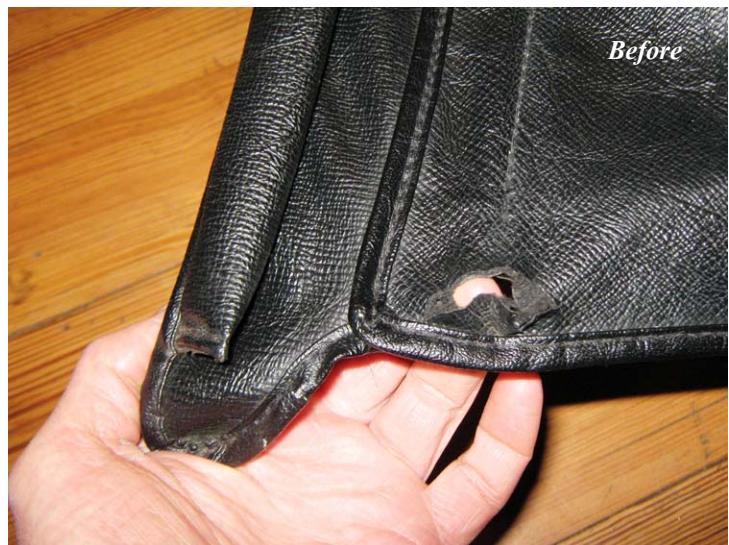
The vinyl repair kit came from a chain autoparts store. It's made by Permatex/Locktite. For small tears like I had, you don't use very much filler. I used a small piece of the top vinyl on the back side of

the tear to reinforce the patch; poured the filler into the hole; let it dry overnight; then applied a vinyl dressing (comes in different colors). While the dressing is still wet, you place a piece of vinyl (comes with the kit) on it (grain side down) and use a little iron that comes with the kit to fuse all of it together. After it cools down, you pull the vinyl piece off. You don't use the iron directly on the material that you're repairing.

Important tips: reinforce the tear on the back side with a small piece of vinyl; pour the filler into the tear from the outside; and let it dry overnight. I used the filler, which is also an adhesive, to attach the patch on the under side and let it dry; then I filled the crack from the outside. Because the material on my top was not exactly flat where the snap was located (it's the corner snap at the door/B post), I had to do the filler job twice to fill the multiple tears that emanated from the central hole where the snap had penetrated the vinyl.

I think it probably takes practice to get the graining to look just like the original. Having a piece of the original fabric to use to transfer the grain is the best way.. But also getting the same level of sheen as the original material is tricky. In my case it doesn't matter that much since the repair area will be covered mostly by a snap.

The job will be much easier if you take the entire soft top, frame and all, off the car and work on it inside, especially in the winter weather.





Washington Auto Show

January 28th

As has become our custom, a number of CTR members got together for the auto show at the Washington Convention Center. This year's show seemed a bit smaller than usual with the larger, more interesting displays coming from Ford and foreign manufacturers. After the show, it was off to the nearby Old Dominion Brewhouse for a late evening dinner and more car talk.



Above - Paul Edelstein, RJ Fortwengler, Tom Burke and Karl Johnson check out the only Triumph at the show

Right top - John Buescher, Paul Scuderi, and Lionel and Dan Mitchell at the Nissan display

Right bottom - Nope, not our Scuderi

Below - RJ Fortwengler and Rob Reynolds



The 2010 North American Triumph Challenge (VTR National Convention) will be held on beautiful Jekyll Island, Georgia, home of the Southeast VTR Regional Convention since 2002. The convention will take place October 17-22nd and will be hosted by the clubs of VTR's Southeast Region.





EVENTS

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

Feb 27 or TBD - GYHD Spitfire/Herald clutch hydraulics, Bryantown, MD, Bill Goodwin *CTR*

Feb 27 - Winter Dinner, Washington, DC, Rich Townsend *CTR*

Mar 10 - BOG Mailing Party, Tom Burke

Mar 13 - Karting, Sterling, VA, Rich Smallling *CTR*

Mar 16 - CTR ESB Meeting, Paul Scuderi

Mar 27 - GYHD GT6, Damascus, MD, Paul Scuderi *CTR*

Apr 10 - GW Parkway Run, Paul Scuderi *CTR*

Apr 21 - BOG Stuffing Party, Tom Burke

Apr 25 - Britain on the Green, Tom Burke *CTR*

May 2 - 11th Annual British and European Car Show, New Town, Williamsburg, VA http://www.wmbgbrit.com/carshow_registration_form.htm

May 15-16 - Webb Motors Overnighter, Lionel Mitchell *CTR*

May 16 - BOG TGIO, Tom Burke

May 16 - CTR ESB Meeting, Paul Scuderi

Jun 5 - 2010 Orphan Car Tour, Mt Airy, MD, www.orphancartour.net, Jon Battle, 703-392-6870

May 21-23 - Carlisle Import and Kit Show

May 29-30 - Hill Climb, Summit Point

Jun 6 - Original British Car Day, Lilypons, MD

CTR

Jun 20 - Sully Antique Car Show

Jul 10 - Damascus Day British Car Show, Paul Scuderi *CTR*

Jul 13 - CTR ESB Meeting, Paul Scuderi

Jul 17 - Lucas Tour, Paul Edelstein *CTR*

Jul 30-31 - TRF Summer Party, Armagh, PA *CTR*

Aug 14 - 75 & 80 Drag Strip, Paul Scuderi *CTR*

Aug 29 - Cruisin' for Crustaceans, Art Fournier *CTR*

Sep TBD - Eastern Shore Overnighter *CTR*

Sep TBD - Junkyard Dog Run, Paul Scuderi *CTR*

Sep 21 - CTR ESB Meeting, Paul Scuderi

Oct 10 - Hunt Country Classic and CTR Picnic, Lionel Mitchell *CTR*

Oct 17-22 - North American Triumph Challenge (VTR National Convention), Jekyll Island, GA

CTR

Nov 9 - CTR ESB Meeting, Paul Scuderi

Dec 5 - CTR Holiday Party, MD 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: 1970 Triumph TR6 Red with tan hand-sewn leather interior and tan top. Car is exceptional! First place in class at 2008 Sully Car Show. First Place 2008 BOG. 4speed w/overdrive, chrome Dayton wire wheels with Michelins. Everything restored or replaced to show quality. If you ever wanted a keeper, this car is the one. Unfortunately, I have 2 boys going to college so it's time to part. Car is in Fairfax. \$21K OBO. Pat Marino, CTR member, 703-273-6863 or skylark67@gmail.com

Join us on April 25th at Collingwood Library for the 13th Annual

Britain on the Green

Contact Tom Burke at (703) 354-1361 or tburke4@aol.com to find out how you can help with the

Capital Triumph Registers

largest annual event!



CLUB OFFICERS

President Damascus	Paul Scuderi (240) 876-7222 trsix_guy@yahoo.com
Vice President Haymarket	Lionel Mitchell (703) 754-7362 haymarket4@verizon.net
Secretary Arlington	John Buescher (703) 522-6571 John.Buescher@calibresys.com
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Fairfax	Tom Burke (703) 354-1361 tburke4@aol.com
BOG Coordinator	
Annandale	

CTR website
www.capitaltriumphregister.com

THE STANDARD

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4729 Willows Road, Chesapeake Beach, MD 20732-4221
Phone - (410) 535-0690
E-mail - artfournier@comcast.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.

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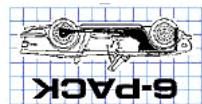
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TR250 & 6	Arleigh Cottrell (301) 627-6637 RaceNutz@aol.com
	Joe Cannon (703) 280-4104 jpc8904@yahoo.com
TR7 & 8	Paul Edelstein (703) 914-0507 pgedelstein@capitaltriumphregister.com
GT6/Spitfire Herald	George Earwaker (703) 204-1104 Bill Goodwin (301) 870-8594 redrag@radix.net
Stag	Glenn Minucci (301) 862-5433 gminucci@paxr.veridian.com
Autocross	Ed Chan (703) 658-0253 tr6healey@hotmail.com
Racing	Ira Schoen (703) 698-1691 pterodactyl711@aol.com



The Capital Triumph Register
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The Village Triumph Register,
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The American Triumph Register of America



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THE STANDARD

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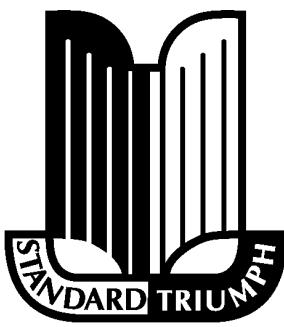


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Pages 1, 4, 5, 6, 7 & 9 - Art Fournier
 Page 3 - Charlie Brown
 Page 4 Bottom Center - Laura Mitchell
 Page 6 Right - Tom Burke
 Page 8 - Lionel Mitchell

Deadline for
the next issue of
The Standard:
February 26th!

*Yes, those are cases and cases of beer bottles
smashed along a highway!*



THE STANDARD

The Official Publication of the
Capital Triumph Register

Volume XXII, Number 3, March 2010



Amid a sea of doughnuts and coffee, CTR members discuss plans for Britain on the Green 2010. Around the table at Collingwood from left to right we have BOG committee members Paul Edelstein, Bill Goodwin, Bruce Hislop, Rich Smalling, John Buescher, Rob Reynolds, Karl Johnson, Lionel Mitchell and Tom Burke.

PAGE 1 - BOG Planning; PAGE 2 - CTR Happenings; PAGE 3 - CTR's BOG Coordinator and President discuss Spring; PAGE 4 - Winter Dinner; PAGE 5 - Collingwood Clean-up; PAGE 6 - Garage Spot: Refinishing a Dashboard; PAGE 8 - Drive it Home; Blizzard Victim; PAGE 9 - Sherman and Camellia Taffel's Open House; PAGE 10 - Classifieds; PAGE 11 - Club Info

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CTR Happenings

Moss Motors Tour - March 13th

The Richmond Triumph Register plans to visit the Moss Motors warehouse facility near Richmond on Saturday, March 13th and has asked CTR to join them. If you're interested, contact Lionel Mitchell (haymarket4@verizon.net or 703-754-7362) for details.

Spitfire/Herald Clutch Hydraulics and GT6 GYHD

The date for the Spitfire and Herald clutch hydraulics Get Your Hands Dirty session is still up in the air. The event is planned for Bill Goodwin's large (and well heated) garage in Bryantown, Maryland.

Likewise, the GT6 GTHD Paul Scuderi had planned for March 27th in Damascus, Maryland, is being rescheduled due to the Collingwood clean-up session now planned for that date.

When dates are settled upon for both events, they will be posted to the CTR Forum and Facebook sites.

Most, Oldest, Newest, High Mileage Triumphs

Ken DeMatteo joins our list of honorees with his high mileage TR6. Let us know how many Triumphs you own now or have owned in the past, what's your highest or lowest mileage, newest or oldest, most notable Triumph. Inputs to artfournier@comcast.net for recognition in the newsletter. Surely, you can top these claims?

- ➔ Highest mileage: Rich Wilkins with 171K miles on his TR4 and Art Fournier with 192K miles on his Spitfire, and Ken DeMatteo with 202K miles on his TR6
- ➔ Lowest mileage: Rich Wilkins with 90 miles on his TR3 since it was rebuilt
- ➔ Most Triumphs ever owned: RJ Fortwengler with nine Triumph automobiles over the years
- ➔ Most Triumphs currently owned: Bill Goodwin with three Heralds and a Dolomite
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Please make sure we have your up-to-date e-mail address so that you don't miss out on news of CTR events, especially late breaking changes and pop up events! And please don't forget to give us your new mailing addresses and phone numbers when they change.

Save a Tree

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



Looking back at *The Standard*:

Volume VII, Number 3 March 1995

The lead article in the March 1995 issue of *The Standard* was about a Maintenance Clinic hosted by Ira Schoen. Other articles included a recap of the club's participation in the Washington's Birthday parade in Alexandria. Al Meyer, Alan Crane, Rich Wilkins and Charlie Brown provided cars for local dignitaries. Planned events for April included the annual Spring Tune Up, an event that has fallen by the wayside, and the Southern Maryland Celtic Festival car show, precursor to our Britain on the Green show.

In the Garage Spot, George Earwaker discussed the advantages of rebuilding and brass sleeving for hydraulic cylinders.



Spring is Coming! No, Really...

Tom Burke
2010 BOG Coordinator



From the Pres: Spring has Sprung

Paul Scuderi

I am pleased to announce that my yard is now almost completely composed of brown, dead grass. Usually, I don't celebrate that fact, but given that, two weeks, ago my house and yard looked like a scene from "Dr. Zhivago," this is a definite improvement. Like British fish n' chips, we have all been battered and frozen this year and that makes the approach of Spring that much sweeter. Along with other harbingers of the season, like the first robin (dead and frozen to the ground), we now await the arrival of BOG. I speak not, of course, of that melting permafrost in your backyard, but of the annual Britain On the Green British Car Show, CTR's ode to Springtime, expressed in blooming green trees, sparkling classic cars, and relaxation.

This year's event takes place on April 25th, 2010 at Collingwood Library on the banks of the Potomac from 9:30 am to 3:30 pm. In addition to the traditional array of beautiful British roadsters and saloons of many marques, the 2010 show will feature a recreation of a "Triumph Dealership Showroom" on the show field, displaying memorabilia and prime examples of Triumphs from "back in the day" when you were first suckered into buying what you thought was just a car, but turned out to be a life-long obsession.

As in previous years, we will offer delicious refreshments, including hamburgers, breakfast sandwiches, coffee, soda, and Roy Grange's delicious Fish n' Chips, as well as the sublime delights of the Scottish Highland Creamery's handmade ice cream from Oxford, MD. BOG lapel pins, T-shirts and polos will be available and we hope, as well, to offer, for the first time, BOG and CTR car badges that will mount to your grill. This year's BOG poster will feature the iconic TR6. It is available free to entrants who pre-register (up to April 12th) at the CTR website or by mail. Full information and an online registration form are now posted at www.capitaltriumphregister.com. If you have any questions, you can contact us at BOG2010@capitaltriumphregister.com. As ever, pre-registration is a real good idea.

So shake off the last crusty icicles of Winter and knock the dust off your once snow-bound British beauty and meet us at Britain On the Green for a warm day of cool cars.

I'm not a weatherman....I don't even play one on television, but I will be bold enough to say that Spring has Sprung. Mother Nature may take one more stab at keeping snow on the ground, but we should look beyond that to our Spring calendar. It's time to take the covers off our LBCs and prep them for another season.

We have a great year planned thanks to our ESB committee. Karting is once again on the calendar (Rich Smalling), prep for BOG is underway with our annual Collingwood cleanup just around the corner (March 27th - Tom Burke), GW Parkway Run and Picnic on East Potomac Island on April 10th (myself), WEBB Motors Overnight on May 15th (Lionel Mitchell), BCD at Lilypons on June 6th...all the way out to a new Overnight on the Eastern Shore in September. The Lucas Tour, Cruisin' for Crustaceans, Damascus Days, and even a trip to 75-80 Dragway are planned.

And finally, Britain on the Green is just around the corner (April 25th)! Knock the dust off your Triumph early so you can come out, show your car and help with the event. Tom Burke and company are doing an outstanding job putting this year's show together.

I look forward to seeing you at these and other events on our calendar. The CTR list of events is now posted on our Capital Triumph Register Facebook page. Check it out and get ready for a great driving season.

Keep your head up and your top down!

Paul Scuderi
CTR President





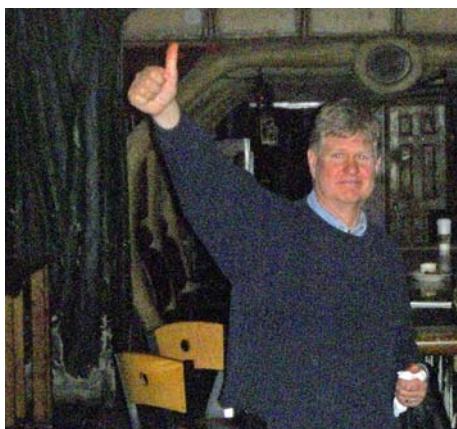
CTR Winter Dinner

Saturday, February 27th

Our annual winter dinner is an opportunity for CTR members to get together, socialize, enjoy food and drink, and talk about common interests that often have an automotive theme. This year we ventured into the District of Columbia to take advantage of Lyle Farmer's hospitality at "The Big Hunt" bar and grill near Dupont Circle. Thanks go to Rich Townsend for organizing and to Lyle for hosting the winter dinner.



In the photos, top to bottom:
Left - Fred Mittelman and Diane Page
- John and Sara Buescher
- Rich and Patti Townsend, and John Buescher
Center - Joann Wilkins and Maureen and Jay Donn
- Rich the T Townsend
- Sheila Skipper and Paul Scuderi
Right - Diane Page and Jeff Knapp
- Karl and Penny Johnson
- The T Rex in the corner





Collingwood Clean-up

**Tom Burke
2010 BOG Coordinator**

Hello folks,

I heard from Jerry Kunkle today and the annual Collingwood Clean-Up is scheduled for March 27th. This was the date we had originally set for Paul Scuderi's GYHD. I checked with Paul and he is OK with making this change.

SO, if you can make it over to Collingwood around 9:00 to 10:00 am on Saturday March 27th, 2010, it would be much appreciated. Bring a rake or a useful tool, sturdy gloves, sturdy footwear, and a coat you don't mind getting dirty. Jerry says there has been a lot of storm damage and you can be sure, there will be mud. I will bring my chainsaw so there might be blood, too.

Please RSVP to me (tburke4@aol.com or 703-354-1361) so Jerry will know how many steaks to grill for lunch after the clean-up is complete. Hope to see you there!

North American Triumph Challenge XXXI
The Greatest Triumph Restoration National Convention
October 17 - 21, 2010



Fabulous JEKYLL ISLAND
 YEAR ROUND  RESORT



More Photos from the winter dinner:

Top - Jack Wales, Paul Edelstein, Paul Scuderi, Paul Pini and Fred Mittelman. Jack Wales was once British Leyland's regional service manager for the Southeastern United States.

Middle - Lyle Farmer and Joann and Rich Wilkins
Bottom - Paul Edelstein, Sherman Taffel, Matt Schipani and Paul Scuderi

The 2010 North American Triumph Challenge (VTR National Convention) will be held on beautiful Jekyll Island, Georgia, home of the Southeast VTR Regional Convention since 2002. The convention will take place October 17-22nd and will be hosted by the clubs of VTR's Southeast Region.



Refinishing a Dashboard

Tom Smith

(Reprinted with permission from - and with thanks to - 6-Pack)

Here is one way to refinish your old dashboard or finish your new dashboard. It is a way to bring out the best in a piece of your car that possibly gets the most attention and scrutiny.

Have you ever wondered how a tabletop or dash changes color and the grain seems to move as your viewing position changes? The reason is that the depth of the grain can be seen. The better the job of finishing is done, the better the grain will show. Simply removing the old finish and laying on some new will not necessarily, while it may look OK, bring out the best in the wood you have.

This method is a way to bring out the best in your wood dash. It will not make lower grade wood look like AAA grade wood, but it will make what you have look its best. This method is not for everyone. It is somewhat involved but also easier than it may seem if one has the patience to not rush it. If you like working with your hands and woodworking you will probably enjoy the process.

I have not met anyone more critical of the finish on a piece of wood than a person that pays good money for a custom gunstock. In the past I have made many. A proper finish will provide lasting protection in all kinds of weather and sun conditions, it will wear well for many years, and



lend itself to repair in case of damage. And for the owner it will provide pride because of the beauty. I learned this method from a master.

Let us assume some qualities for the finished product.

- A finish that will continue to look good and protect the dash for many years.
- A finish that will not yellow, crack, or peel over time.
- One that will protect from the sun, rain, and snow.
- One that is easy to maintain and be easily repaired in case of damage.
- A flat surface with no dips, gouges, or feathering from scraping or sanding. These would all produce a wavy finish and show like they are magnified when the sun shines on the dash.
- One that shows the dash to its best advantage.

Refinishing an old dash the first thing is to remove the old finish and prepare the wood. This step is critical. It will determine much of what the finish job looks like and can cause damage that will forever show. It can also help display the grain to its best advantage.

What ever the finish that was originally used it did not respond well to stripper, I tried a couple with similar result. In the end I used a propane torch to soften the finish and a dull putty knife to remove it. I used a dull putty knife so it would not gouge so easily. This process only took a few minutes and worked very well. If anyone tries this take great care to only soften the finish and not to scorch or burn the wood. It is important to not allow the flame to contact the surface.

Then I used stripper to clean the wood grain. I applied the stripper and used 000 steel wool to remove it. It is important to not remove any of the wood surface when sanding or using steel wool. Then flush the wood with water to remove any debris left in the grain pores and let it dry at room temp. Do not sand it to get it smooth. Sanding at this point will only refill the grain pores with debris and the wood "whiskers" that have raised.

Now it is time to begin applying the first coats. The purpose of these applications is to seal the wood and fill the pores and create a level surface for the final coats. Several thin applications are better than one or two heavy ones. Thinner applications will dry faster and more thoroughly than thicker ones. Thicker applications may take weeks to dry completely and could leave pockets in the final finish. Thinner coats can produce a finish as smooth as glass so the grain shows its best.



I have always used Birchwood Casey products and I often see work I did 30 or more years ago and it still looks good. No yellowing, the grain still shows well, and it has worn well - <http://www.birchwoodcasey.com/sport/index.html> - But if you have a favorite by all means use what you like.

I use the TRU-OIL Gun Stock Finish in bottles for filling the pores. While I have used the finish product they also now have a Gun Stock Sealer & Filler, which I have never used and am not sure what the result would be. I apply the finish by using my fingers to rub it in which insures the pores will fill and not have air between the finish and the wood. I rub it with the grain and across the grain and in circles to make sure it gets well into the wood. If you don't think this is important just consider what it would take to get back here to do it over.

Remember the patience part? Here is a reward for having it. Now, after the first coat has dried, it is time to remove those pesky whiskers. If this had been done earlier many would have only been pushed back into the pores. For the first couple of coats I do not recommend sanding. Instead I use 000 steel wool. The idea is to remove the whiskers and any finish above the wood surface without removing any wood from the surface itself. A light going over with the steel wool works well. After you do this it is again the time to flush the surface with water and lay the dash to dry. Don't worry, the water will not hurt it unless it is not allowed to dry. After drying you will notice that the pores shine from the finish that you have rubbed into them.

Repeat these steps until the pores are filled. You will be able to tell that when the shiny spots are no longer there after you remove the excess finish. The only change you will make to the process you will make is that after the first couple applications you will wet sand with 400 wet sand paper.

SANDING RULES:

- Always go with the grain, never across it. The resulting scratches will show forever.
- Always go out to the edges, never from the edges inward. You will be much less likely to feather the edges this way.
- Only sand to the wood surface and never into it.
- Do not bridge the gauge holes with the block, it will cause feathering at the edges from the paper bulging away from the underside of the block.
- ALWAYS use a hard surface sanding block and the longer the better. Make sure the ends of the block are slightly raised and inside the paper so they do not gouge. I do not recommend a padded sanding block, they can cause pockets and feather around edges. And definitely no sanding just using paper and fingers.
- I also recommend wet sanding. It will help evacuate the debris and cut faster. It will also tend to cause fewer deeper scratches in the surface from grit under the paper.

If there is a crack or scratch in the wood you might try this trick. It served me well on the bird's eye stock above. Those little bird's-eyes like to chip out no matter how much care is taken. Clean the crack or scratch as good as possible without doing more damage or removing more wood. Then using clear epoxy, fill the imperfection and after it sets sand it flat to the surface. Then finish with the rest of the surface. You will see through the epoxy to the wood under it and often the imperfection will disappear.

For the final finish coat(s) I used Birchwood Casey Tru-Oil gun stock finish. I recommend the aerosol product rather than the bottled product. I used the bottle product for many years because that was all they had, but the aerosol is much easier and does as good of, if not better, job. At this point you should have a stock that has the pores filled and is flat to the wood surface with little if any finish on it. I recommend using the spray can on a scrap piece to learn how it applies from the can. Then apply a thin coat and let it become me tacky then apply a second thin coat. Then let it fully dry.

After the last coat wet sand with 600 wet (only enough to level the finish) and then used 0000 steel wool and then Birchwood Casey Stock Sheen & Conditioner. Then apply a couple coats of wax. For this I used Birchwood Casey's Gun Stock Wax. Oh, before the last coat

(Continued on Page 8)



Refinishing a Dashboard (*Continued from Page 7*)

of Tru-Oil I used Floquil Roof Brown around the edges. It is a paint developed for models and this is a "railroad" color. It is durable and the pigment is fine so it covers well without requiring a thick buildup of paint.

hen refinishing your dash, remember to seal the back and edges. The biggest enemy is moisture and the resulting effect heat and cold has on the moisture. If you do not seal your dash you are wasting your time and effort refinishing it.

Birchwood Casey also has a walnut stain although I did not use any on my dash, I left it natural. I have never been a big fan of stain but you may want the effect.

One reminder: be careful when sanding because the veneer is very thin. The purpose of wet sanding the finish is to level it to the wood surface, not to sand the wood itself.

Following this method I ended up with a dash that has a very smooth finish, as smooth as glass. It has a nice sheen that shines yet does not reflect glare. Considering that the dash is made from a low quality walnut, it has a deep look and changes color and pattern as the view and light shifts.



Remove the dash - carefully sand finish off to the veneer using 600 grit sandpaper on a sanding block with water. Spray on two or three coats of matte clear polyurethane wood finish. Replace white lettering with dry transfer letters available at art or office supply stores. This solution has lasted on my car since 1973.

Drive It Home

RJ Fortwengler

RJ & Sheila Fortwengler pulled over to check out this Spitfire for sale along Alaska Highway AK-1 between Anchorage and Seward. The owner saw us and came out and asked where we were from. I answered Washington, DC. Without missing a beat he replied "it runs great.....you could drive it home!" What a salesman!

As we got to talking he mentioned he had another Spit.....with a Wankel engine from a Mazda RX-7. Only problem it was so fast he was afraid to drive it!



Blizzard Victim

Maureen and Jay Donn's Spitfire fell victim to the Blizzard of 2010 when its shelter collapsed from the weight of the snow crushing the windshield frame and the convertible top bows. Jay concedes this might slow down the restoration!





Sherman and Camellia Taffel's Open House

February 21st



Sherman Taffel and Camellia Blackwell hosted an open house on February 21st in Goldvein, VA, where they have recently built a log home, an art studio for Camellia, and a garage for Sherman's eclectic collection of automobiles

Above - Sherman Taffel

Below - The garage/workshop

Above right - Sherman and Camellia's log cabin

Center right - Sherman talks cars with Lionel Mitchell and Karl Johnson

Below right - Sherman points out features of his garage workshop to Lionel Mitchell, RJ Fortwengler and others





EVENTS

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

TBD - GYHD Spitfire/Herald clutch hydraulics, Bryantown, MD, Bill Goodwin *CTR*

TBD - Karting, Sterling, VA, Rich Smalling *CTR*

TBD - GYHD GT6, Damascus, MD, Paul Scuderi *CTR*

Mar 9 (New Date) - BOG Mailing Party, Tom Burke

Mar 13 - Moss Motors Trip, Lionel Mitchell *CTR*

Mar 16 - CTR ESB Meeting, Paul Scuderi

Mar 27 - Collingwood Clean-up, Tom Burke *CTR*

Apr 10 - GW Parkway Run, Paul Scuderi *CTR*

Apr 21 - BOG Stuffing Party, Tom Burke

Apr 25 - Britain on the Green, Tom Burke *CTR*

May 2 - 11th Annual British and European Car Show, New Town, Williamsburg, VA http://www.wmbgbrit.com/carshow_registration_form.htm

May 15-16 - Webb Motors Overnighter, Lionel Mitchell *CTR*

May 16 - BOG TGIO, Tom Burke

May 16 - CTR ESB Meeting, Paul Scuderi

Jun 5 - 2010 Orphan Car Tour, Mt Airy, MD, www.orphancartour.net, Jon Battle, 703-392-6870

May 21-23 - Carlisle Import and Kit Show

May 29-30 - Hill Climb, Summit Point

Jun 6 - Original British Car Day, Lilypons, MD *CTR*

Jun 16-20 - TRA 2010, Wooster, OH, John Huddy, jhuddy@columbus.rr.com or 614-846-2321

Jun 20 - Sully Antique Car Show

Jul 10 - Damascus Day British Car Show, Paul Scuderi *CTR*

Jul 13 - CTR ESB Meeting, Paul Scuderi

Jul 17 - Lucas Tour, Paul Edelstein *CTR*

Jul 30-31 - TRF Summer Party, Armagh, PA *CTR*

Aug 14 - 75 & 80 Drag Strip, Paul Scuderi *CTR*

Aug 29 - Cruisin' for Crustaceans, Art Fournier *CTR*

Sep 9-12 - 6-Pack Trials, Cincinnati, OH, Dave Waldorf, DWaldorf@cinci.rr.com or 513-939-1773

Sep TBD - Eastern Shore Overnighter *CTR*

Sep TBD - Junkyard Dog Run, Paul Scuderi *CTR*

Sep 21 - CTR ESB Meeting, Paul Scuderi

Oct 10 - Hunt Country Classic and CTR Picnic, Lionel

Mitchell *CTR*

Oct 17-22 - North American Triumph Challenge (VTR National Convention), Jekyll Island, GA

CTR

Nov 9 - CTR ESB Meeting, Paul Scuderi

Dec 5 - CTR Holiday Party, MD 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: 1970 Triumph TR6 Red with tan hand-sewn leather interior and tan top. Car is exceptional! First place in class at 2008 Sully Car Show. First Place 2008 BOG. 4speed w/overdrive, chrome Dayton wire wheels with Michelins. Everything restored or replaced to show quality. If you ever wanted a keeper, this car is the one. Unfortunately, I have 2 boys going to college so it's time to part. Car is in Fairfax. \$21K OBO. Pat Marino, CTR member, 703-273-6863 or skylark67@gmail.com

Join us on April 25th at Collingwood Library for the 13th Annual

Britain on the Green

Contact Tom Burke at (703) 354-1361 or tburke4@aol.com to find out how you can help with the

Capital Triumph Register's

largest annual event!



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BOG Coordinator	
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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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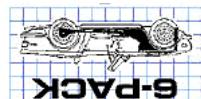
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The Mid-Atlantic Triumph Register,
6-Pack, and
The Virginia Triumph Register.
The Triumph Register of America



4729 Willows Road
Chesapeake Beach, MD 20732-4221

THE STANDARD

TRIUMPH TRIVIA: What was the TR7 Sprint?

The TR7 Sprint had the Dolomite Sprint 16 valve head but British Leyland concentrated on the TR8 convertible coupes. It's a car that should have been mass produced, believed that around 60 were built. All were fixed head speed of 120 mph and a 0-60 time of 8.5 seconds! Its on its 1998 cc engine for 127 hp with an estimated top speed. It's a car that should have been mass produced, believed that around 60 were built. All were fixed head speed of 120 mph and a 0-60 time of 8.5 seconds! Its

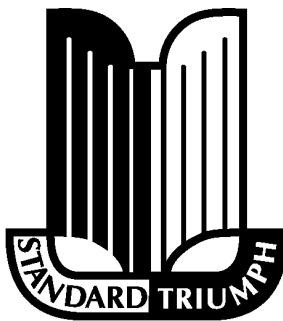


Photo Credits

Pages 1, 4 & 5 - Art Fournier
Page 6, 7 & 8 - Tom Smith
Page 8 Top Right - RJ Fortwengler
Page 8 Bottom Right - Maureen & Jay Donn
Page 9 - Paul Edelstein

Deadline for the next issue of *The Standard*: April 2nd!

New Rear Disc Brake Conversion Kit TR4A-IRS, TR250, TR6

- Kit includes rotors, Wilwood calipers and all parts for both sides.
- Connects to brake line fitting on trailing arm.
- Stainless steel flexlines from trailing arm to fitting on frame available separately.
- Custom mechanical parking brake caliper connects to the existing cable.
- Mounting bracket spaces hub only 1/8" further than stock.
- Includes oversize (3/8") studs for bracket and hub attachment. (Drilling and tapping required)
- Stock steel wheels require 3/8" spacer. Wire wheels and alloys fit without spacer.
- Wilwood front caliper kits also available.

4361 New Holland Rd, Mohnton, PA 19540
610-777-4457 goodparts@verizon.net
www.goodparts.com



THE STANDARD

The Official Publication of the
Capital Triumph Register

Volume XXII, Number 4, April 2010



Twelve CTR members in nine Triumphs took part in the annual George Washington Parkway Run on April 10th. From left to right are Paul Scuderi, Terry Mitchell, Pam Michell, Brenda Mitchell, Marcy and Jeff Knepp, Joe Cannon, Art Fournier, Lionel Mitchell, RJ Fortwengler, Patrick Carter, and Jay Christopher.

For more on the GW Parkway Run, see page 5.

PAGES 1 & 5 - GW Parkway Run; PAGE 2 - CTR Happenings; PAGE 3 - From the Prez: CTR, Ltd; Webb Motors Tour; RTR British Car Parts Swap Meet; Drive your Triumph; PAGE 4 - Collingwood Clean Up; GYHD: Spitfire Clutch Hydraulics; PAGE 6 - Garage Spot: Spitfire Transmission Tunnel Access; BOG Flyer Licking and Stamping; PAGE 7 - Triumph Trans American Charity Tour; PAGE 8 - New & Improved Triumph Parts; PAGE 9 - Baltimore Rally School; Orphan Car Tour; PAGE 10 - Classifieds; PAGE 11 - Club Info



CTR Happenings

Britain on the Green Stuffing Party - April 21st

BOG is rapidly approaching. One of the last get-togethers before the event will be the Stuffing Party on April 21st when the registration packets will be assembled and last minute details worked out. As is the case each year, the Stuffing Party will be held at Joe and Rita Cannon's home, 8904 Mears Street, Fairfax, VA 22031. Please let Joe (703-280-4104 or jpc8904@yahoo.com) or Tom Burke (703-354-1361 or tburke4@aol.com) know if are attending.

Katie's Cars and Coffee

Katies Coffee Shop (The Ole Brogue) is hosting a weekly Cars and Coffee every Saturday morning from 7:00am until 9:00am beginning the first week in April. The idea is to gather car nuts who have busy schedules, but still want to make time to enjoy a short drive to Katies and share in conversation over a good cup of coffee. All cars will be given a reserved parking space when they arrive. Katies Coffee House is located next to the Post Office at 760 Walker Road, Great Falls, Virginia 22066. RJ Fortwengler went on April 9th and reported about 50 cars in attendance with a concentration of Ferraris and other high end vehicles. We should plan a visit by CTR.

CTR Honor Roll

Fred Mittelman joins the list with his 1960 TR3 owned by the same family since 1960. Let us know how many Triumphs you own now or have owned in the past, what's your highest or lowest mileage, newest or oldest, most notable Triumph. Inputs to artfournier@comcast.net for recognition in the newsletter. Surely, you can top these claims?

- Highest mileage: Rich Wilkins with 171K miles on his TR4 and Art Fournier with 192K miles on his Spitfire, and Ken DeMatteo with 202K miles on his TR6
- Lowest mileage: Rich Wilkins with 90 miles on his TR3 since it was rebuilt
- Most Triumphs ever owned: RJ Fortwengler with nine Triumph automobiles over the years
- Most Triumphs currently owned: Bill Goodwin with three Heralds and a Dolomite
- Newest Triumph: Kevin McCarthy with a 1981 TR8 built on August 20, six weeks before production ended
- Longest in the same family: Fred Mittelman's 1960 TR3 since 1960

CTR Facebook and Forum Accounts

CTR has started a Capital Triumph Register Facebook group as an alternative to its on-line Forum. Both sites will be run in parallel while we see which our members prefer. Both are intended as places to announce events, chat about anything remotely related to CTR or Triumphs, share your restoration progress or go for help when a tech question comes up.

The Forum is at <http://www.capitaltriumphregister.com/forum/Blah.pl?> (Passwords must to be eight characters or less.)



Looking back at The Standard:

Volume VII, Number 4 April 1995

The lead article in the April 1995 edition was about the CTR spring tune up held at Charlie Brown's home. The featured upcoming events was a rally hosted by Terry and Cathy Sopher and British Car Day. The Garage Spot featured a discussion by Bob Weeks on tracing fuel and temperature gauge problems to the car's voltage regulator.



The 2010 North American Triumph Challenge (VTR National Convention) will be held on beautiful Jekyll Island, Georgia, home of the Southeast VTR Regional Convention since 2002. The convention will take place October 17-22nd and will be hosted by the clubs of VTR's Southeast Region.



From the Prez: Capital Triumph Register, Ltd.

After many years of deliberation, we have incorporated CTR. Our club is now officially Capital Triumph Register, LTD. With this title, we have gained a level of protection from suit, and well as, in the near future, a tax exempt status. Many clubs in the area have incorporated, especially those who host shows. Our exposure to liability increased dramatically with Britain on the Green, and having the corporate umbrella will protect all those who work so hard at creating the event.

Special thanks to Fred Mittleman, Paul Edelstein and Rich Smalling for their efforts in making this happen. Our club will operate as usual (with the addition of some annual filings to the IRS), so most members won't see much difference. But for those who contribute their time and effort to CTR and BOG, they can rest easier knowing they are more protected from (God forbid) an accident or liability involving our club.

Keep your head up and your top down!

Paul Scuderi
CTR President

British Parts Swap Meet

April 24th
Lionel Mitchell

- Sponsor: Richmond Triumph Register
- Date/Time: Saturday, April 24, 9 AM - 4 PM
- Location: 1815 Willow Lawn Drive, Richmond, VA; just across the drive from Old Navy
- RTR Contact: Pete Phillips (pkphillips@comcast.net)
- CTR Contact: Lionel Mitchell (703-217-1485 or haymarket4@verizon.net)
- Vendor cost: \$25 in advance, \$29 day-of, 6'x3' table provided
- Spectators are free

Webb Motors and Blue Ridge Parkway Tour

May 15th and 16th
Lionel Mitchell

Itinerary:

- Depart Northern Virginia Saturday, May 15 early morning to arrive at Webb Motors in Roanoke around noon
- Travel time to Roanoke is about 4 hours
- Travel route to Roanoke is U.S. 29 & U.S. 460
- Those confirmed are staying at the Reba Farm Inn B&B in Bedford, VA
- Return on Sunday via the Blue Ridge Parkway

Note: It is possible to do this on a long day trip on Saturday. Some folks did this last year.

Contact: Lionel Mitchell (703-217-1485 or haymarket4@verizon.net)

Spring has Sprung Drive your Triumph!



Sara and John Buescher take their Springer Spaniel Lilly Rae Sunshine for a drive with in their TR6



Collingwood Clean-up

March 27th

On March 27th 11 stalwarts from the Capital Triumph Register provided a morning's work to help clean up the grounds of the Collingwood Library and Museum in preparation for their spring season and especially for our Britain on the Green show to be held there on Sunday, April 25th.

The blizzards of 2009 and 2010 were very hard on the trees at Collingwood with several knocked over by the weight of the heavy snow.

Our reward was a lunch of hamburgers and hotdogs cooked by Jerry Kunkle, Collingwood's resident manager.



Above: JP Puckett, Rich Townsend, Paul Malandrino, Jeff Knepp and Fred Mittelman sit down on the job.

Below: Jeff Knepp, Fred Mittelman, Mike Grone, Lionel Mitchell, Tim Shalvey, Karl Johnson, Rich Townsend and JP Puckett have lunch in the Collingwood carriage house.



Get Your Hands Dirty: Spitfire Clutch Hydraulics

April 3rd

After many delays due to bad winter weather, a group of us - Tom Burke, Art Fournier, Karl Johnson and Lionel Mitchell - finally got together to replace the clutch master and slave cylinders in Pam Michell's Spitfire, the Green Weenie. Surprisingly, the task went very smoothly with no unpleasant surprises. After test drives by the three Spitfire owners in the group, it was off to lunch at Elevation Burger in Falls Church. And on April 10th, Pam drove the Weenie in the GW Parkway Run.

Triumph owners helping other CTR Triumph owners — do you have a GYHD project you need help with?



Above: Tom Burke delves into the netherworld of the Weenie's interior in search of the clutch slave cylinder while Lionel Mitchell and Karl Johnson look on.

Right: The Green Weenie briskly moves on down the road during a test drive its new clutch hydraulics.





George Washington Parkway Run

April 10th

It's no secret, one of the most scenic roads in the immediate area is the George Washington Parkway, which stretches from the northern end of the Beltway south through Old Town Alexandria to Mount Vernon. And every year, part of CTR's rites of spring is a run down the Parkway. Due to long term construction at the "humpback" bridge, we've taken to detouring across the Roosevelt Bridge, through the District around the monuments and along the Potomac before crossing back into Virginia on the 14th Street Bridge. This year's GW Parkway run included a stop for a roadside lunch in East Potomac Park.

It's amazing how many people who were in the city for the Cherry Blossom Festival took photos of our caravan of



*Above: Art Fournier shows Pam Michell how to lower a Spitfire top
Left: The unknown Confederate seems to be thinking, "No, Joe Cannon, the beard doesn't make you look like Robert E. Lee."*

*Top right: Terry and Brenda Mitchell's TR3A and the Lincoln Memorial
Center right: Curbside picnic in East Potomac Park*

Bottom right: Jeff and Marcy Knepp's TR6 and Patrick Carter's Spitfire head toward the Washington Monument

a TR3A, a TR250, three TR6s, and three Spitfires led by a Stag on a picture perfect spring Saturday!

Thanks to Paul Scuderi for once again setting up the GW Parkway run!





Spitfire Transmission Tunnel Access

Art Fournier

We saved a lot of time while replacing the clutch hydraulics during a GYHD session by not having to remove the transmission tunnel from the Triumph Spitfire known as the Green Weenie in order to access the slave cylinder. Charlie Brown had installed access panels in the aftermarket transmission tunnel that allowed access to the slave cylinder on the left side and the transmission fill plug on the right side.

Each sheet metal access panel covers a four inch diameter hole and was held in place by four bolts through captive nuts. Rubber weather stripping on the inside of the panel cover provided a seal. The hole on the left side was centered 7-1/2" back from the firewall and 2-1/2" up from the floor. To reach the panel, all that was necessary was to pull back the carpet. There was no need to remove the carpet and tunnel along with the radio bracket and lower dashboard trim pieces as would otherwise have been the case. Somewhat surprisingly, Tom Burke was able to remove and replace the slave cylinder then bleed it through the four inch whole.

Next time I have my transmission tunnel cover out, I plan ensure the locations are the same for my car, then modify the cover in the same manner.



Slave cylinder access panel and hole on the left side of the transmission tunnel cover on the Green Weenie.

BOG Flyer Stamping and Licking Session

March 9th

Did you get your Britain on the Green flyer in the mail? Then thank the crew that met in RJ Fortwengler's garage to put labels and stamps on the flyers to prepare them for mailing.



Above: Lionel Mitchell and Tom Burke relax prior to getting started on the labeling and stamping project. Does anyone other than RJ Fortwengler have easy chairs in his garage?

Below: Tom Burke, Art Fournier, RJ Fortwengler, Rob Reynolds and John Buescher hard at work. JP Puckett and Matt Schipani were also on hand for the project which was followed up by pizza and adult beverages.





Triumph Trans American Charity Run Follow Up

from

john macartney

Tel: 01386 424401

Mobile: 07770 923191

32 Avon Street
Evesham
Worcestershire WR11 4LQ
England

Email: macartney.john@yahoo.co.uk

10th March 2010

FOR "TRIUMPH TRANS-AMERICAN" PARTICIPATING CLUBS AND THEIR MEMBERS

My Dear Friends

When Liz and I finally got home to England in October last year, we were distracted for too long with health issues in our family. Because of that - and other similar problems in the early New Year, I have been unable to write to you until now.

Looking back to an amazing event that finished effectively six months ago, I believe it's now time to 'draw a line' under what we did together. "uncle jack" was sold in January and is now on the way to his new home, the funds raised have been paid over to the three charities and so far - little, if any meaningful recognition, has been paid by me to you as individuals and groups.

I greatly regret this and have been trying to devise some simple package *especially for you* which (hopefully) recognises so many different contributions from so many people and places, that all added up to a wonderful achievement by so many unsung heroes. Additionally, I need to recognise some very special people close to the organising centre, without whose valiant efforts the TTACD would have stayed simply as an idea.

Trying to meet those differing objectives has not been easy and in the end, I felt the best route (no pun) was to let all of you see just a smidgeon of what I saw over 15,466 incredible miles by giving you a photographic overview of TTACD from Start to Finish.

Apart from lots of photos on Flickr and a few jerky videos on YouTube, none of you saw what I did, so, in an attempt to rectify the situation, I have assembled just under 200 slides - mostly my own which never made it to Flickr - with only one or two of each club or location, which I hope you will all enjoy. This is the presentation for download, that you can copy to CD to distribute to members, together with an insert for the CD case itself. This simple little 'cyber gift' comes to you with my very profound and sincere thanks to you for everything you did to create an experience that will stay with me for the rest of my life - and which I will continue to re-live as I preview some 42 hours of as yet unedited video footage! Getting that lot sorted will be a major exercise! Please stay in touch, please visit Liz and I as you may find yourselves in the UK at any future date - and thank you again for being the wonderful people you are.

My very best wishes to you all

Last summer, several of us in CTR took part in John Macartney's Triumph Trans American Charity Run while he was here in the Washington, DC, area. Here's a letter from John expressing his thanks to all who supported his 15,000 mile odyssey through the United States and Canada.



New & Improved

Triumph Parts

Lionel Mitchell

Here are a couple of new products for our Triumphs that address typical problems we face. One is for TR6s (and probably TR250s) only. The other is for any Triumph or any LBC.

The TR6 cross fork and throw-out bearing have been the subject of much discussion and different approaches. Some approaches address only the T-O bearing; some replace the mechanical approach with a hydraulic approach. This approach, from Good Parts, is mechanical in its approach, but it replaces all the parts associated with clutch actuation. The claim is that this approach eliminates the friction, which Richard says is the crux of the problem. Quoting from his web site”

” Much of the effort applied to your clutch pedal is lost to friction. Worn fork pins and release bearing carrier will aggravate the problem. Good Parts new clutch op-



good parts

Performance for Triumph

\$1349




New Rear Disc Brake Conversion Kit
TR4A-IRS, TR250, TR6

- Kit includes rotors, Wilwood calipers and all parts for both sides.
- Connects to brake line fitting on trailing arm.
- Stainless steel flexlines from trailing arm to fitting on frame available separately.
- Custom mechanical parking brake caliper connects to the existing cable.
- Mounting bracket spaces hub only 1/8" further than stock.
- Includes oversize (3/8") studs for bracket and hub attachment. (Drilling and tapping required)
- Stock steel wheels require 3/8" spacer. Wire wheels and alloys fit without spacer.
- Wilwood front caliper kits also available.

4361 New Holland Rd, Mohnton, PA 19540
610-777-4457 goodparts@verizon.net
www.goodparts.com

erating mechanism uses roller bearings at the cross shaft and fork pins and an externally greaseable bronze bushing in the release bearing carrier to eliminate friction and wear at these critical areas. Includes heavy duty release bearing and adjustable push rod with spherical rod end. The holes in the bell housing must be enlarged for use of roller bearings for cross shaft. Good Parts has a reamer to loan for enlarging the holes. The reamer is powered by reversible heavy duty 1/2" drill supplied by user. Stock bushings may be used in lieu of roller bearings to avoid enlarging holes.”

From the photo, it appears that the fork and cross shaft parts are heavier-duty than the stock parts. The reamer is a long drill cutter that spans the length across the bell housing. The cost of the clutch mechanism part is \$349. The refundable deposit on the reamer is \$100.



The second improved part is Ethanol-proof fuel hose from Moss Motors. Several of us have experienced fuel system problems due to gasoline with Ethanol. If you've ever cleaned your carburetor float bowls with alcohol, you know what a powerful dissolver it is. Ethanol in the fuel systems of our older cars can have unpredictable affects. And I'd be willing to bet that you have not checked the condition of your rubber fuel hoses in years – maybe never. At \$.15/inch, this is cheap insurance that any fuel system problem won't be due to the hose sections. It comes in 1/4" and 5/16" inside diameter sizes and can be purchased by the inch.

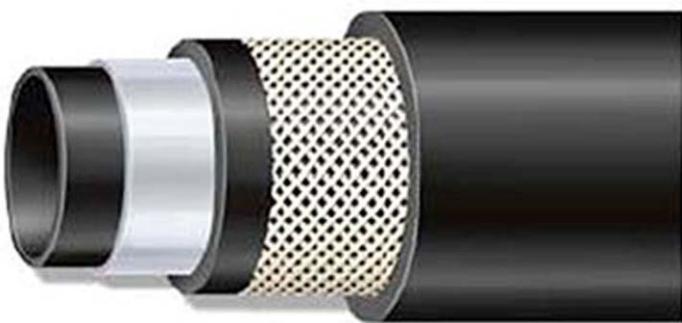
From the Moss web site, here are some more details:
→ Can accommodate any fuel used with a conven-

(Continued on Page 9)

New & Improved (*Continued from Page 8*)

tional carburetor, and exhibits extremely low permeability

- Compatible with ethanol, methanol, and all gasoline blends of gasoline and alcohol.
- Achieves five times less fuel vapor permeation than conventional hoses
- Rated for use to 50 PSI, for any carburetor application
- Rated for temperatures from -40 to 257 degrees F
- CARB approved



Baltimore Rally School

April 18th



MGs of Baltimore and the Washington, DC, region of the Sports Car Club of America are sponsoring a rally school on Sunday April 18th beginning at 10:00 AM at the Odd Fellows Lodge, 12210 Long Green Pike, Glen Arm, MD 21057. The morning and part of the afternoon will be spent on the basics of rallying and route following. After a light lunch of hot dogs, chips and soft drinks, there will be a short rally of about 30 miles. After the rally there will be a debriefing to answer questions that might have come up during the rally.

Preregistration is important due to the amount of printed material that will be presented and to adequately plan for food and refreshments. The cost is \$25 per car with two persons per car. For additional information contact Chris Bean at c_bean@verizon.net.



"MAIN STREET MEANDER"

Orphan Car Tour

June 5th

The 21st annual Orphan Car Tour, to be held on June 5, 2010, will travel from Mt. Airy, Maryland to Hanover, Pennsylvania. The Tour, this year nicknamed "The Main Street Meander", gets underway at the parking lot at the Twin Arch Shopping Center, at the corner of Ridge Rd. and Twin Arch Rd. in Mt. Airy. Participants will gather at 12:00 noon, and at 1:00 cars will begin to depart onto the tour, one at a time. Each driver will follow printed directions along a route of about 50 miles, over scenic rural roads, with a stop at the Western Maryland Railway Historical Society museum in Union Bridge, Md. and possible other points of interest as well. The tour will reach Hanover by late afternoon, where the group will gather in a private room at the Victory Restaurant at 5:30 PM for a buffet dinner.

A registration fee of \$8 per car may be paid beforehand or on the day of the tour. The optional Saturday afternoon dinner requires pre-payment by May 28. Participants are responsible for paying admission costs or donations at any stops along the way. The tour will be held, rain or shine.

The Orphan Car Tour occurs in a different location each year in the greater Baltimore - Washington area. Its purpose is to promote the driving enjoyment of "orphan" antique cars: vehicles at least 25 years old which were produced either by now-defunct manufacturers or by the discontinued divisions of still-existing companies. This year's sponsors are Mid-Atlantic Packards, the Potomac Chapter of the Studebaker Drivers Club, and the Chesapeake Bay Chapter of the Hudson-Essex-Terraplane Club.

More information is available on the website <http://www.orphancartour.org/>. For further information telephone Jon Battle at 703-392-6870 or e-mail TourDirector@orphancartour.org





EVENTS

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

TBD - GYHD GT6, Damascus, MD, Paul Scuderi

CTR

Apr 17 - Baltimore Rally School, Glen Arm, MD (see page 9)

Apr 21 - BOG Stuffing Party, Tom Burke

Apr 24 - Richmond Triumph Register British Parts Swap Meet, Richmond, VA (see page 3)

Apr 25 - Britain on the Green, Tom Burke ***CTR***

May 2 - 11th Annual British and European Car Show, New Town, Williamsburg, VA http://www.wmbgbrit.com/carshow_registration_form.htm

May 15-16 - Webb Motors Overnighter, Lionel Mitchell ***CTR***

May 16 - BOG TGIO, Tom Burke

May 16 - CTR ESB Meeting, Paul Scuderi

Jun 5 - 2010 Orphan Car Tour, Mt Airy, MD, www.orphancartour.net, Jon Battle, 703-392-6870

May 21-23 - Carlisle Import and Kit Show

May 23 - BOG TGIO, Damascus, MD, Paul Scuderi

May 29-30 - Hill Climb, Summit Point

Jun 5 - Orphan Car Tour, Mt Airy, MD (see page 9)

Jun 6 - Original British Car Day, Lilypons, MD

CTR

Jun 16-20 - TRA 2010, Wooster, OH, John Huddy, jhuddy@columbus.rr.com or 614-846-2321

Jun 20 - Sully Antique Car Show

Jul 10 - Damascus Day British Car Show, Paul Scuderi ***CTR***

Jul 13 - CTR ESB Meeting, Paul Scuderi

Jul 17 - Lucas Tour, Paul Edelstein ***CTR***

Jul 30-31 - TRF Summer Party, Armagh, PA ***CTR***

Aug 14 - 75 & 80 Drag Strip, Paul Scuderi ***CTR***

Aug 29 - Cruisin' for Crustaceans, Art Fournier

CTR

Sep 9-12 - 6-Pack Trials, Cincinnati, OH, Dave Waldorf, DWaldorf@cinci.rr.com or 513-939-1773

Sep TBD - Eastern Shore Overnighter ***CTR***

Sep TBD - Junkyard Dog Run, Paul Scuderi ***CTR***

Sep 21 - CTR ESB Meeting, Paul Scuderi

Oct 10 - Hunt Country Classic and CTR Picnic, Lionel Mitchell ***CTR***

Oct 17-22 - North American Triumph Challenge (VTR National Convention), Jekyll Island, GA

CTR

Nov 9 - CTR ESB Meeting, Paul Scuderi

Dec 5 - CTR Holiday Party, MD 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: 1970 Triumph TR6 Red with tan hand-sewn leather interior and tan top. Car is exceptional! First place in class at 2008 Sully Car Show. First Place 2008 BOG. 4speed w/overdrive, chrome Dayton wire wheels with Michelins. Everything restored or replaced to show quality. If you ever wanted a keeper, this car is the one. Unfortunately, I have 2 boys going to college so it's time to part. Car is in Fairfax. \$21K OBO. Pat Marino, CTR member, 703-273-6863 or skylark67@gmail.com



For Sale: 1974 TR6 - Pimento red/black interior, 4-speed non-overdrive, 108,566 showing. All original make equipment (except 3 range electric seat heaters) - all excellent condition. Complete braking system rework & tune-up by Gassman Automotive. A very solid and strong running car. \$13,000 obo. Additional photos and details: 540-649-1121



CLUB OFFICERS

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BOG Coordinator	
Annandale	

CTR website
www.capitaltriumphregister.com

THE STANDARD

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

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Racing	Ira Schoen (703) 698-1691 pterodactyl711@aol.com

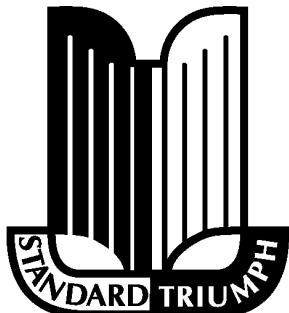
TRIUMPH TRIVIA: What was the Triumph Pony?

The Triumph Pony was a small 4x4 truck, somewhat like a Land Rover in appearance, that used the Triumph 1300 fwd engine and transmission. Never produced by Triumph, the design rights were sold to Autocars in Israel, which produced it.



Photo Credits

Pages 1 & 5 - Paul Scuderi
Page 3 - John Buescher
Pages 4, 5 & 6 - Art Fournier
Page 6 - Lionel Mitchell



Deadline for
the next issue of
The Standard:
April 30th!

Oops



Moral: never have a six-pack for lunch when you have to paint highway stripes in the afternoon!



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



THE STANDARD

4729 Willows Road
Chesapeake Beach, MD 20732-4221



THE STANDARD

The Official Publication of the
Capital Triumph Register

Volume XXII, Number 5, May 2010



Some of the many CTR members, family and friends that volunteered to make BOG 2010 a success.

Front row: Rebecca Edelstein, Kim Rowland, Sharon Edelstein, and RJ Fortwengler

Second row: Matt Schipani and John Buescher

Third row: Sherman Taffel, Tim Shalvey, Rich Smalling, Bill Goodwin, Dan Mitchell, Paul Edelstein, Karl Johnson, and Paul Scuderi

Fourth row: Nancy and Lionel Mitchell, Rich Townsend, Jeff Knepp, Tom and Mary Burke, and Art Fournier

PAGES 1, 4 & 5 - Scenes from BOG 2010; PAGE 2 - CTR Happenings; PAGE 3 - From the BOG Coordinator: I can see clearly now . . . ; PAGE 6 - BOG Awards; PAGE 7 - Annual Test Drive; Montpelier Tour; PAGE 8 - Garage Spot - Torque Wrench tester; PAGE 10 - Classifieds; PAGE 11 - Club Info



CTR Happenings

The Original British Car Day - June 6th

Don't forget to sign up for the 33rd Annual Original British Car Day to be held on Sunday, June 6th, at Lilypons Water Gardens in Adamstown, Maryland. The show is sponsored by the Chesapeake Chapter of the New England MGT Register. Additional details may be found on their club's website: http://www.chesapeakechaptermgtclub.com/OBCD_main.htm For more information, contact John Tokar at 410-775-0500 or OBCD_Chair@chesapeakechaptermgtclub.com. Vendors will be on site, but a picnic lunch is another option. CTR always has a good turnout at this show that typically draws up to 400 cars; we hope to see you there!

CTR Honor Roll

Sandy Thomson writes: I have been watching the entries for "most, oldest, newest" etc., the last several months. At the risk of being deemed absolutely "certifiable," I am claiming current ownership of ten Triumphs. Seven TR6 models (1976 BRG, 1974 mallard, 1973 mallard, 1973 sapphire, 1973 pimento, 1970 damson, and 1970 royal blue. Four are restored/ three are projects. Also have three TR250 models. One with original signal red paint and one Valencia blue – both are restoration projects – plus the black car we brought to BOG. First Triumph was a '70 GT6+ back in my school days (1980). Later bought a '72 TR6 in 1985 and sold it to a guy in Belgium in 1991. In 2002 I bought a 1974 TR6 in Nevada and drove it home to Maryland. So I guess that makes "total owned" thirteen, not counting four TR250 models I sold to a dealer in France in 2001!

Let us know how many Triumphs you own now or have owned in the past, what's your highest or lowest mileage, newest or oldest, most notable Triumph. Inputs to the editor for recognition in the newsletter. Surely, you can top these claims?

- Highest mileage: Ken DeMatteo with 202K miles on his TR6, Art Fournier with 192K miles on his Spitfire, and Rich Wilkins with 171K miles on his TR4.
- Lowest mileage: Rich Wilkins with 90 miles on his TR3 since it was rebuilt
- Most Triumphs ever owned: Sandy Thomson with 13. RJ Fortwengler with nine Triumph automobiles over the years
- Most Triumphs currently owned: Sandy Thomson with 10 TR6s and TR250s. Bill Goodwin with three Heralds and a Dolomite
- Newest Triumph: Kevin McCarthy with a 1981 TR8 built

- on August 20, six weeks before production ended
- Longest in the same family: Fred Mittelman's 1960 TR3 since 1960



Looking back at *The Standard*:

**Volume VII, Number 5
May 1995**

Before there was BOG, CTR ran a small show within the Southern Maryland Celtic Festival. In 1995, 16 Triumphs participated. First prize went to Fred Thomas' TR3, second to Glenn Minucci's Stag, and third to Tony Vizzini's TR6. Heck! If we could do this, why couldn't we run a show of our own!

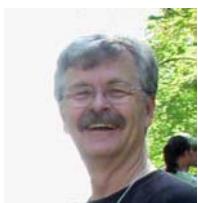
Terry and Cathy Sopher hosted a fun rally in Arlington and Fairfax Counties. First went to Hank and Danny Seiff, second to George and Karen Earwaker, and third to Art Fournier's solo entry.

In the works was CTR's second annual Cruisin' for Crustaceans organized by Ray and Carole Aranda.



These high-quality spin-cast metal badges have terrific detail and are easily mounted on your grill or bumper. They are now on sale for \$24.99 each

**Order now. Supply is limited.
E-mail Tom at
TBurke4@aol.com or call
703-354-1361**



I can see clearly now . . .

Tom Burke
2010 BOG Coordinator

The prospects for the Thirteenth Annual Britain On the Green did not look good. Three days before the event, the weather looked about anti-car show as it could, with anywhere from a 60% to 70% chance of rain on Sunday and an even greater chance on the day before the event. Anyone who has been to BOG knows that the "Green" is slick enough to spin your wheels with just a little morning dew. Even on a dry day, cars have managed to sink into muddy spots. The forecast had looked like this for ten days, and the cloud over the BOG Staff's collective forehead was just as grey. It takes a lot of time to organize this event and even a little rain will wash away our best efforts.

On Saturday, we met in the evening to lay out the field and prepare for the following day. Rain had fallen off and on that day, but it had not been as bad as the forecast had predicted (though the worst was, supposedly, going to fall that night). Now we were twice as troubled, because, if the forecast was wrong on Saturday, it might be wrong on Sunday and the only prospect worse than a small wet, empty field, was a big, wet, full field with 200 cars doing the slip'n slide on Collingwood's redoubtable hillsides.

Paul Edelstein, a belt and suspenders kinda guy, chose to lay out both the full field AND a smaller layout that only used the flat upper field, reasoning that we could go from Plan A (the full field) to Plan B (the small field) more easily than vice versa. Lionel Mitchell and Bill Goodwin worked on the BOG Showroom display, uncertain that even they wanted to bring their own cars out on a rain-soaked day. We finished after dark. I woke up at 1am to the sound of steady rain. Oh, well...

At 6:30am, I climbed into the Jeep and drove to Collingwood in a steady downpour. At least, I thought, we wouldn't be troubled by entrants or spectators as we watched it rain all day. Many CTR members recall BOG 2004, when four inches of rain fell in four hours, and fifty cars waded around Woodlawn Plantation looking for the high ground and leaving trenches instead of tiretracks. With no choice other than to press on regardless, we set up tents, arranged for Plan B, and prepared

for, who knows what? Then about 8:30 the rain slowed, and by 9am it stopped. The food concessionaire arrived, and, one by one, we saw British cars of every size roll up the entrance road. The vendors set up their displays, the BOG Showroom (a display of Triumphs in "showroom condition," conceived by Lionel Mitchell) slowly filled and, by 10am, a steady stream of hardy British car enthusiasts were entering the gate.

By noon, we were having a good old BOG, with Fran Scuderi's music in the air (also being broadcast into FM car radios by our short-range transmitter WCTR) and people strolling the field, filled with over 100 classic British cars. We were all astonished that we were NOT huddling under any available shelter. As the day went on, the sun broke through the clouds, the tops came down and the smiles broke through as well. We were few in number, but we were happy in mind. We had won a bet that we had no choice but to place and the payoff was another great Britain On The Green.



What makes BOG great does not change with the weather. The skilled and committed BOG staff knows what to do and how to do it, no matter what the conditions. As beautiful as the cars are and as important as the weather is, it is the BOG staff that makes this event such a pleasure for everyone. I am so proud to work with them and so grateful to the entrants who sucked it up, buckled their seatbelts and drove from far and wide to make this year's BOG a small, but very special kind of success. I thank everyone who came to Collingwood and I hope we see all of you (and more) next year.

Tom Burke



Scenes of BOG





Previous Page Top to Bottom

Far left: Lionel Mitchell, Bill Goodwin, Patrick Carter, and JP Puckett

Middle left: Fran Scuderi; Bob Fabie; Penny Johnson, John Buescher and Mary Burke

Middle right: Nancy Mitchell and Sheila Skipper, and Matt Schipani

Far right: Dan Mitchell, Tim Shalvey, Terry Mitchell, and Bruce Mundie

This Page Top to Bottom

Far Left: RJ Fortwengler, Fred Mittelman, the Dealership Class

Center: Sharon Edelstein and Craig Nicholls

Right: The Thomson Family; Paul Scuderi, Kim Rowland and Rebecca Edelstein; Rich Smalling, Rich Wilkins, and Rich Townsend

**Best of Show**

Gary Kinney, 1968 Triumph TR250

Resto Mod

Mike Alexander, 1971 MGB

Triumph Dealership

1st Matt Schipani, 1972 GT6 *
 2nd Gary Kinney, 1968 TR250
 3rd Bill Goodwin, 1965 Herald Estate *

Triumph Spitfire and GT6

1st Pam Michell, 1972 Spitfire *
 2nd Bruce Mundie, 1967 Spitfire Mk III *
 3rd Art Fournier, 1976 Spitfire 1500 *

Triumph TR2 and TR31st Terry Mitchell, 1958 TR3A ***Triumph TR4 and TR4A**1st Mike Ford, 1962 TR4**Triumph TR5 and TR250**

1st Sandy & Joanne Thomson, 1068 TR250
 *

Triumph TR6 1969-1973

1st Tim Shalvey, 1973 TR6 *
 2nd D. Gregory Spencer, 1970 TR6
 3rd Peter Dunlop, 1972 TR6 *

Triumph TR6 1974-1976

1st Jeff Knepp, 1976 TR6 *
 2nd Geoff Hopwood, 1974 TR6
 3rd John Buescher, 1974 TR6 *

Triumph TR7 and TR81st Jim Coleman, 1980 TR8

BOG 2010 Awards

MG Early

1st Debby Curtiss, 1947 TC
 2nd John Hambleton, 1952 TD
 3rd Malcolm Collum, 1949 TC

MGB to 19741st Mike Alexander, 1971 MGB**MGB 1974-½ to 1981**1st Frank Worrell, 1978 MGB**MGB GT**

1st Mike & Lucy Hughes, 1966 MGB Gt
 2nd Ray McKelvy,

Austin Healey Sprite/MG Midget

1st Richard Jones, 1962 Austin Healey
 Sprite

Austin Healey 30001st Jack White, 1967 BJ8 Mk III**Morgan**

1st Dale Barry, 1967 +4 Roadster
 2nd Frank Huffman, 1959 +4
 3rd Lee Debrish, 2005 Roadster

Classic Mini

1st Mark Gagnon, 1963 Austin Mini
 2nd Phillip Jones, 1963 Mini Cooper



Left - Best of Show, Gary Kinney's 1968 TR250

Right—Best Resto Mod - Mike Alexander's 1971 MGB

New Mini1st Mark Matarella, 2005 Mini**Jaguar Saloon**

1st John Otte, 1972 XJ-6
 2nd John Larson, 1977 XJ6C

Jaguar Sports

1st Jaime Steve, 1969 E Type
 2nd Dru Smecz, 1990 XJS

Lotus1st Steve Matthews, 1991 Elan**Rover**

1st Jose Scoseria, 1968 P6 2000
 2nd Dave Wacht 1991 Range Rover

Rolls Royce and Bentley

1st Rod Rydlun, 1934 Bentley 3-½
 2nd Brian Leimbach, 1965 Bentley S-3
 3rd John Bays, 1952 Bentley R Type Sport
 Saloon

Special Interest

1st Victor Rostow, 1967 Morris Minor
 1000
 2nd Robert Moss, 1969 Ford Cortina Estate

* CTR Members





Test Drive 2010

May 22nd

Charlie Scott, MG Car Club

Drivers, Start your engines! The MG Club's annual Test Drive event is May 22, 2010 from 09:00 to 12:00 in the Special Events Center area of Bull Run Regional Park, a property of the Northern Virginia Regional Park Authority, in Centreville, VA.

Have you wondered what it would be like to drive a classic British car ... other than your own? We have just the opportunity for you on the 22nd. For the last couple of years we've scheduled the test drive in September, but this year decided to make a go of it earlier in the driving season. We've invited our friends in the Capital Triumph Register to join us again this year so your choice of "other than your own" could include a Spitfire, TR6, TR7 (or whatever else the TR folks bring with them), in addition to a MGA, Midget, T-series, or just another version of your MGB (the most commonly owned car in our Club).

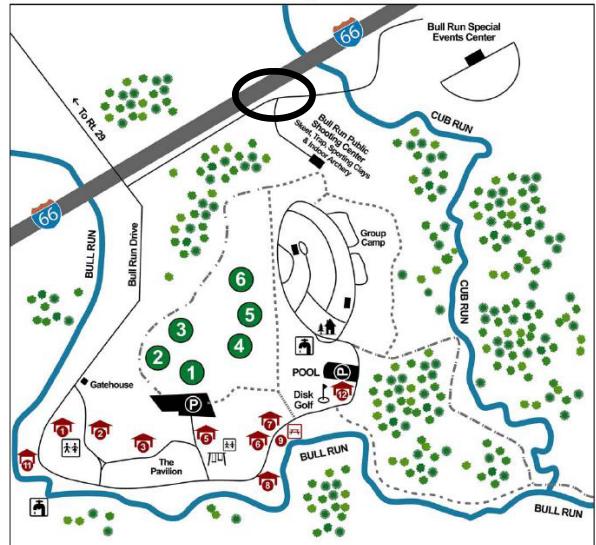
There's not a formal program beyond a few brief opening remarks to welcome everyone and explain how little structure there is to this event -- we'll ask everyone to introduce themselves and their cars and then pair up for a little reciprocal driving (i.e., you drive mine, I drive yours). For example, if you want to drive my 1974 Midget I'll hand you the keys and tell you to pretend that 2nd gear is NON-synchro when downshifting, otherwise to enjoy the ride.

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

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

If you have any questions you can reach me at seescott@cox.net or 703-863-8707, and at that number the day of the event. Look forward to seeing you there! (CTR mem-

bers contact Lionel Mitchell at Haymarket4 @verizon.net or 703-217-1485.)



Montpelier Tour

August 21st

Glenn Larson, RTR

The Richmond Triumph Register invites the Capital Triumph Register on a joint driving outing for Saturday August 21 to Montpelier, home of James Madison (<http://www.montpelier.org/>). Montpelier is just outside Orange, about a 90 minute drive up US 33 from Richmond and a two hour drive from DC.

Estimated arrival at 10 a.m. The idea is to tour the house and then lunch in Orange afterwards. Tickets are \$16. There would also be the option of an overnight stay in Orange, which has numerous bed and breakfast and hotel options. Those of us staying overnight could get together for dinner and drive back on Sunday. A list of Orange area B&Bs can be found at <http://www.bbonline.com/va/orange.html>. More information to follow.

Questions? Contact Glenn Larson at GLarson182@aol.com or 804-739-6517.



Torque Wrench Tester

Joseph P. Cannon

Make your own testing equipment from spare parts you probably have in your garage.

The 15th Anniversary issue of *Auto Restorer* discussed the 15 Top Restoration Tools, including a nice write-up emphasizing the importance of a torque wrench.

I agree that a torque wrench is of great importance to a restorer, but, obviously only if it's accurate.

Several years ago I wondered if my torque wrenches were accurate and wondered how I could test them. So I put some thought into the matter and came up with a tool/instrument to verify the accuracy of my wrenches. (I've included a couple of photos of the instrument that resulted from my work.)

It's not fancy looking and I hesitate to refer to it as an instrument, but it's dead-on accurate.



Test Instrument Details

I used an old clutch slave cylinder from my Triumph and several pieces of scrap steel, such as a couple of inches of 1 ½ inch square tube, 1 ½ inch angle steel and a scrap of flat stock.

I calculated the arrangement shown would produce 295 pounds of pressure in the gauge at 60 ft.-lb. of torque, so I bought an inexpensive 300-PSI gauge that's 3 percent accurate at full scale (\$15 at W. W. Grainger).

I made the dial face on my CAD program by working backwards from 295 lbs. = 60 ft.-lbs, divided equally to zero. I then glued it in place.

It's not necessary to use a fluid-filled type gauge because the brake fluid in the cylinder never fills up in the bourdon tube of the gauge; it is only trapped air pressure that the gauge "sees."

The 3/4 –inch hex head bolt used as the input (note the arrow in the photo) must be a grade 8 bolt. Lesser strength bolts will break.

Running Some Tests

Once the instrument was ready, I decided to try some



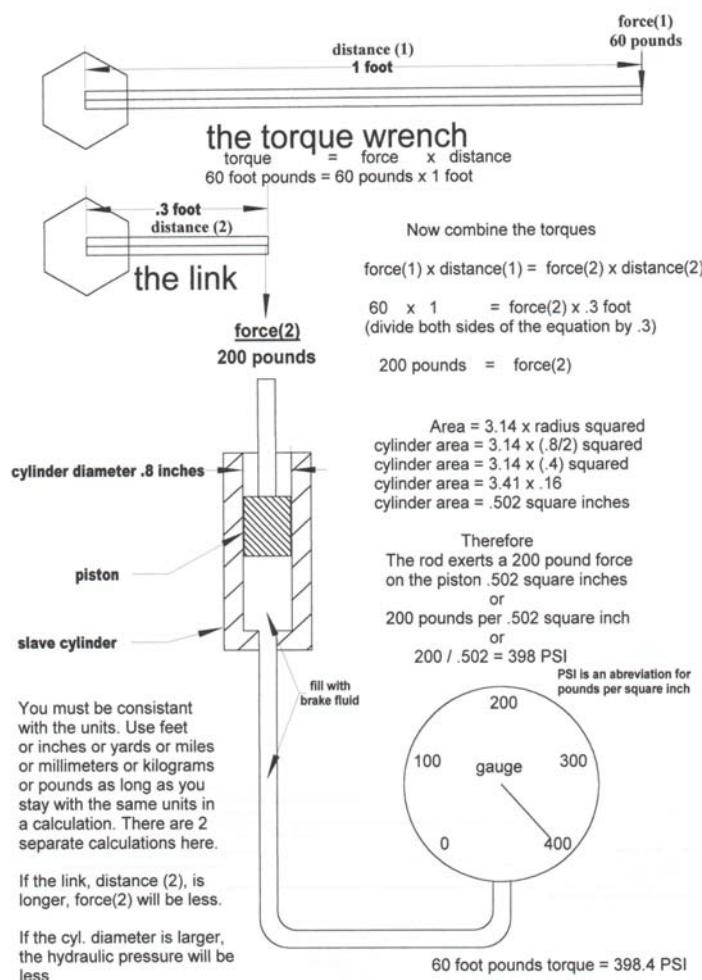
accuracy tests.

My Craftsman beam type torque wrench was accurate but my clicker wrench was 15 lbs. off. Then my Triumph club buddies brought their wrenches over and three out of five were 5 to 15 lbs. off. One fellow's Craftsman clicker wrench was 20 lbs. off, so we took it back to Sears and, even though it was more than a year old, they exchanged it for a new one.

The new wrench was 10 lbs. off, so we decided to calibrate it instead of going back to Sears.

As it turned out, calibration is not that difficult once you find the calibration screw hidden inside the handle. It is only a spring pressing against a pivot inside the wrench body and an Allan screw adjustment under a plastic cap at the bottom of the wrench.

The spring is the critical part of the wrench and it appears that in this case the manufacturer was diligent in selecting the proper tension only the assembly person failed to calibrate it correctly.



If the spring is correct, then the torque setting would be linear through the range, which I found true in setting my wrench and my buddy's. The test "instrument" only reads to 60 ft.-lbs. but if the wrench is correct at 40, 40 and 60 ft.-lbs., it will be accurate at all settings beyond.

The error in all the wrenches I checked was always on the low side, which leaves me wondering about all those engines out there with rod and main bearings at 50 ft.-lbs. when they should be 70 ft.-lbs.

If any readers have questions or comments regarding my test device, I don't mind discussing this with my kindred souls at jpc8904@yahoo.com.

Also, I'd like to add a good bench vise to *Auto Restorer*'s list of essential restoration tools, and I don't mean a cheap, loose working foreign-made vise either.

(Joe's article originally appeared in the November 2004 edition of *Auto Restorer*.)

Good Parts

Performance for Triumph

New Rear Disc Brake Conversion Kit
TR4A-IRS, TR250, TR6

- Kit includes rotors, Wilwood calipers and all parts for both sides.
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- Wilwood front caliper kits also available.

4361 New Holland Rd, Mohnton, PA 19540
610-777-4457 goodparts@verizon.net
www.goodparts.com



EVENTS

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

TBD - GYHD GT6, Damascus, MD, Paul Scuderi

CTR

May 15-16 - Webb Motors Overnighter, Lionel Mitchell *CTR*

May 18 - CTR ESB Meeting, Paul Scuderi

May 21-23 - Carlisle Import and Kit Show

May 22 - MG Club Test Drive, Lionel Mitchell, haymarket4@verizon.net *CTR*

May 29-30 - Hill Climb, Summit Point

Jun TBD - BOG TGIO, Tom Burke

Jun 5 - 2010 Orphan Car Tour, Mt Airy, MD, www.orphancartour.net, Jon Battle, 703-392-6870
Jun 5 - Meeting of the Marques all makes and models show, Hershey, PA, Susquehanna Valley Vintage Sports Car Club, Hershey, PA, www.svvsc.org

Jun 6 - Original British Car Day, Lilypons, MD, http://www.chesapeakechaptermgtclub.com/

OBCD_main.htm *CTR*

Jun 16-20 - TRA 2010, Wooster, OH, John Huddy, jhuddy@columbus.rr.com or 614-846-2321

Jun 20 - Sully Antique Car Show

Jul 10 - Damascus Day British Car Show, Paul Scuderi *CTR*

Jul 13 - CTR ESB Meeting, Paul Scuderi

Jul 17 - Lucas Tour, Paul Edelstein *CTR*

Jul 30-31 - TRF Summer Party, Armagh, PA *CTR*

Aug 14 - 75 & 80 Drag Strip, Paul Scuderi *CTR*

Aug 21 - RTR-CTR Montpelier Tour, Glenn Larson, GLarson182@aol.com *CTR*

Aug 29 - Cruisin' for Crustaceans, Art Fournier *CTR*

Sep 9-12 - 6-Pack Trials, Cincinnati, OH, Dave Waldorf, DWaldorf@cinci.rr.com or 513-939-1773

Sep 25-26 - Eastern Shore Overnighter, Sandy Thomson, sthomsonr6@gmail.com *CTR*

Sep TBD - Junkyard Dog Run, Paul Scuderi *CTR*

Sep 21 - CTR ESB Meeting, Paul Scuderi

Sep 25-26 - Eastern Shore Overnighter, Sandy Thomson, sthomsonr6@gmail.com *CTR*

Oct 10 - Hunt Country Classic and CTR Picnic, Lionel Mitchell *CTR*

Oct 17-22 - North American Triumph Challenge (VTR National Convention), Jekyll Island, GA

CTR

Nov 9 - CTR ESB Meeting, Paul Scuderi

Dec 5 - CTR Holiday Party, MD 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: 1970 Triumph TR6 Red with tan hand-sewn leather interior and tan top. Car is exceptional! First place in class at 2008 Sully Car Show. First Place 2008 BOG. 4speed w/overdrive, chrome Dayton wire wheels with Michelins. Everything restored or replaced to show quality. If you ever wanted a keeper, this car is the one. Unfortunately, I have 2 boys going to college so it's time to part. Car is in Fairfax. \$21K OBO. Pat Marino, CTR member, 703-273-6863 or skylark67@gmail.com



For Sale: 1974 TR6 - Pimento red/black interior, 4-speed non-overdrive, 108,566 showing. All original make equipment (except 3 range electric seat heaters) - all excellent condition. Complete braking system rework & tune-up by Gassman Automotive. A very solid and strong running car. \$13,000 obo. Additional photos and details: 540-649-1121



CLUB OFFICERS

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Vice President Haymarket	Lionel Mitchell (703) 754-7362 haymarket4@verizon.net
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BOG Coordinator	
Annandale	

CTR website
www.capitaltriumphregister.com

THE STANDARD

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Stag	Glenn Minucci (301) 862-5433 gminucci@paxr.veridian.com
Autocross	Ed Chan (703) 658-0253 tr6healey@hotmail.com
Racing	Ira Schoen (703) 698-1691 pterodactyl711@aol.com

TRIUMPH TRIVIA: What was the Triumph TR3 Beta?

2138 cc engine, a redesigned grill, and wider fenders. wider track to accommodate rack and pinion steering, a 1960 in lieu of the TR4. It would have included 3 inch TR3 Beta was considered as an update to the TR3A in Not to be confused with the US market 1962 TR3B, the



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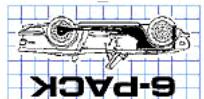
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THE STANDARD

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THE STANDARD

The Official Publication of the
Capital Triumph Register

Volume XXII, Number 6, June 2010



Lionel and Nancy Mitchell, Scooter and Lisa Mauck, and Rob and Sandy Thomson at the Reba Farm Inn Bed and Breakfast during the 2010 visit to Webb Motors in Roanoke, Virginia. (See pages 4 and 5 for more.)

PAGES 1, 4 & 5 - Webb Motors Tour 2010; PAGE 2 - CTR Happenings; Get Together at the Goodwins; PAGE 3 - MG / TR Test Drive ; PAGES 6-7 - Personal Triumphs - Racing through New Mexico; PAGE 8 - Summit Point Vintage Track Day; PAGE 9 - Carlisle Import Show; PAGE 10 - Events and Classifieds; PAGE 11 - Club Info



CTR Happenings

Welcome CTR's newest members:

- John Waypa, 1960 TR3
- Jutta Luckas, 1974 TR6
- Mark Farren, 1974 Spitfire

RTR-CTR Fuel Tank and Radiator Session at Looper's

The Richmond and Capital Triumph Registers will visit Looper's in Rockville, MD, on July 24th for a session on fuel tank and radiator treatment and repair. Please let Lionel Mitchell or Art Fournier know if you plan to attend in order to give Glenn Looper a headcount. More in the July newsletter.

CTR Facebook and Forum Accounts

The Forum is at <http://www.capitaltriumphregister.com/forum/Blah.pl>? (Passwords must to be eight characters or less.)

Facebook is at www.facebook.com - join Facebook then apply to the Capital Triumph Register group



These high-quality spin-cast metal badges have terrific detail and are easily mounted on your grill or bumper. They are now on sale for \$24.99 each

Order now. Supply is limited.

**E-mail Tom at
TBurke4@aol.com or call
703-354-1361**

Get Together at the Goodwins

Sunday, June 27th

Bill and Carol Goodwin have invited CTR to a barbecue (simple fare: hamburgers, hotdogs, salads, beer and soft drinks) at their home in Bryantown, Maryland, on Sunday, June 27th. Plan on arriving around noon. Please bring folding chairs. Expect Bill's neighbors to bring three Model A Fords, a '34 Plymouth, and a MGA. Bill is hosting Chris Allen and his wife from the UK. Chris is the individual that sold Bill his Herald estate and, among other models, is very knowledgeable on Triumph 2000s (Matt?). Bill's trains will be running, the garage will be open for tinkering, and horseshoes and volleyball are possibilities.

RSVP to Bill at redrag@radix.net or 301-870-8594 by Thursday, June 24th so he can plan food and drinks.

Maryland caravan option: If anyone is interested in meeting in Upper Marlboro and caravanning to Bill's by pleasant back roads, contact Art Fournier at artfournier@comcast.net or 410-535-0690. We could meet around 11:15 near the intersection of MD Route 4 and US Route 301.

Direction to Bill and Carol Goodwin's (13972 Mt. Eagle Lane, Waldorf, MD 20601): From the Beltway, take Route 5 South toward Waldorf. Follow Route 5 south to Waldorf and turn left onto Mattawoman-Beantown Road. (Big Birthday Cake on right. Three lanes turn left here. Signs for St. Mary's County and Lexington Park.) Mattawoman-Beantown Road is the 6th light and the next light after Cedarville Road. Follow Matta-Bean to the 4th light and turn left. (Sign is RT 5 South Leonardtown Road.) Follow Route 5 till the 3rd light and turn left onto Bryantown Road. (Sign to the right is Olivers Shop Road.) Follow Bryantown Road approximately 1-1/4 miles and turn right onto Mt Eagle Lane. They are the 2nd driveway on the left. (13972 on mailbox.)

For those coming from Virginia using the US 301 Harry Nice Bridge, take US 301 North to LaPlata. At the 1st light in LaPlata, turn right onto MD Route 6. At the 3rd light, turn left onto MD Route 488. At 1st light turn right onto MD Route 5 South. Bryantown Road is the next light. Turn Left onto Bryantown Road.



MG/TR Test Drive at Bull Run Park

Lionel Mitchell

Last year in reporting on this event, I started off by saying: it's great fun and it's sparsely attended. This year, it was still great fun, but attendance was even sparser. Part of the reason could have been because it was scheduled on the same day as the Carlisle import auto show. I was the only member from CTR in my 73 TR6. From the MG club, Steve Boyce (74 MGBGT), Mark Hanna (68 MGC), Nelson Wilson (52 MGTD), Wade Alexander (77 MGB), Charlie Scott (74 Midget), Bob Burnett (78 MGB) attended.

It was great fun to drive these cars. Charlie Scott's Midget is a hoot - you wouldn't think a 1300 CC engine would deliver much power, but this one has been modified and has good bit of punch. It would definitely be a good autocross car. The other fun car for me was the right-hand drive MGC roadster with an in-line 6 cylinder engine. After I got use to the shifting, it was fun to drive. It has more body roll than the B roadsters or a tightly suspended TR6 or TR7/8, but it has some grunt and a great sound.

Last year, the rear axle on Nelson Wilson's TD broke while Rich the T was driving it, but that did not deter Nelson. No, Rich didn't break it. Nelson had the axle replaced and also put in an upgraded MGA differential. This was the first time I had driven a TD. The one word that comes to mind is "fragile." I think the clutch needed to be adjusted, or maybe that's just the way it operates- certainly no speed shifting here. Anyway, Nelson drives it on the open road. So, he must have confidence in it.



All in all, it was a fun event. Charlie Scott expects to schedule the event next year around the same time, depending on the Park schedule. As I said, the number participating this year was even smaller than last year. I encourage all of you to consider attending next year. You're missing a lot of fun.



Above - Steve Boyce (74 MGBGT), Mark Hanna (68 MGC), Nelson Wilson (52 MGTD), Wade Alexander (77 MGB), Charlie Scott (74 Midget), Bob Burnett (78 MGB), and Lionel Mitchell (73 TR6)

Below right - MG Club members check out the working parts of a MGC, BMC's answer to the TR6 after the big Austin Healey went out of production

Below left - While Steve Boyce (left) and Lionel Mitchell chat, Lionel's TR 6 ever so slowly inches its way toward a box of Dunkin Donuts





Webb Motors Tour - 2010

Lionel Mitchell

On May 15, with beautiful weather in-store, and the open road in front of us, six from CTR departed the Sheetz in Haymarket – destination: Webb Motors in Roanoke. You may recall the description from last year's article about our tour there. It's a time capsule from the 50s, 60s and 70s. Byron Webb's father, Herbert, started a Motorcycle dealership after WWII in Roanoke, selling BSA and Triumph motorcycles. Byron and his brother joined in the business, where they began selling British cars in the early 1950s when those cars first became available in the States. In 1957, they moved the business to its current location and discontinued selling motorcycles, focusing on selling and servicing Triumphs, MGs, Austin Healeys, and Rovers.



This “Gathering of British Cars” at Webb Motors had its genesis two years ago when I stopped by their shop on my way to Alabama to visit family. I met Byron Webb and his son-in-law, Louie Cross. They gave me a tour of the showroom and workshop. Months later, I called them to ask if our club members could come down to visit their shop some Saturday. Louie thought it was a great idea, and after some persuasion, so did Mr. Webb. They invited the local all-British car club, and about 25 cars showed up last May. Mr. Webb had such a good time that he decided to host a gathering again last October. Because of our other club events, we couldn't make that event, but I let them know that we would like to come back again in the spring. Ergo,





our current trip. This time there were close to 40 British cars. It was "standing room only" with LBCs stretched all along the front of the showroom and down the back to the workshop.

The drive down US 29 was problem-free – just good open road, top down motoring. We arrived at noon to a full house and the Webb's hospitality. The cars ranged from a very rare HRG and an Armstrong-Siddeley Sapphire to our more common TR6s and everything in-between, including Byron Webb's beautiful magenta Stag with 38k original miles.



After leaving Webb Motors, we found our way to our Bed and Breakfast in Bedford - a farm house located at the base of the Peaks of Otter. We had a nice dinner in Bedford at a restaurant in the restored train station. After a restful night at the B&B, we had a large breakfast before departing. Last year, we stayed at the Peaks of Otter Lodge on the Blue Ridge Parkway and then motored up the Parkway back to NoVa. This time, the six of us chose to explore the area around Bedford and Lynchburg separately. Sandy and Rob visited family in Lynchburg. Lisa and Scooter went to the National D-Day Memorial in Bedford, and Nancy and I visited the "octagonal mothership" – Thomas Jefferson's Poplar Forest also near Bedford. We all came back on US29 because of the time involved in driving the entire length of the BR Parkway. One nice thing about this tour is that there are several points of interest and people can choose to do different things. In addition to the places we visited, there are several others, including Natural Bridge, a train museum, and an art museum. Roanoke (the Nuke to locals) is a hopping place with a restored old town pedestrian area.



The trip was a special father-son voyage for Sandy Thomson and his son Rob, who has just turned 16 and is getting his very own TR6 for a present. For Lisa and Scooter, it was their first weekend getaway in a few years. And it was a much needed getaway for Nancy and me as well. One of the best parts was that it was trouble-free motoring: none of us had car problems. That was not the case for our intrepid virtual CTR member, Gary Kinney from the Richmond Triumph Register (RTR).

Gary started out Saturday morning from Richmond in his TR6, only to have to turn back after a short while due to a U-joint problem. But not to be denied, he limped back home and got in his beautiful TR250 and arrived at Webb's just after we did. So, he gets the perseverance award.

Mr. Webb is gung-ho about these gatherings now. Louie says we've created a monster. They plan to host another event in October, and hopefully, another one next spring. But don't put off getting in on this time capsule. After all, Mr. Webb is an octogenarian even if he doesn't seem that old at all. Get in your own time machine and motor back in time.

In the photos:

Previous page:

Left - An Armstrong-Siddeley Sapphire, one of the more unusual cars at the gathering at Webb Motors

Right Top - Gary Kinney with his TR250 "backup car"

Right Center - Rob and Sandy Thomson in the showroom

Right bottom - Gary Kinney watches while Lionel Mitchell presents Louie Cross and Byron Webb mementos of the visit

This page:

Left - Lionel Mitchell and Byron Webb chat in the showroom

Right - Thomas Jefferson's Poplar Forest



Personal Triumphs: Racing Thru New Mexico

Earl Hill

Before cell phones, travelers had to devise other ways to communicate as they moved along their route. My TR3 was in a comedy played out at highway speeds on a race through New Mexico.

Our family had been living in France while I worked on the NATO air defense system. On our third summer, 1966, we were entitled to home leave, and planned to visit both sets of grandparents. My folks were in Montana and Ardash's were in Texas, near Brownsville where the Rio Grande runs into the Gulf. It only made sense to fly those distances. We caught the flight from Paris to New York and stopped over to visit Ardash's sister in Connecticut. The day we landed, airline workers in the U.S. began a strike that canceled all the flights we expected to use. With no resolution in sight, I began calling rental car agencies as our only alternative. None of the fleet managers were willing to release one of their machines for the long itinerary I was describing. But finally, I talked to one whose sense of geography was not as acute. He responded, "Montana. That's just a way beyond Indianapolis, isn't it?" I quickly agreed, and we zipped over to pick up the car before there were any second thoughts.

It was a magnificent Pontiac Bonneville, with hardly any miles on it; a huge trunk for all our stuff; spacious seating for parents and four kids; and the ability to sail along at speeds near 100 without realizing how fast we were going.

Zipping through "fly-over country," we arrived in Helena, Montana for our visit. It became part of our revised journey that we would export the TR3B which had been left in my parents' care two years earlier. A co-worker delivering it from Colorado arrived in the wrong city, Butte, and left it there in a parking garage. My mother, who had never seen such a vehicle, got in and caravanned back with Dad over the mountains to Helena. She occasionally used it around town before we decided to take it with us to France.

Two photos are attached, one showing the TR against Mount Helena rising above the valley; and another with the whole family in the cockpit. That was a much tighter fit than it had been a couple years before. We weren't going far packed in like that.



The car rental company did not have an agent in Helena, so we had to turn the Bonneville in at Butte, about eighty miles away. Toward the end of our multi-day visit, we called around for a car we could take to Texas. The only one any one would release was the very same Pontiac, still sitting at the rental agency in Butte. We were delighted, and made the trip over to retrieve it.

We hit the road for Texas with both cars, splitting the gang so that at least one of them was with the parent driving the TR. We went through Yellowstone and down the western slope of the Rockies to Four Corners. We were not prepared for camping, but after the ranger's campfire talk on the second day at Mesa Verde, we found a picnic area just ahead of a line of thunderstorms. Most of us slept under a tarp spread over a heavy table, and one of the girls stayed under the tonneau cover in the TR. Not too bad, except our older son kept rising up at large thunderclaps and bumping his forehead underneath the seat that was a solid part of the table. The next day dawned bright and beautiful. We had settled into a routine of the two cars staying in sight of each other, except when the driver of the



Bonneville was a bit heavy footed and drifted ahead. I usually did not try to go much over the speed limit, since we had the top down most of the time. It was standard procedure to stop at the first gas station on the right when we entered any town, for a rest stop and refill if needed.

As we approached Santa Fe, another line of thunderstorms was crossing the highway. I was leading in the TR, with our smaller daughter, Becky, dozing under the tonneau cover. The rain wasn't bothering me much, but reduced the visibility as we got to the edge of town. I stopped at the first gas station, filled up, had a Coke, but after ten minutes, saw no sign of the Pontiac. The map on the station wall showed that the highway split just north of the city, so without realizing that, we had separated. There was no backup plan to meet anywhere in town, and we had no way to communicate from car to car.

I had been to Santa Fe once before, and remembered the main square as the likely place for tourists to meet. Becky and I went there, hung around and had some lunch, but did not see the rest of our family. The city was a lot larger than I thought, and we prowled around for about an hour. I finally decided that Ardath got tired of searching and had gone back on the highway toward the only place we had settled on as a destination, Carlsbad. And I had the idea that she would be traveling fast in an attempt to catch up the us. So, nothing to do but get going as fast as we could. About thirty miles south, I did notice a trooper setting up to catch speeders, but I passed before he got the radar gun out. I was doing over seventy, and he told Ardath later that he noticed me but figured he would get the next one. That was Ardath. She was going over eighty-five when he clocked her. He lectured her for endangering three children, and led the car load back to a Justice of the Peace at an office off the highway. She paid a significant fine, even though the trooper had reduced the ticket speed by ten miles an hour. He had that much sympathy with her story of urgently trying to locate the rest of her family. Before she left Santa Fe, Ardath had asked the police if they had seen the black Triumph. The trooper had heard a radio call which he easily associated with our two cars. News of the chase was also relayed further down the highway, and police were on standby to assist in getting this wayward bunch back together.

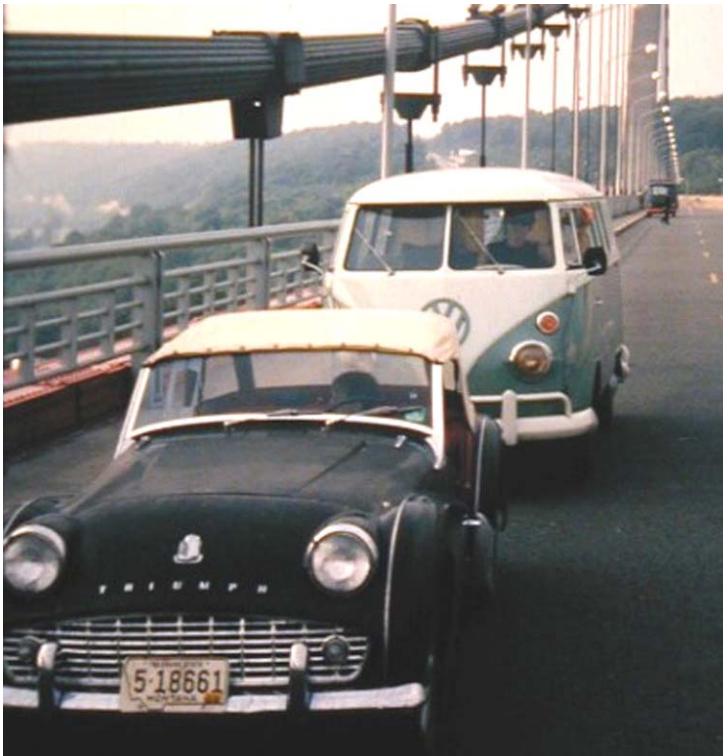
Becky and I raced onward to Carlsbad, and following the family protocol, stopped at the first motel on the right coming in to town. We had no luggage with us, but she really wanted to get in the pool. No one else was checked in, so letting her take a dip in her underwear did not offend anyone. I parked the TR at the edge of the highway, in plain site, right beside the pool. When Ardath did roll up and we

began comparing our stories, all the rest of the kids were offended that Becky was already in the pool, and why couldn't they just jump in too? With a few more minutes to dig out swim suits, peace was restored.

The next day we toured the famous caverns and proceeded on to Harlingen, TX, for a week. Still in caravan, we delivered the TR to a dock in Houston for shipment to France, and turned the fantastic Bonneville back in to the rental company before boarding our flight. I have often wondered whether the agent got into trouble for letting us take it so far from New York.

About a month later, we were told how to find the Triumph at a dock in Le Havre. We made that part of an excursion out of Paris, one of many we did in our trusty VW bus. The TR had survived the dust of the desert and the salt of the sea to start right up, and was ready to make the next leg of our journey. This time, however, we were very careful to coordinate our stops, and we tried to never lose sight of the other car despite all the curvy roads. The photo of both cars was taken on a bridge over the Seine River only a few miles inland from the English Channel.

Our adventures with the TR in City of Light are another story.



Follow up: Earl had been thinking of selling the TR3B; however, his daughter in Colorado has come to the rescue and said that she, her sons and friends will get it back into shape. Way to go!



Summit Point Raceway Vintage Track Day

Rich Townsend

CTR was contacted via email by Mark Perkins of Summit Point Raceway about the feasibility of a Vintage Car "Friday at the Track" day. He is looking for feedback to evaluate if there is enough interest among the various car clubs' members to put such an event on the SP schedule, possibly as early as this fall.

After emailing back to Mark that CTR members that had become aware of his quest were quite interested, I contacted him by phone to see if there was any further planning that could be announced in *The Standard*. He told me then that he was still gathering information. Mark is a member of the Fiat Club, and hatched this idea from his fellow club members and his convenient position with Summit Point as Security Driving Instructor and Friday at the Track Program Manager (www.fridayatthetrack.com).

He commented that there are other track events that we could participate in, but that it might not be too fun, knowing that our vintage cars can be blown off the track by the likes of a Chevy Cobalt. His thinking is that the likes of Fiat, MG, Triumph, and well, you know the list - like minded vintage car enthusiasts - could have their own day, and not be intimidated by Civics, Cobras, etc. He envisioned a field of at least 75 cars gathering for a casual day of spirited driving, car-guy fellowship, and bar-b-que-ing. I told him it would be a welcome departure from the car-show, wine-tour existence of vintage car activities. One more item, he did say that it might not necessarily be a Friday - maybe a Saturday. I replied that I personally would find it "vacation-worthy," or at least "call-in-sick-worthy," should it be scheduled on a Friday.

I commented that off the top of my head, CTR might come with as many as 20 participants. To validate that number, and to feed back to Mark some real numbers, I'd like to run a pro-forma sign-in sheet of those interested in driving their Triumphs in such an event, or at least showing up for the day. Please email to me at retownsendjr@comcast.net, and express your level of interest. I'll keep the count, and forward that info back to Mark.



Mark's original email to CTR follows:

I run the Friday at the Track program here at Summit Point Raceway, and I am contacting local clubs to see if they would be interested in attending a track day for vintage cars only. The idea would be for kind of a laid back track day for cars who don't necessarily want to go 10/10ths, but would still like to get out and drive fast, have a little fun and talk to like-minded folks. If you think your members would be interested in this concept, please let me know. I am currently trying to gauge interest in the potential event to see if it will be viable.

Classified (Continued from Page 10)

Triumph Parts for sale. TR7 engine - \$400.00; TR7 5-speed transmission - \$100.00; rolling TR4 frame (early model) w/rear end and wheel - \$400.00; 72-74 TR6 engine (needs to be rebuilt) - \$500.00 obo; 72-74 TR6 4-speed transmission - \$300.00 obo; TR4 4-speed transmission - \$300.00 obo; Spitfire engine block w/head (no crank or pistons) - \$100.00; two complete rear end assemblies for 72-76 Spitfire - \$200.00 each; 1976 Spitfire 4 speed transmission - \$100.00; 1964 TR4 car runs, needs complete restoration w/extra engines and misc parts - \$2,800.00 obo; contact David White at 703-867-7041 or 410-867-7298 or drwhite5819@wildblue.net

The 2010 North American Triumph Challenge (VTR National Convention) will be held on beautiful Jekyll Island, Georgia, home of the Southeast VTR Regional Convention since 2002. The convention will take place October 17-22nd and will be hosted by the clubs of VTR's Southeast Region.



Carlisle Import, Kit and Replica Car Show

Art Fournier

Once again I attended the import, kit and replica show in Carlisle, Pennsylvania, in May. I used to go annually, but this year's show was the first I've attended since 2007. Two trends continue: the sale of used parts is decreasing and participation on the show field is increasing. People speculate that on-line venues like eBay and Craigslist have driven the decrease in vendors who haul rusty and greasy bits to shows like Carlisle. Why load the pickup truck to haul things to a show that attracts thousands when you can advertise them on-line to an audience of millions. And the buyers pay for shipping.

The positive trend at Carlisle is the increase in the number of cars that are brought to the show field, especially on the Saturday of the multi-day event. We're used to seeing well organized ranks of British cars at BOG and BCD, but Carlisle offers you the opportunity to view well over a thousand cars loosely grouped by nationality – British, French, Italian, German, Swedish, Asian, and the like. Where else could you see dozens of Citroëns, Fiats, Saabs and lesser known marques in conditions ranging from daily driver to concours?

This year RJ Fortwengler and I got together on Friday to look through the cars, parts and tools for sale. We did run into Gary Kinney of the Richmond club wandering through the aisles of parts vendors; however, neither of us found a treasure to carry home. I didn't find anything on my list of odd parts that I've been looking for over the years. They're part of my excuse for going to Carlisle, but certainly not my main reason for driving three or four hours across the Mason-Dixon Line into the wilds of Pennsylvania.

One of the reasons I do attend is to meet up with other members of the NASS, the national Spitfire and GT6 club, that I primarily know from an on-line chat group. It's nice to put names and faces together. As is tradition, the NASS contingent had dinner together Friday evening at the Sunnyside Restaurant (excellent prime rib). Someone who has joined us on a number of occasions is Ted Schumacher, one time British car dealer and Triumph racer and current purveyor of used, rebuilt and specialty bits. Ted's stories and technical insight make him an outstanding dinner companion. On Saturday af-

ternoon, one of the NASS members arranged a driving tour over some great roads to the north of Carlisle – roads that include a 180° uphill turn, for example – that ended at someone's home for a barbecue, an ad hoc tech session on a poorly running Spitfire and, of course, more stories.

And Sunday morning I drove home over the secondary roads that make up my preferred route. Nice relaxing roads that are easy on me and my Spitfire. If you haven't been to Carlisle in a while, you should give it a try next year.



Above - RJ Fortwengler and Art Fournier's Spitfire in front of the grandstand at Carlisle

Below - Where else could you expect to find a Citroën fire truck but the import show at Carlisle?





EVENTS

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

Jun 16-20 - TRA 2010, Wooster, OH, John Huddy, jhuddy@columbus.rr.com or 614-846-2321

Jun 20 - Sully Antique Car Show, Chantilly, VA, www.gwcmolda.com

Jun 27 - CTR Get Together at the Good2wins, Bryantown, MD *CTR*

Jul 10 - Damascus Day British Car Show, Paul Scuderi *CTR*

Jul 13 - CTR ESB Meeting, Paul Scuderi

Jul 17 - Lucas Tour, Paul Edelstein *CTR*

Jul 24 - RTR-CTR Radiator and Fuel Tank Session at Looper's, Rockville, MD, Rob Pannel, panl@verizon.net *CTR*

Jul 30-31 - TRF Summer Party, Armagh, PA *CTR*

Aug 14 - 75-80 Dragway Tour, Paul Scuderi *CTR*

Aug 21 - RTR-CTR Montpelier Tour, Glenn Larson, GLarson182@aol.com *CTR*

Aug 29 - Cruisin' for Crustaceans, Art Fournier *CTR*

Sep 9-12 - 6-Pack Trials, Cincinnati, OH, Dave Waldorf, DWaldorf@cinci.rr.com or 513-939-1773

Sep 25-26 - Eastern Shore Overnighter, Sandy Thomson, sthomsontr6@gmail.com *CTR*

Sep TBD - Junkyard Dog Run, Paul Scuderi *CTR*

Sep 21 - CTR ESB Meeting, Paul Scuderi

Sep 25-26 - Eastern Shore Overnighter, Sandy Thomson, sthomsontr6@gmail.com *CTR*

Sep 26 - MGs on the Rocks, Harford Co., MD, Tracy Trobridge, 410-442-2716

Oct 9 - Brits by the Bay, Westminster, MD, TRaC, James Meechie, 301-520-3418

Oct 10 - Hunt Country Classic and CTR Picnic, Lionel Mitchell *CTR*

Oct 16 - Rockville Antique and Classic Car Show, Rockville, MD, www.rockvillemd.gov/events/carshow.htm

Oct 17-22 - North American Triumph Challenge (VTR National Convention), Jekyll Island, GA *CTR*

Nov 9 - CTR ESB Meeting, Paul Scuderi

Dec 5 - CTR Holiday Party, MD 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: 1974 TR6 - Pimento red/black interior, 4-speed non-overdrive, 108,566 showing. All original make equipment (except 3 range electric seat heaters) - all excellent condition. Complete braking system rework & tune-up by Gassman Automotive. A very solid and strong running car. \$13,000 obo. Additional photos and details: 540-649-1121



1975 TR6 for sale. Currently Jasmine yellow, but originally green. Overdrive. 72 spoke wire wheels (5 in all). Interior excellent. Body solid 95% rust-free. Paint is nice but has chips and showing some age.(not sure when it was painted). Seems to run strong. Not perfect, but in fantastic shape for the money. \$6,900. Matt Wingate, Ashburn, VA , Cell 703-943-8690 or mattwingate1@gmail.com

(Continued on Page 8)



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THE STANDARD

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Racing	Ira Schoen (703) 698-1691 pterodactyl711@aol.com

TRIUMPH TRIVIA: What was the Triumph 20TS?

The Triumph 20TS was the prototype for what would become the TR2 roadster. Unlike the TR2, the original 20TS design featured an exposed spare tire in the rear deck lid, handled poorly and was underpowered. Only one Triumph 20TS was produced.

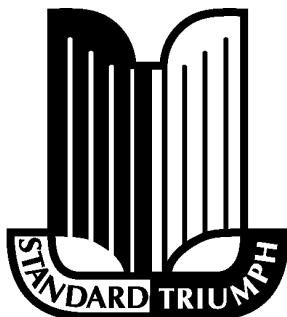
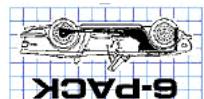


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Page 9 - Art Fournier

Deadline for
the next issue of
The Standard:
July 2nd!

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THE STANDARD

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THE STANDARD

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Cars on the lawn at Bill and Carol Goodwin's on June 27

Behind Rich Townsend's TR6 and the Green Weenie driven by Karl and Penny Johnson is an interesting assortment of cars including a 1934 Plymouth, two Model A Fords, Bill Goodwin's early Jeep CJ and Ford convertible and a Corvette. Not shown in the photo are Jeff Knepp's TR6, Tim Cornish's Austin Healey, and Bruce Hislop's TR7.

Despite 100 degree temperatures, there was a good turn out for the cook out at Bill and Carol's. In addition to those already named were Maureen and Jay Donn, Art Fournier, JP Puckett and his family, and Sherman and Camellia Taffel. The Johnsons, Taffels and Art Fournier met in Upper Marlboro and caravanned down via back roads.

For more, turn to page 4.

PAGES 1, 4 & 5 - Get Together at Bill and Carol Goodwin's; PAGE 2 - CTR Happenings; RTR/CTR Montpelier Tour Update; PAGE 3 - Garage Spot: A Fuse is a Fuse; Autocross or Road Rallies, Anyone? ; PAGE 6 - Events and Classifieds; PAGE 7 - Club Info



CTR Happenings

RTR-CTR Fuel Tank and Radiator Session at Looper's

The Richmond and Capital Triumph Registers will visit Looper's Service Center on Saturday, July 24th for a session on fuel tank and radiator treatment, renewal and repair. Looper's Service Center (<http://www.loopersc.com/index.html>) is located at 324 N. Stonestreet Avenue, Rockville, MD 20850. CTR visited Looper's several years ago for an interesting and worthwhile tech session. Plan on arriving between 10:30 and 11:00 a.m. Please let Lionel Mitchell or Art Fournier know by July 17th if you plan to attend in order to give Glenn Looper and RTR an approximate headcount.

CTR Lucas Tour Postponed

The Lucas Tour that had been planned for July 17th has been postponed indefinitely.

Cruisin for Crustaceans

This annual CTR favorite is planned for Sunday, August 27th. We will meet around 11:00 a.m. in Upper Marlboro and head into Southern Maryland by back roads in our continuing search for the best in crabs and crab cakes. Details in the August edition of *The Standard*.

Newsletter Articles Needed

This edition of *The Standard* is a little shorter than usual. The editor could really use help with articles, photos and other contributions.

RTR/CTR Montpelier Update

Saturday, August 21st
Glenn Larson, RTR

Here's an update on the joint Richmond Triumph Register/Capital Triumph Register August 21st trip to Montpelier, home of James Madison (<http://www.montpelier.org/>). Montpelier is just outside Orange, about a 90 minute drive up US 33 from Richmond and a two hour drive from Washington, DC. Es-



timated arrival at 10 a.m. We'll tour the house and then lunch in Orange afterwards. House tickets are \$16. There is also the option of an on your own overnight stay in Orange. Those of us staying overnight could get together for dinner and drive back on Sunday. A complete list of Orange area B&Bs can be found at <http://www.bbonline.com/va/orange.html>. These two currently have available rooms:

- **Greenock House Inn**—A Victorian farmhouse located on 7 acres of flowers and specimen trees, within walking distance of the quaint town of Orange. <http://www.greenockhouse.com/>
- **Inn on Poplar Hill Bed and Breakfast**—A comfortably elegant B&B near Montpelier, in the heart of VA Wine Country on 28 park-like acres. <http://www.innonpoplarhill.com/>

There are other B&Bs in Orange, but they have not yet lifted their two night stay requirement. You can contact them directly to check. Sue and I have already made reservations at the Inn on Poplar Hill. Around August 1st I'll need to know if you plan to come with us so I can make lunch reservations. Any questions? Please get in touch with me (Glenn Larson with the RTR) at GLarson182@aol.com or 804-739-6517. CTR members contact Lionel Mitchell or Art Fournier to RSVP or with questions about CTR participation.

North American Triumph Challenge XXIII
The Official Triumph Register's
National Convention
October 17 - 21, 2010

Fabulous
JEKYLL
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YEAR ROUND BEACH RESORT

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The 2010 North American Triumph Challenge (VTR National Convention) will be held on beautiful Jekyll Island, Georgia, home of the Southeast VTR Regional Convention since 2002. The convention will take place October 17-22nd and will be hosted by the clubs of VTR's Southeast Region.



A Fuse is a Fuse

Art Fournier

A fuse is a fuse is a fuse. Well, not quite. The fuses that our Triumphs came with and the fuses available now are based on two very different standards. The British system rated fuses by the current that would cause them to blow instantaneously, while the American (international) system rates fuses by the maximum current they can carry forever without blowing. For example, the owner's manual in my Spitfire calls for 35 AMP fuses. The proper replacement is an AGC 25 fuse. If I were to use an AGC 35, my electrical system (such as it is) would suffer serious damage before the fuse blew, if indeed it ever did.

Here is a table with British fuse sizes and their American replacement values.

British	American Equivalent
50 AMP	AGC 30
35 AMP	AGC 25
30 AMP	AGC 20
25 AMP	AGC 15
20 AMP	AGC 10
10 AMP	AGC 7
5 AMP	AGC 3

Autocross or Road Rallies, Anyone?

Lionel Mitchell

Many of you are aware of the autocross club Capital Driving Club (<http://www.capitaldrivingclub.com/>), but did you know that they do more than autocrossing and do joint events with vintage car clubs like ours? You may recall that CDC was once technically a part of CTR for insurance reasons, and founding members of CDC were also members of CTR, including Charlie Brown and Ed Chan. In addition to the regular autocross events from March into November, CDC also organizes road rallies and track days. CDC has also organized autocross events for vintage car clubs. Re-

cently, they worked with the Sunbeam club to run the autocross at their national convention. Ed Chan and a few of us in CTR have recently discussed the possibility of having a vintage car autocross followed by a road rally. This would be a multi-marque event, possibly held jointly with other clubs in our area. These are preliminary discussions, and we want to get feedback from members on how many people would be interested in participating. So, if you think you might be interested in driving in one or both of these events in your Triumph, send me an email or a message on the club forum or Facebook page.

In the meantime, if you'd like to see what autocrossing is about, come out to one of their events. They have a mix of cars, from vintage cars like ours to modern sports cars. You might be surprised to see how some well-prepared vintage cars can hold their own to the rice rockets, American muscle cars, and Beamers. There's even a good showing of Cobra kit cars that get FTD at some of the events. It's great fun to just watch or ride along, but even more fun to drive your car around the cones. Many drivers, including myself, welcome ride-alongs, and Ed Chan has even talked about having a loaner LBC for newbies to drive. This year, these events are held at two Virginia locations (Woodbridge and Winchester) and two Maryland Locations (Bowie and Frederick). So, there's one near you no matter where you live. Here are some events coming up soon:

- ➔ Saturday, July 17, Wood HS, Winchester, VA
- ➔ Saturday, July 31 @ Hylton HS, Woodbridge, VA
- ➔ Saturday, August 7 @ Wood HS, Winchester, VA
- ➔ Saturday, August 21 @ Wood HS, Winchester, VA
- ➔ Saturday, August 28, Prince Georges Stadium, Bowie, MD
- ➔ Saturday, September 1, Harry Grove Stadium, Frederick, MD

Take a look at the CDC web site for the complete schedule.



Lionel Mitchell autocrosses his daily driver TR6



Through the Woods and Over the River

Rich Townsend

At times, I hesitate to commit to an event (not just CTR events), and the reason is some deep-seated anxiety about maybe I won't be able to follow through in the end for who knows why. I have accused my sister of being like that, too, and I assume it's because she thinks she might get a better offer. I guess that's it. It's happened in the past, for example, that I'll commit to going to Patti's friend's daughter's school play, and then somebody comes up with an extra ticket to the Daytona 500, and there I sit, already committed to Patti, and the kid. Something like that – you know what I mean?

Well, it always feels good to accept and commit, and follow through, especially when it turns out that any other offer could not have been better than the chosen one.

Such is the case with Bill and Carol's get-together on Sunday, June 27th. Because of mild trepidations about the weather and, of course, the road-worthiness of the TR6 I procrastinated RSVPing until the last possible day, Thursday before the event. From the moment I emailed to Bill, however, I was in with both feet.

That meant giving the TR6 the once-over – checking fluids, tire pressure, and washing it, including Rain-X on the windscreen. In addition I made time on Saturday to install new steering rack bushings. In a word, it's a "Marvelous" improvement. If your steering is sloppy and slow at all, for around 50 bucks you can do this quick fix, and realize a vast improvement.

I packed a cooler with beverages – water, whadya expect? It's hot out there. I threw in a couple beers, too. You never know..... I lathered up with SPF 10 on my arms, and 30 on my face and neck, and I went off and forgot my Sunglasses. I had them laid out with my wallet, and just left 'em. Well, that's what hat brims are for – shade your eyes.

My plan was to take the slow scenic route through Fredericksburg, down to Rt. 301, across the Nice bridge, up through LaPlata, and on to Bill's house. Then on the return, take the faster route up Rt. 5 to the Capital Beltway, over the WW, around I-495, and then west on I-66.

The first half was not uneventful; in fact it could have been tragic. I came upon a motorcycle accident on Rt. 218 which is a windy (not windy!) back road between Fred'burg and Rt. 301. A red Pontiac and a motorcycle were half off the road on a left hand curve, and both drivers were out of their cars, on their cell phones, and frantically trying to wave down an 18-wheeler, who just kept right on rolling, and then me, following the 18-wheeler. I didn't see any wrecked vehicles or injured people, so I wondered what happened. Both were yelling at me, "WHERE ARE WE?!?!" Well, I told them our location to the best of my ability, and they relayed the info to 911. By this time, I was out of my car, and following the motorcycle driver off the road and into the woods. About 50 feet off the roadway lay another motorcyclist and 50 feet beyond him was his motorcycle. He needed first aid, and more, but nothing I could do for him. He was awake and alert, but his right arm was badly hurt. When I approached he warned me to watch his arm. He didn't want me to step on it. More motorists stopped and offered help, but this guy just needed EMTs in a big way. Assured that help was on the way, I departed, and approximately 2 miles on the squad and fire trucks were rolling in his direction. This gave me pause, and I just putted down 301 and over the bridge – WOW, what a bridge. It goes up and up and up – fantastic view, especially on such a nice day, and with the top down.

I arrived at Bill's about lunch-thirty, and so I grabbed a sandwich. You ever heard that expression, "A sandwich in every glass"? Well, I had a couple sandwiches – fabulous Sam Adams Summer Ale. And that was before the feast.



Left to right: Karl Johnson, Bruce Hislop and Chris Evans. Chris is a friend of Bill Goodwin's visiting from Birmingham, England with his wife Linda. Chris not only sold Bill his Triumph Herald Estate, but is considered the leading expert on that Triumph model in England.



Bill and his neighbors lined his driveway with 2 Model A Fords, a 34 Plymouth, his jeep, his Galaxie Rag-top, and more. The Herald twins (wagon and convertible) were on display in the Garage-Mahal, along with his resto project. Add to that a handful of Triumphs, and you've got the makin's of a small eclectic car show.

The get-together was a send-off for Bill's friend, Chris and his wife, from the UK, who had been vacationing in the US for about 2 weeks. Great folks, and I understand that Chris is the Triumph Herald Guru in all of the UK. CTR was well-represented with about 20 members including wives and kids. Many of Bill's neighbors, friends, and co-workers attended, and made for great and varied conversation.

They put on a great dinner with plenty of trimmings – BBQ chicken, hamburgers, hotdogs, chips, Dips, beans, deviled eggs, cheesecake, fudge – Really, Really Good!

After dinner, Bill fired up two of his trains, a steam freight, and a diesel passenger, and wow'ed the appreciative guests with his enormous train layout.

The festivities went on into the wee hours, I assume, but I really don't have any idea because I departed Bill's more early than the rest. You know, what happens in Waldorf.....

Heading back to Virginia, I got caught up in the Sunday evening Rush, carried along briskly at the speed of traffic on Rt. 5, I-495, and finally I-66 (average of 70 mph, I'd say). It was hot – I was hot - the TR6 was hot, but not too hot, temperature gauge slightly over half-way on the gauge (Knock Wood).

I covered 160 miles on the day, and felt like I had a nice summer adventure.

Thanks big-time to Carol and Bill for hosting a memorable CTR event.

Top: Rich Townsend, Bill Goodwin and Jeff Knepp consider the inner workings of a 1934 Plymouth

Center: Sherman Taffel and Tim Cornish check out the Green Weenie

Bottom: Jay Donn and Rich the T keep talk cars in Bill Goodwin's Garage Mahal





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: 1974 TR6 - Pimento red/black interior, 4-speed non-overdrive, 108,566 showing. All original make equipment (except 3 range electric seat heaters) - all excellent condition. Complete braking system rework & tune-up by Gassman Automotive. A very solid and strong running car. \$13,000 obo. Additional photos and details: 540-649-1121



1975 TR6 for sale. Currently Jasmine yellow, but originally green. Overdrive. 72 spoke wire wheels (5 in all). Interior excellent. Body solid 95% rust-free. Paint is nice but has chips and showing some age.(not sure when it was painted). Seems to run strong. Not perfect, but in fantastic shape for the money. **REDUCED TO \$5,500.** Matt Wingate, Ashburn, VA , E-mail mattwingate1@gmail.com or call 703-943-8690

Triumph Parts for sale. TR7 engine - \$400.00; TR7 5-speed transmission - \$100.00; rolling TR4 frame (early

model) w/rear end and wheel - \$400.00; 72-74 TR6 engine (needs to be rebuilt) - \$500.00 obo; 72-74 TR6 4-speed transmission - \$300.00 obo; TR4 4-speed transmission - \$300.00 obo; Spitfire engine block w/head (no crank or pistons) - \$100.00; two complete rear end assemblies for 72-76 Spitfire - \$200.00 each; 1976 Spitfire 4 speed transmission - \$100.00; 1964 TR4 car runs, needs complete restoration w/extra engines and misc parts - \$2,800.00 obo; contact David White at 703-867-7041 or 410-867-7298 or drwhite5819@wildblue.net

EVENTS

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

Jul 13 - CTR ESB Meeting, Paul Scuderi

Postponed - Lucas Tour ***CTR***

Jul 24 - RTR-CTR Radiator and Fuel Tank Session at Looper's, Rockville, MD, Rob Pannel, panl@verizon.net ***CTR***

Jul 30-31 - TRF Summer Party, Armagh, PA ***CTR***

Aug 14 - 75-80 Dragway Tour, Paul Scuderi ***CTR***

Aug 21 - RTR-CTR Montpelier Tour, Glenn Larson, GLarson182@aol.com ***CTR***

Aug 29 - Cruisin' for Crustaceans, Art Fournier ***CTR***

Sep 9-12 - 6-Pack Trials, Cincinnati, OH, Dave Waldorf, DWaldorf@cinci.rr.com or 513-939-1773

Sep 25-26 - Eastern Shore Overnighter, Sandy Thomson, sthomsontr6@gmail.com ***CTR***

Sep TBD - Junkyard Dog Run, Paul Scuderi ***CTR***

Sep 21 - CTR ESB Meeting, Paul Scuderi

Sep 25-26 - Eastern Shore Overnighter, Sandy Thomson, sthomsontr6@gmail.com ***CTR***

Sep 26 - MGs on the Rocks, Harford Co., MD, Tracy Trobridge, 410-442-2716

Oct 9 - Brits by the Bay, Westminster, MD, TRaC, James Meechie, 301-520-3418

Oct 10 - Hunt Country Classic and CTR Picnic, Lionel Mitchell ***CTR***

Oct 16 - Rockville Antique and Classic Car Show, Rockville, MD, www.rockvillemd.gov/events/carshow.htm

Oct 17-22 - North American Triumph Challenge (VTR National Convention), Jekyll Island, GA ***CTR***

Nov 9 - CTR ESB Meeting, Paul Scuderi

Dec 5 - CTR Holiday Party, MD Location ***CTR***



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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.

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	pterodactyl711@aol.com	

TRIUMPH TRIVIA: What non-Triumph used the Spitfire 1500's engine?

To comply with US emissions requirements, the rubber-mounted MG Midgets produced from 1975-1979 used the Spitfire's 1493 cc engine with a Morris Marina 4-speed all synchromesh transmission.



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Page 3 - Capital Driving Club photo
courtesy of Lionel Mitchell

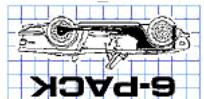
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THE STANDARD

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THE STANDARD

The Official Publication of the
Capital Triumph Register

Volume XXII, Number 8, August 2010



Bruce Hislop gets help from his son David while removing wheels from his TR7 Spider. The wheels came off in preparation for getting the TR7 on to a rotisserie as part of a long term restoration project.
For more on this CTR Get Your Hands Dirty (GYHD) session, see page 6.

PAGES 1, 6 & 7 - GYHD - TR7 Rotisserie; PAGE 2 - CTR Happenings; PAGE 3 - 75-80 Dragway;
PAGE 4 - Cruisin' for Crustaceans; Trappe Triumph Invasion; PAGE 5 - Looper Tech Session;
PAGE 8 - Sully Show; PAGE 9 - RTR/CTR Montpelier Tour Update; Braille Rally;
PAGE 10 - Events and Classifieds; PAGE 11 - Club Info



CTR Happenings

Welcome CTR's newest members:

- Erik Sulcs, Oakton, VA, 1974 TR6
- Jaime Steve, Alexandria, VA, 1970 TR6
- Bruce Mundie, Fairfax Station, VA, 1967 Spitfire

Hunt Country Classic

The MG Car Club's Hunt Country Classic will be held on October 10th. Not only is this great show, it will be followed by a CTR get-together at Lionel and Nancy Mitchell's home in Haymarket, Virginia. Look for details in an upcoming issue of *The Standard*. And please don't forget to pre-register for the show - space allocation on the show field is based on pre-registrations!

The Original British Car Day

The Original British Car Day, held on June 6th, had terrible luck with the weather - thunderstorms and a tornado warning helped clear the field. Congratulations, however, to CTR member John Boston for his Honorable Mention in the Early TR6 class.

Newsletter Articles Needed

The newsletter editor could really use help with articles, photos and other contributions.

CTR Honor Roll

Let us know how many Triumphs you own now or have owned in the past, what's your highest or lowest mileage, newest or oldest, most notable Triumph. Inputs to the editor for recognition in the newsletter. Surely, you can top these claims?

- Highest mileage: Ken DeMatteo with 202K miles on his TR6, Art Fournier with 193K miles on his Spitfire, and Rich Wilkins with 171K miles on his TR4.
- Lowest mileage: Rich Wilkins with 90 miles on his TR3 since it was rebuilt
- Most Triumphs ever owned: Sandy Thomson with 13. RJ Fortwengler with nine Triumph automobiles over the years
- Most Triumphs currently owned: Sandy Thomson with 10 TR6s and TR250s. Bill Goodwin with three Heralds

and a Dolomite

- Newest Triumph: Kevin McCarthy with a 1981 TR8 built on August 20, six weeks before production ended
- Newest TR6: Rob Reynolds' was built on the last day of production in July 1976
- Longest in the same family: Fred Mittelman's 1960 TR3 since 1960

CTR Facebook and Forum Accounts

CTR has a Capital Triumph Register Facebook group and an on-line Forum. Both sites will continue to run in parallel while we see which our members prefer. Both are intended as places to announce events, chat about anything remotely related to CTR or Triumphs, share your restoration progress or go for help when a tech question comes up.

The Forum is at <http://www.capitaltriumphregister.com/forum/Blah.pl?> (Passwords must be eight characters or less.)

Facebook is at www.facebook.com - join Facebook then apply to the Capital Triumph Register group



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A Blast from the Past!

75-80 Dragway Funny Car Night

Paul Scuderi



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www.EARTHSHAKINGENTERTAINMENT.com
www.75-80dragway.com

Participants Subject to change



This coming Saturday, August 14th, at 7:45pm, we'll be converging on one of the few remaining drag strips in the Washington Metro area. Located at the intersection of Rte 75 and Rte 80 in Frederick county, the 1/4 mile track is just over the Montgomery County line. Saturday's feature car is the Funny Car.

For years, the track has drawn car enthusiasts from Montgomery, Frederick, Carroll and Howard counties. On warm summer nights, one can hear the cars gunning up the track from my home in Damascus. It's actually a comforting sound to the car enthusiast! By our arrival, the qualifying

heats will be wrapping up and the serious contenders will be running.

Be prepared to rub elbows with the muscle car crowd from around the area, and maybe from another era (there have been Elvis sightings at the track). As in the 40+ year history of the track, burgers, dogs, soft drinks and beer are offered. Admission is \$20 per person. Entrance is off Rte 75, and we'll meet by the concession stand at 8:00. These cars are like thunder. I will have earplugs, but I suggest you bring a set as well. For more info, check out the website at <http://www.75-80dragway.com/Home.html>. Please let me know via email (trsix_guy@yahoo.com) if you'll be attending so we'll wait for you. My phone number is (240) 876-7222, but if you call me while I'm at the track, it's likely I won't hear it ring!

TRAC Economy Run

Gary Klein

Fellow LBC Owner,

Labor day weekend is just around the corner so to speak. For those staying in town, TRiumphs Around the Chesapeake Ltd, TRAC, is holding its inaugural Economy Run on September 5th (rain date September 12th). It is basically a scenic drive with rally style instructions. Each driver must predict their fuel economy for the ride prior to leaving the starting point. Entrants will only compete against those cars in their selected mpg bracket (5 total).

Prizes will be awarded for each bracket, the entrant closest to their predicted mpg and the highest overall mpg each bracket without going outside the bracket.

The route is about 60 miles in length and will end at approximately 2 hours after your start at a local gas station, for recording your fuel usage, not far from restaurant where refreshments or a meal can be purchased.

Further information can be found on the TRAC website at:

http://www.tracltd.org/EconoRun/Economy_Run_Flier2.pdf

For more information contact: Gary Klein at the email address in the flyer (gk7211@gmail.com).



Cruisin' for Crustaceans

August 29th
Art Fournier



Please join us on Sunday, August 29th, for CTR's 17th annual Cruisin' for Crustaceans tour. This year we'll travel through Southern Maryland horse and farm country roads to Abner's Crab House in Chesapeake Beach, Maryland.

Abner's is located along Fishing Creek in "downtown" Chesapeake Beach. Steamed crabs are available for those who enjoy the Maryland summer tradition of picking crabs. Prices vary with availability. We have a more or less private room reserved with a good view of the creek and marina. We will order off the menu; however, a standard 20% gratuity and 6% Maryland restaurant tax will be charged.

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

Our route this year will cover around 30 gentle country miles and will take about an hour to run. We'll meet at 10:45 or so and get on the road no later than 11:00. Please let Art Fournier – artfournier@comcast.net or 410-535-0690 – know if you'll be attending no later than August 24th in order to give the restaurant a headcount. We hope to see you at what is one of CTR's most long standing and best-attended annual events!

Manassas Antique Car Meet September 18th

The 35th Annual Edgar Rohr Memorial Antique Car Meet will be held on September 18th at the Manassas Museum from 10 AM to 3 PM. The show is open to antique vehicles through 1985, street rods, trucks, motorcycles, and

Trappe Triumph Invasion 2010

The British are coming ...again! CTR welcomes club members and their guests to Maryland's beautiful Eastern Shore! Sandy and Jo Anne Thomson invite you to attend an overnight event on September 25th and 26th. Here are the preliminary plans:

On Saturday, meet at the Thomson's home in Trappe, Maryland, the former residence of baseball hall of famer Frank "Home Run" Baker, at 9:00 am for coffee, donuts and a tech session and lunch. At 1 pm there will be a road tour with an anticipated stop at Highland Creamery in Oxford (the kilted gentleman from BOG), then on to St. Michaels and Easton via the Oxford-Bellevue ferry. At 4:30 pm, we'll return to the Thomson's for hors d'oeuvres and a pig roast. Live entertainment is expected by renowned piano blues singer "Stubby Knuckles" and his band (<http://stubbyknuckles.com/>).

You'll be on your own for overnight arrangements, but as the event gets closer, we'll let you know where people are planning to stay. Talbot County has several B&Bs, plus motels and historic inns.



On Sunday, it's the St Michaels Concours d'Elegance from 10:00 am to 4:00 pm at the Chesapeake Bay Maritime Museum overlooking the Miles River(tickets \$35). In addition to one of a kind cars, there will be Hinckley yachts and antique boats. All this plus fashion and art shows and great food. Special parking has been arranged for club members. Look for more details in the September newsletter.

"HPOF" vehicles through 1975. There will also be a swap meet and car corral. In 2009, 165 show cars participated in this rain or shine event sponsored by the Bull Run Region, Antique Automobile Club of America. Spectator admission and parking (across street) are free. The show is situated in historic Old Town Manassas with nearby shops, farmers market, 7th Annual Old World Festival, sidewalk sale, and "Taste of Old Town Manassas" festival. Registration: \$15 before September 11, and \$20 thereafter. For information, contact Jon Battle, 703-392-6870, terra-plane@verizon.net or <http://www.bullrunaac.org/>



Looper's Fuel Tank and Radiator Tech Session

The Richmond Triumph Register set up a trip to Looper's Servicenter in Rockville, MD, for Saturday, July 24th, and asked if the Capital Triumph Register would like to participate as well. For those who are unfamiliar with Looper's, its specialties are radiator and fuel tank repair and restoration. Glenn Looper and his staff were on hand to show us what they do and how it's done.

Their fuel tank treatment is especially noteworthy – after cleaning and repair, the inside and outside of the tank are coated with finishes that are then baked on. This is probably a much more effective and long lasting treatment than the “do it yourself” kits that are available for home use. Looper's treated my Spitfire's fuel tank about 10 years ago and I've been very pleased with the results.

Glenn treated us all to a lunch of sandwiches, chips and soft drinks. (He also had lots of very welcome ice cold water on hand over the course of the 100° day!) After lunch, Rod Kraft from Meguiar's demonstrated some car care techniques on Scott McCombs's very nice TR3. By the way, Scott was the only one of us to drive his Triumph on that scorcher Saturday – all the way from Richmond top down!

Before leaving, we were each given a discount certificate for Looper's services along with a bag filled with samples of Meguiar's products – all in all an informative and rewarding way to spend a Saturday



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*Above - Glenn Looper talks radiators
Below - Rod Kraft discusses polishing techniques*



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GYHD Rotisserie Project

July 25th

Bruce Hislop

If you really want to barbecue up something right, you need to cook it long and slow, and turn it on a rotisserie. The GYHD on July 25th was definitely done up right, having met these criteria. The temperature got up close to 100 degrees (especially in my garage), and we eventually got the Spider on the rotisserie.

Bill Goodwin arrived early, and Art Fournier showed up after making a quick trip in to work! By 11:30, we were all ready to roll. I had cleaned the car out as much as possible before the GYHD session, and had slackened the last bolts in preparation. I had even generated a Plan for hoisting the car up to the level of the rotisserie arms. After I explained Plan A to Bill, we decided on Plan A(1). I had built a wooden frame to support the car, anticipating that the engine hoist would lift the car by this frame off of the sub-frame in the front and differential/axle in the rear to the waiting rotisserie. Instead, we jacked the car onto jack stands and dropped the running gear bits down (via floor jack). From here, the car was hoisted up to the rotisserie. Thankfully, there was no need for Plan A(1)a, Plan A(2) or Plan B.

As far as Blood, Sweat and Tears go, there was neither blood nor tears. However, there was enough sweat to compensate – and then some. We each lost about 12 pounds during the 4 hour project. The only respite from the heat was lunch – Subway subs, generously picked up by the lovely Mrs. Hislop.



Below left - Bruce Hislop and Bill Goodwin use the engine hoist and a wooden cradle to take the car's weight off its wheels

Top - Front suspension removed — note the wooden braces between the A and B posts

*Above - Almost there; the car is attached to the rotisserie
Below - Bruce Hislop and Art Fournier*





Top - The TR7 on its temporary home

Center - Bill and Bruce relax after a job well done

Below - The Spider rotated 90 degrees to allow access to the underbody




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North American Telegraph Challenge XXXII

The Outcast Telegraph Association's

National Convention

October 17 - 21, 2010



The 2010 North American Triumph Challenge (VTR National Convention) will be held on beautiful Jekyll Island, Georgia, home of the Southeast VTR Regional Convention since 2002. The convention will take place October 17-22nd and will be hosted by the clubs of VTR's Southeast Region.



Sully Plantation Antique Car Show

June 20th



Above - Paul Edelstein (right) and Tim Shalvey (left) displaying the 1st and 2nd place trophies their TR6s won in the 1968-1974 foreign car class at this year's Sully Plantation Antique Car Show. The show is sponsored by the Model A Ford Club.

Below - this 1958 (?) Dodge Coronet shows the imaginative accessories used on the show field



Classified (Continued from Page 10)



1975 TR6 for sale. Currently Jasmine yellow, but originally green. Overdrive. 72 spoke wire wheels (5 in all). Interior excellent. Body solid 95% rust-free. Paint is nice but has chips and showing some age.(not sure when it was painted). Seems to run strong. Not perfect, but in fantastic shape for the money. **REDUCED TO \$5,500.** Matt Wingate, Ashburn, VA , E-mail mattwingate1@gmail.com or call 703-943-8690

Triumph Parts for sale. TR7 engine - \$400.00; TR7 5-speed transmission - \$100.00; rolling TR4 frame (early model) w/rear end and wheel - \$400.00; 72-74 TR6 engine (needs to be rebuilt) - \$500.00 obo; 72-74 TR6 4-speed transmission - \$300.00 obo; TR4 4-speed transmission - \$300.00 obo; Spitfire engine block w/head (no crank or pistons) - \$100.00; two complete rear end assemblies for 72-76 Spitfire - \$200.00 each; 1976 Spitfire 4 speed transmission - \$100.00; 1964 TR4 car runs, needs complete restoration w/extra engines and misc parts - \$2,800.00 obo; contact David White at 703-867-7041 or 410-867-7298 or drwhite5819@wildblue.net



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



RTR/CTR Montpelier Trip Update

Saturday, August 21st

**Head Count Needed By
August 14th**

The Richmond Triumph Register and Capital Triumph Register's driving outing is set for Saturday, August 21 to



Montpelier, the home of President James Madison (<http://www.montpelier.org/>) right outside Orange, Virginia. Estimated arrival at 10 a.m. We'll tour the house and then lunch in Orange afterwards. House tour tickets are \$16. There is also the option of an on-your-own overnight stay in Orange. Those of us staying overnight could get together for dinner and drive back on Sunday. A complete list of Orange area bed and breakfasts can be found at <http://www.bbonline.com/va/orange.html>. Please let me know by Saturday, August 14th if you plan to come with us so I can make lunch reservations. I'm shooting for lunch at the Silk Mill Grille (<http://silkmillgrille.com/>), but I need a head count. Any questions? Please get in touch with me at GLarson182@aol.com or 804-739-6517. On behalf of your friends at the Richmond Triumph Register, I hope you can join us.

Glenn Larson
Richmond Triumph Register



Montpelier has been the subject of an extensive restoration in which newer additions were removed and the house returned to its appearance during its ownership by James Madison.

MG Car Club Braille Rally July 17th



Congratulations to Matt Schipani (right) and his navigator for taking first place in the Junior Large Print class in the MG Car Club's Braille Rally. This noteworthy annual event matches sight-impaired navigators with British car drivers in four classes (junior and senior Braille and large print). Matt elected to drive his Lotus Elise rather than one of his Triumphs, but we're sure his navigator had a great time none-the-less!

Classics on the Green September 19th

The Central Virginia British Car Club (CVBCC) will hold its 26th annual Classics on the Green – European Automobile Festival at the New Kent Winery, New Kent, Virginia. The New Kent Winery is an absolutely beautiful venue with an expanded show field and many other activities for the family's enjoyment. The winery will be hosting a wine festival in conjunction with the show. Additional information can be found at: www.classicsonthegreen.com or by reaching Kevin Allocca at 804-909-5751 or Kevin@SellingRichmond.com. Cut off date for registration is September 1.



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.



1981 TR7 for sale. Red convertible. 65,000 miles. Fuel injector. Full covers. \$3,500 or best offer. Located 20 miles south of Annapolis. Bruce Knutson, 410-980-8815 or DLKnutson1@aol.com



1980 TR7 for sale. Outstanding example with less than 40,000 actual miles. The body is straight, never hit. The paint is original and very, very nice with the exception of one spot on the drivers side in front of the wheel. The car has a 5-speed gearbox, manual choke, but does not have A/C. The VIN number is TCT1143T8UCF. The top is in very good condition, no holes and the panels are clear. The inte-

rior is outstanding and very clean. The carpet is slightly faded. The car runs great. There is also a collection of parts that will go along to the purchaser of the car. Items will include such things as spare headlight pods with motors, instrument panels with all gauges, alternator, fog lamps, new clutch m/c, and various sundry pieces stripped from a donor car. Asking \$8,500. Additional photos and information at <http://www.tracltd.org/TR7/> Contact Richard Landis at 410-969-4248 or a-westva@broadstripe.net

(Continued on Page 8)

EVENTS

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

Aug 14 - 75-80 Dragway Tour, Paul Scuderi ***CTR***

Aug 21 - RTR-CTR Montpelier Tour, Glenn Larson, GLarson182@aol.com ***CTR***

Aug 29 - Cruisin’ for Crustaceans, Art Fournier ***CTR***

Sep 5 - TRAC Economy Run, Gary Klein, gk7211@gmail.com

Sep 4-5 - Virginia Scottish Games including car shows, The Plains, VA, <http://www.vascottishgames.org/VSG2010Cars.html>

Sep 9-12 - 6-Pack Trials, Cincinnati, OH, Dave Waldorf, DWaldorf@cinci.rr.com or 513-939-1773

Sep 18 - Manassas Antique car Meet, Jon Battle, 703-392-6870, terraplane@verizon.net

Sep 19 - Classics on the Green, New Kent, VA, Kevin Allocca, 804-909-5751 or Kevin@SellingRichmond.com.

Sep 25-26 - Eastern Shore Overnighter, Sandy Thomson, sthomsonr6@gmail.com ***CTR***

Sep TBD - Junkyard Dog Run, Paul Scuderi ***CTR***

Sep 21 - CTR ESB Meeting, Paul Scuderi

Sep 25-26 - Eastern Shore Overnighter, Sandy Thomson, sthomsonr6@gmail.com ***CTR***

Sep 26 - MGs on the Rocks, Harford Co., MD, Tracy Trobridge, 410-442-2716

Oct 9 - Brits by the Bay, Westminster, MD, TRAC, James Meechie, 301-520-3418

Oct 10 - Hunt Country Classic and CTR Picnic, Lionel Mitchell ***CTR***

Oct 16 - Rockville Antique and Classic Car Show, Rockville, MD, www.rockvillemd.gov/events/carshow.htm

Oct 17-22 - North American Triumph Challenge (VTR National Convention), Jekyll Island, GA ***CTR***

Nov 6 - T4 ***CTR***

Nov 9 - CTR ESB Meeting, Paul Scuderi

Dec 5 - CTR Holiday Party, MD Location ***CTR***



CLUB OFFICERS

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Vice President Haymarket	Lionel Mitchell (703) 754-7362 haymarket4@verizon.net
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BOG Coordinator	
Annandale	

CTR website
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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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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TR4	Keith Dunklee (703) 521-2245 kdunklee@verizon.net
TR250 & 6	Arleigh Cottrell (301) 627-6637 RaceNutz@aol.com
	Joe Cannon (703) 280-4104 jpc8904@yahoo.com
TR7 & 8	Paul Edelstein (703) 914-0507 pgedelstein@capitaltriumphregister.com
GT6/Spitfire Herald	George Earwaker (703) 204-1104 Bill Goodwin (301) 870-8594 redrag@radix.net
Stag	Glenn Minucci (301) 862-5433 gminucci@paxr.veridian.com
Autocross	Ed Chan (703) 658-0253 tr6healey@hotmail.com
Racing	Ira Schoen (703) 698-1691 pterodactyl711@aol.com

TRIUMPH TRIVIA: What is the Standard Triumph "open book" logo (as shown below) based on?

TR2 in 1953.
on the Standard Vanguard and appeared on the Triumph
of a Griffins' wings. Designed in 1947, it was first used
The "open book" logo is actually a very stylized version

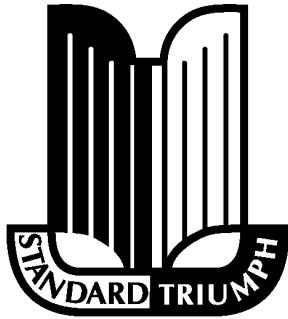


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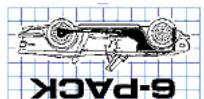
Pages 1 & 5 - Art Fournier
Pages 6 & 7 - Art Fournier, Bill Goodwin and Bruce Hislop
Page 8 - Sharon Edelstein
Page 9 - Matt Schipani

Deadline for
the next issue of
The Standard:
September 3rd!

Creative Car Repair



Here's a creative car repair tip that may be especially useful for Wedge owners.



The Capital Triumph Register
is a chapter of
The Village Triumph Register,
The Triumph Register of America
and
G-Pack,



4729 Willow Road Chesapeake Beach, MD 20732-4221
THE STANDARD



THE STANDARD

The Official Publication of the
Capital Triumph Register

Volume XXII, Number 9, September 2010



*Capital Triumph Register and Richmond Triumph Register members visit Montpelier on August 21st.
From left to right are Jutta Luckas' friend Manuella, Jutta, Sherman and Camellia Taffel, Lionel Mitchell, Sue Larson,
Scooter Mauck, Dixie Bubb, James Madison, John Bubb, Dolley Madison and Glenn Larson.
For more on the trip, please turn to page 4.*

**PAGES 1, 4 & 5 - Montpelier Tour; PAGE 2 - CTR Happenings; PAGE 3 - 75-80 Dragway; Trappe
Triumph Invasion; PAGE 6 - The Roadster Factory Summer Party; PAGE 8 - Cruisin' for
Crustaceans; PAGE 9 - Classified; PAGE 10 - Events; PAGE 11 - Club Info**

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CTR Happenings

Hunt Country Classic

The MG Car Club's Hunt Country Classic will be held on October 10th. Not only is this great show, it will be followed by a CTR get-together at Lionel and Nancy Mitchell's home in Haymarket, Virginia. Please don't forget to pre-register for the show - space allocation on the show field is based on pre-registrations!

And please RSVP to Lionel if you're going to attend the post show get-together so that he and Nancy know how many people to expect and how much food to prepare! (haymarket4@verizon.net)

Gathering of British Cars at Webb Motors in Roanoke

To be hosted by Byron Webb on Saturday, October 16th. This is the same venue that CTR and RTR members have attended for the past two years in May. It's a great place to see a lot of unusual LBCs and chat with owners and restorers. The beautiful Blue Ridge Parkway is nearby, and there are many interesting sites in Roanoke and Bedford to visit

Newsletter Articles Needed

The newsletter editor could really use help with articles, photos and other contributions.

CTR Honor Roll

Let us know how many Triumphs you own now or have owned in the past, what's your highest or lowest mileage, newest or oldest, most notable Triumph. Inputs to the editor for recognition in the newsletter. Surely, you can top these claims?

- ➔ Highest mileage: Ken DeMatteo with 202K miles on his TR6, Art Fournier with 193K miles on his Spitfire, and Rich Wilkins with 171K miles on his TR4.
- ➔ Lowest mileage: Rich Wilkins with 90 miles on his TR3 since it was rebuilt.
- ➔ Most Triumphs ever owned: Sandy Thomson with 13. RJ Fortwengler with nine Triumph automobiles over the years.
- ➔ Most Triumphs currently owned: Sandy Thomson with 10 TR6s and TR250s. Bill Goodwin with three Heralds and a Dolomite.

- ➔ Newest Triumph: Kevin McCarthy with a 1981 TR8 built on August 20, six weeks before production ended.
- ➔ Newest TR6: Rob Reynolds' was built on the last day of production in July 1976.
- ➔ Longest in the same family: Fred Mittelman's 1960 TR3 since 1960.

CTR Facebook and Forum Accounts

CTR has a Capital Triumph Register Facebook group and an on-line Forum. Both sites will continue to run in parallel while we see which our members prefer. Both are intended as places to announce events, chat about anything remotely related to CTR or Triumphs, share your restoration progress or go for help when a tech question comes up.

The Forum is at <http://www.capitaltriumphregister.com/forum/Blah.pl?> (Passwords must be eight characters or less.)

Facebook is at www.facebook.com - join Facebook then apply to the Capital Triumph Register group



These high-quality spin-cast metal badges have terrific detail and are easily mounted on your grill or bumper. They are now on sale for \$24.99 each

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703-354-1361**



75-80 Dragway Funny Car Night

August 14th



The picture captures the dragster in a blur of speed, but doesn't convey the tremendous volume of sound associated with a drag race. Paul Scuderi hosted CTR's visit to one of Maryland's remaining shrines to speed and raw horsepower.



From the Editor:

Computer Woes

Art Fournier

This month's edition of *The Standard* is running a few weeks late due to a brand new computer. Sounds lame, but it's the truth. The computer I had been using was about 10 years old and my family decided a new computer would make an ideal birthday present for me. But the new computer had issues and had to go into the shop for diagnostics and repair. However, the shop couldn't find anything wrong with it even after keeping it for 10 days. As soon as it came home, the problems continued. Back to the shop. More frustration. Hard words. And then the unexpected happened: the computer finally acted up in the shop and did just what I said it had been doing. Turned out to be an easy hardware fix. Problem solved.

My wife made the observation that computer technicians are just like auto mechanics – unless they can see your problem with their own eyes, they are unwilling to accept what you describe as accurate. Frustrating!

Trappe Triumph Invasion 2010

September 25th and 26th



By now you should have received a flyer in the mail with full details of Sandy and Jo Anne's Eastern Shore overnighter. If you haven't received yours, contact Sandy at: sthomsontr6@gmail.com to be brought up to date.

Highlights of the weekend include a tech session, road tour and pig roast on Saturday. You're on your own for overnight arrangements, but Sandy has recommendations. On Sunday, it's the St Michaels Concours d'Elegance from 10:00 am to 4:00 pm at the Chesapeake Bay Maritime Museum overlooking the Miles River (tickets \$35).

As of this writing, over 20 CTR members and friends have plans to attend what will probably be the premier CTR event of the year (with the exception of Britain on the Green, of course). Don't miss out — contact Sandy for more information and to sign up!



Looking back at *The Standard*:

Volume VII, Number 8
September 1995

In the leadoff article in the September 1995 edition of *The Standard*, Karl Johnson recapped an autocross session at Cameron Station in Alexandria. In addition to Karl, participants included Robert Rudolphi, Paul Geithner, George Earwaker, Alan Crane and Charlie Brown.

Beverly and David Dougherty gave a tongue-in-cheek story of a flat tire as reported from Beverly's TR4A's perspective. The moral: make sure your spare is properly inflated and your jack is in working order. They used that anecdote to invite club members to a 30th birthday party being held to honor the Tr4A, aka the White Knight.

Terry and Cathy Sopher gave an account of their trip to the Vintage Triumph Register's National Convention held that year in Rockford, Illinois. They drove their Spitfire Mk III, which took a second in class at the concours.



Montpelier Tour

August 21st
Lionel Mitchell

I know it sounds like a cliché, but it was a perfect day for top-down motoring on scenic Virginia back roads. The temperatures were moderate and the humidity was low; the sky was Virginia blue. The CTR contingent, consisting of Scooter Mauck and myself in his emerald green TR6, and new member Jutta Luckas and her friend Mauealla in Jutta's mallard blue TR6, met at Sheetz in Haymarket at 8:15 AM and headed south via US 29 following the Constitutional route to Montpelier. We arrived in good time and were soon met by the Richmond contingent, Glenn and Sue Larson in their green Spitfire and John and Dixie Bubb in their mallard TR6 plus CTR members Sherman and Camellia Taffel in their '62 Buick Rivera.

We had a guided tour through the Montpelier mansion followed by a self-guided tour of the gardens and grounds. The mansion has been extensively restored to the condition and state of the house during James and Dolley Madison's tenure there. As you may know, the DuPont family bought this property in the early 20th century and did extensive remodeling, doubling the size of the house. The property was giving to the National Trust for Historic Preservation by the last owner, Marion DuPont Scott. Although the Trust decided to tear down the DuPont wings of the house, they have preserved Mrs. Scott's personal living quarters in a museum in the visitors center, and they have left standing the Sears Roebuck barns that the DuPonts built for their horses. The Trust has also left the formal gardens installed by the DuPont family. All in all, it is a very appropriate balance between preservation and restoration.

During the tour, our guide told us many things about the Madisons and about the architecture of the house. She also told us that we were in for a special treat at the end of the tour because Dolley Payne Madison was actually at home that day. And sure enough, as I descended the stairs from the second floor at the end of the tour, there she was in all her radiance. As I looked into her eyes, I smiled and said: "Hello, Dolley." She broke into a broad smile, extended her hand to me and asked where I had come from and how was my journey. Quite a nice touch to make the history come alive.

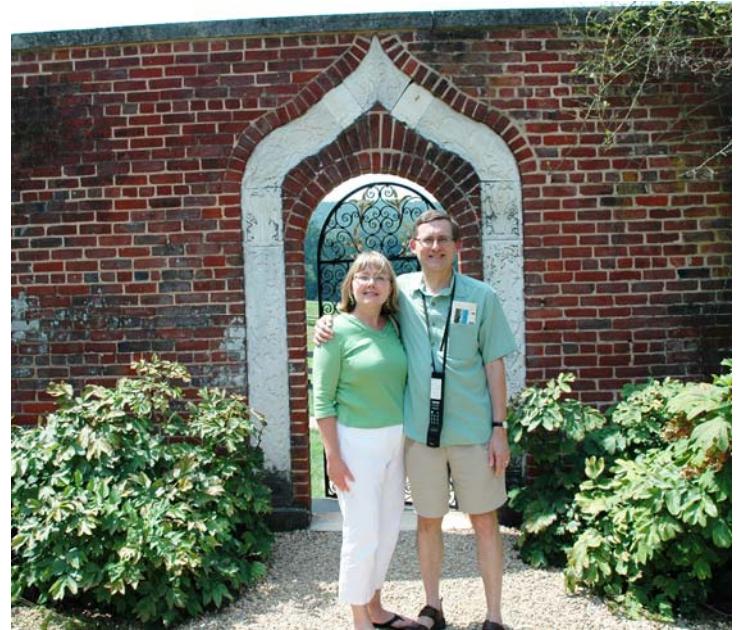
After the tour of the mansion and the grounds, Scooter and I visited the DuPont Museum. He had met Mrs. Scott

in the 1970's when he hauled her race horses from Montpelier to locations further south so that they could be trained year-round. He remembers her as a short woman about five feet tall, dressed in ankle-length dresses in 1940s style. The many photos of her in the Museum bear that description out to a tee.

After leaving Montpelier, we met for lunch at a nice restaurant in nearby Orange. The food was very good, and the conversation and fellowship was outstanding. After lunch, Scooter and I went back to the Montpelier train station near the mansion. This station was built by William DuPont as his personal stop so that he could walk to and from his house on his weekly commute to the DuPont factories in Delaware by train.

The trip back to suburbia was just as pleasant as the morning trip down with the sweet music of the Falcon sport exhaust system.





*Previous page .
Top: Scooter, John and Glenn.
Bottom: Scooter, John and Lionel talk Triumphs.*

This page.

*Top left: Scooter at the train station.
Bottom left: Manuella, Scooter and Jutta.
Top right: Camellia with the Buick Riviera.
Center right: Sue and Glenn Larson in the Montpelier gardens.
Bottom right: Camellia uses the phone in the Montpelier train station.*





The Roadster Factory

Summer Party

July 30th and 31st

Sharon Edelstein

CTR was sparsely represented at this year's TRF Summer Party, however, those who did attend had a good time. The weather was perfect (except maybe for Rich Smalling who didn't have a jacket for those cool evenings). Lyle Farmer and the Thomson Family camped on the grounds of TRF, while Rich Smalling and Paul and I stayed in comfort at The Dillweed Bed and Breakfast.

While the Summer Party has been, for the past couple of years, scaled down from what it was in its heyday, some of the standard activities remain. On Friday, Paul and I went to the Pittsburg Raceway in time to see Rich make the last two of his runs down the drag strip. He had some stiff competition. The top speed of the day was over 120 mph. Then he and Paul participated in the LeMans Start Competition.

Lunch was at Dean's Diner. Those of you who were there years ago when we had a less than stellar dinner experience will understand that we returned with trepidation. Happily, it was not a repeat of our first visit.

Friday afternoon was spent touring some local wineries. I'm not sure the places we went actually qualify as wineries - they were more like wine stores since none of the three we stopped at actually produce the wine at those locations. But there were wine tastings and nice scenery.

Friday night was the BBQ under the big tent on the grounds of TRF (no pig this time – chicken instead, and everything was delicious) followed by music and an outdoor movie ("LeMans" with Steve McQueen) and the ever present nightly bonfire. "LeMans" is a movie that truly only car guys could love. It was so bad it was good. Well, not really.

Saturday Paul and I went on the Poker Run / Mountain Tour. It's no longer a group activity as it was. That's sort of a disappointment. Driving through the towns in a row of over 100 LBCs was always fun. Even for me driving at the end in the Swedish Support Vehicle. This year's route took us through different areas than previous ones and included a couple of new Poker Stops and a covered bridge. We did not fare well with our poker hands. Paul got a pair of threes

and I got a pair of kings. The winning hand was a flush. Rebecca was the one with the poker luck years ago when she got four queens. TRF proprietor Charles Runyan said he thinks that's still the best hand that ever won. Lunch that day was at Budner's Ice Cream.

The afternoon was spent readying the cars for the evening. As always, Philadelphia Street in Indiana was closed for the Car Show. There was a good crowd. Charles displayed the Winner's Cup, Triumph's trophy from its team win at Lemans on the early 60s. The cup ended up in the hands of VTR, and VTR passed it to Charles for safekeeping. A replica of it was made out of wood and presented to the Best of Show for this year – a beautiful Morgan. Paul's TR6 took a First Place in its class. The streets cleared quickly after the awards were presented and another Summer Party ended much too soon.

And for those of you who like to plan ahead, next year's Party is back in its traditional time slot in August.





Previous page.

*Top: Paul Edelstein and Rich Smalling prep their TR6s.
Bottom: Paul at the covered bridge on the Poker Run.*

This page.

*Top: TR6s line Philadelphia Street for the show.
Bottom: Charles Runyan presents Paul with his first place award.*



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THE OUTCAST TELEGRAPH REUNION
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TR6

The 2010 North American Triumph Challenge (VTR National Convention) will be held on beautiful Jekyll Island, Georgia, home of the Southeast VTR Regional Convention since 2002. The convention will take place October 17-22nd and will be hosted by the clubs of VTR's Southeast Region.



Cruisin' for Crustaceans

August 29th



This year's tour, CTR's 17th annual Cruisin' for Crustaceans, took place on August 29th, a sunny late summer Sunday. We met in Upper Marlboro then made our way by backroads to Abner's Crab House in Chesapeake Beach where the crabs were plentiful and reasonably priced – \$25 for all you could eat – for the first time in years.

Twenty-six CTR members and an even dozen Triumphs – a diverse group that included a GT6, a Herald, two Spitfires, a TR3B, a TR4, four TR6s, a TR7 and a TR8 – along with an Austin Healey and a few contemporary machines took part in the tour. And Art Fournier's route proved yet again that there are some great sports car roads within an easy drive of a major metropolitan area!



Joe Cannon's TR6 provided the moment of angst that seems mandatory whenever that many Triumphs take to the road at one time. But even intermittent brakes didn't stop Joe (pun intended) from completing the tour and making it home unassisted.

All in all it was a great way to spend a summer day!



This page.
Left top: Triumphs at the rendezvous.
Left below: RJ Fortwengler and Jeff and Marcy Knepp.
Above: Bruce Hislop and Carol and Bill Goodwin.
Below: Matt Schipani, Paul Edelstein, Marcy and Jeff Knepp, Rich Bohan, Rich "the T" Townsend, Tim Cornish, and Sheila Skipper.

Next page.
Top: Getting ready to enjoy some crabs.
Center: Sharon Edelstein and Matt Schipani point to what are not technically slot machines.
Bottom: Triumphs at Abner's.





CLASSIFIED

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

TR6 factory hardtop for sale, completely disassembled for painting but with all components, including restoration kit from Roadster Factory. \$1,250. Call Noble at 202-882-5636 or Jeff at Motorhead

69 GT6+ parts for sale - Body shell with rust issues, but some good panels and roof (free) Full Bonnet with minor dents (make offer) Frame that is straight, but needs outrigger repair (make offer) OD Transmission with 80,000mi (make offer) Doors, and misc small parts too numerous to list. All have been in storage for past 20 years. All parts located in Sterling Virginia and must be picked up. Call Dave Monroe at 703-955-0862

Space for rent - We have some room at the Springfield/ Newington storage shop for small British Car (TR or MG). The rent is \$95/month with additional storage area also available at \$1 per square foot per month. The shop is heated, alarmed, bathroom, water, etc. We also have a drill press, shear, compressed air, sandblaster, band saw, and many other tools. Everyone there is very friendly and we often give each a hand. For more information e-mail Ed Chan at capitaldriving@yahoo.com or call me a home at 703-721-1771



1981 TR7 for sale. Red convertible. 65,000 miles. Fuel injector. Full covers. \$3,500 or best offer. Located 20 miles south of Annapolis. Bruce Knutson, 410-980-8815 or DLKnutson1@aol.com

(Continued on Page 10)



1980 TR7 for sale. Outstanding example with less than 40,000 actual miles. The body is straight, never hit. The paint is original and very, very nice with the exception of one spot on the drivers side in front of the wheel. The car has a 5-speed gearbox, manual choke, but does not have A/C. The VIN number is TCT1143T8UCF. The top is in very good condition, no holes and the panels are clear. The interior is outstanding and very clean. The carpet is slightly faded. The car runs great. There is also a collection of parts that will go along to the purchaser of the car. Items will include such things as spare headlight pods with motors, instrument panels with all gauges, alternator, fog lamps, new clutch m/c, and various sundry pieces stripped from a donor car. **REDUCED TO \$6,500.** Additional photos and information at <http://www.trac ltd.org/TR7/> Contact Richard Landis at 410-969-4248 or a-westva@broadstripe.net



1975 TR6 for sale. Currently Jasmine yellow, but originally green. Overdrive. 72 spoke wire wheels (5 in all). Interior excellent. Body solid 95% rust-free. Paint is nice

but has chips and showing some age (not sure when it was painted). Seems to run strong. Not perfect, but in fantastic shape for the money. **FURTHER REDUCED: \$4,999.95.** Matt Wingate, Ashburn, VA, call 703-943-8690 or e-mail mattwingate1@gmail.com

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EVENTS

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

Sep 18 - Manassas Antique car Meet, Jon Battle, 703-392-6870, terraplane@verizon.net

Sep 19 - Classics on the Green, New Kent, VA, Kevin Allocata, 804-909-5751 or Kevin@SellingRichmond.com.

Sep 25-26 - Eastern Shore Overnighter, Sandy Thomson, sthomsontr6@gmail.com *CTR*

Sep TBD - Junkyard Dog Run, Paul Scuderi *CTR*

Sep 21 - CTR ESB Meeting, Paul Scuderi

Sep 25-26 - Eastern Shore Overnighter, Sandy Thomson, sthomsontr6@gmail.com *CTR*

Sep 26 - MGs on the Rocks, Harford Co., MD, Tracy Trobridge, 410-442-2716

Oct 9 - Brits by the Bay, Westminster, MD, TRAC, James Meechie, 301-520-3418

Oct 10 - Hunt Country Classic and CTR Picnic, Lionel Mitchell *CTR*

Oct 16 - Rockville Antique and Classic Car Show, Rockville, MD, www.rockvillemd.gov/events/carshow.htm

Oct 16 - Gathering of British Cars at Webb Motors in Roanoke, VA hosted by Byron Webb

Oct 17-22 - North American Triumph Challenge (VTR National Convention), Jekyll Island, GA *CTR*

Nov 6 - T4 *CTR*

Nov 9 - CTR ESB Meeting, Paul Scuderi

Dec 5 - CTR Holiday Party, MD Location *CTR*



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Secretary Arlington	John Buescher 703-522-6571 John.Buescher@calibresys.com
Treasurer Sterling	Rich Smalling 703-430-0920 RJSmalling@aol.com
Events Directors Catlett	Rich Townsend 540-788-4588 retownsendjr@comcast.net

Club Liaison Crofton	Bruce Hislop 410-721-9411 BMHislop@hotmail.com
Membership Ashburn	Matt Schipani 703-724-1573 matt@ashburnsoftware.com
Members-at-Large	Paul Edelstein 703-914-0507 pgedelstein@capitaltriumphregister.com
Annandale	RJ Fortwengler 703-243-6426 rfortwengler@Verizon.net
Arlington	Karl Johnson 703-978-4968 ktjark@aol.com
Fairfax	Joe Cannon 703-280-4104 jpc8904@yahoo.com
Fairfax	Tom Burke 703-354-1361 tburke4@aol.com
BOG Coordinator	
Annandale	

CTR website
www.capitaltriumphregister.com

THE STANDARD

Published by the Capital Triumph Register
Editor, Art Fournier
4729 Willows Road, Chesapeake Beach, MD 20732-4221
Phone: 410-535-0690
E-mail - artfournier@comcast.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.

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TR4	Keith Dunklee 703-521-2245 kdunklee@verizon.net
TR250 & 6	Arleigh Cottrell 301-627-6637 RaceNutz@aol.com
	Joe Cannon 703-280-4104 jpc8904@yahoo.com
TR7 & 8	Paul Edelstein 703-914-0507 pgedelstein@capitaltriumphregister.com
GT6/Spitfire Herald	George Earwaker 703-204-1104 Bill Goodwin 301-870-8594 redrag@radix.net
Stag	Glenn Minucci 301-862-5433 gminucci@paxr.veridian.com
Autocross	Ed Chan 703-658-0253 tr6healey@hotmail.com
Racing	Ira Schoen 703-698-1691 pterodactyl711@aol.com

TRIUMPH TRIVIA: What Triumph had a model unique grill badge instead of a Triumph logo badge?

The Triumph Stag had a unique logo based on a highly stylized Stag (what else?).

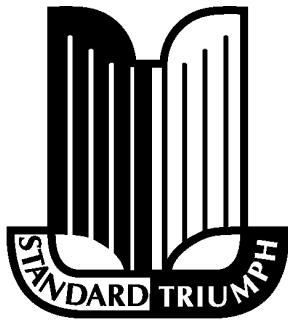


Photo Credits

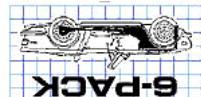
Pages 1 - Richmond Triumph Register
Page 3 - Paul Scuderi
Pages 4 & 5 - Glenn Larson, Lionel Mitchell, & Sherman Taffel
Pages 6 & 7 - Sharon Edelstein
Pages 8 & 9 - Art Fournier

Deadline for
the next issue of
The Standard:
October 1st!

Creative Car Repair



Would this give you confidence in his ability as a locksmith?



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



THE STANDARD

4729 Willows Road
Chesapeake Beach, MD 20732-4221



THE STANDARD

The Official Publication of the
Capital Triumph Register

Volume XXII, Number 10, October 2010



Top: CTR members and friends (along with a nice collection of Triumphs, of course) on the Thomsons' lawn for the Trappe Triumph Invasion held September 25th and 26th on the Eastern Shore.

Above left: Rob, JoAnne, Sandy and Jonathan Thomson in front of their home.

Above right: Triumphs lined up in front of the Robert Morris Inn in Oxford, Maryland.

For more on the Trappe Triumph Invasion, please turn to page 4.

PAGES 1, 4 & 5 - Trappe Triumph Invasion; PAGE 2 - CTR Happenings; PAGE 3 - Rockville Show; 2010 CTR T4; PAGE 6 - The Hunt Country Classic; PAGE 8 - Ford Model T Service; PAGE 9 - Classified; PAGE 10 - Events; PAGE 11 - Club Info



CTR Happenings

Welcome CTR's Newest Members!

- Mike Smith, Manassas, VA, 1975 TR6
- Mark Shlien, Washington, DC
- Benjamin Chesire, Great Falls, CA, 1971 TR6

Price Reduced on CTR and BOG Grill badges

Just in time for holiday gift shopping, the prices on CTR and BOG grill badges have just been reduced from \$24.99 to \$19.99 each. They are a great way to show your CTR colors and, at this price, they will make outstanding stocking stuffers!

Richmond Triumph Register Economy Run

The RTR will hold its annual economy run in Richmond on Saturday, October 30th. This is a test of driving skills, not speed, with recognition going to both best mileage and best mileage adjusted for vehicle weight. This year's route along the James River is about 100 miles long. Last year Paul Edelstein did very well in this event in his Mercedes sedan (okay, it's a diesel, but it's still a big car). If you are interested, contact Pete Philips at pkphilips@comcast.net or 804-354-0721 for additional details.

Newsletter Articles Needed

The newsletter editor could really use help with articles, photos and other contributions.

CTR Honor Roll

Let us know how many Triumphs you own now or have owned in the past, what's your highest or lowest mileage, newest or oldest, most notable Triumph. Inputs to the editor for recognition in the newsletter. Surely, you can top these claims?

- Highest mileage: Ken DeMatteo with 202K miles on his TR6, Art Fournier with 194K miles on his Spitfire, and Rich Wilkins with 171K miles on his TR4.
- Most Triumphs ever owned: Sandy Thomson with 13. RJ Fortwengler with 9 Triumph automobiles over the years.
- Most Triumphs currently owned: Sandy Thomson with 10 TR6s and TR250s. Bill Goodwin with three Heralds

and a Dolomite.

- Newest Triumph: Kevin McCarthy with a 1981 TR8 built on August 20, six weeks before production ended.
- Newest TR6: Rob Reynolds' was built on the last day of production in July 1976.
- Longest in the same family: Fred Mittelman's 1960 TR3 since 1960.

CTR Facebook and Forum Accounts

CTR has a Capital Triumph Register Facebook group and an on-line Forum. Both sites will continue to run in parallel while we see which our members prefer. Both are intended as places to announce events, chat about anything remotely related to CTR or Triumphs, share your restoration progress or go for help when a tech question comes up.

The Forum is at <http://www.capitaltriumphregister.com/forum/Blah.pl?> (Passwords must be eight characters or less.)

Facebook is at www.facebook.com - join Facebook then apply to the Capital Triumph Register group.



These high-quality spin-cast metal badges have terrific detail and are easily mounted on your grill or bumper. They are now on sale for

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Order now. Supply is limited.

E-mail Tom at

**TBurke4@aol.com or call
703-354-1361**



Rockville Car Show

October 16th

Patrick Carter reports a turnout of approximately 600 cars at this year's Rockville show. This year's focus was on Italian marques. The DC Fiat Club had a big presence with Fiats, Lancias, and Bertones. They showcased Italian motorcycles at the show's center field. Classic Fords were a close second, with Model Ts, T-Birds, and Mustangs.



Patrick Carter's 1975 Triumph Spitfire 1500 sits with the British car contingent at this year's Rockville show, which features a large and eclectic mix of cars of all marques.

CTR's 13th Annual

T4

Saturday, November 6th

The four Ts are Triumphs, Touring, Tech, and Taste: CTR's annual T4 event will take place on Saturday, November 6th in Northern Virginia. The T4 is a great way to spend a fall Saturday. It's a chance to drive your Triumph (or your non-Triumph for that matter), caravan through the backroads (as much as practical) of Northern Virginia, enjoy good fellowship, and learn a little bit in the process.

The event will kick off at Matt Schipani's at 10:00 with a demonstration of brake tube bending and flaring. A discussion of the fundamentals and purpose of the ignition coil, condenser and points will follow at Joe Cannon's. Then we'll wrap up around 3:30 at RJ Fortwengler's.

Plan on a light continental breakfast Matt's, lunch at Joe's, and dessert at RJ's. Here are the addresses so you can

look up directions on MapQuest or plug them into your GPS:

Matt Schipani
44333 Silkworth Terrace
Ashburn, VA 20147

Joe Cannon
8904 Mears Street
Fairfax, VA 22031

RJ Fortwengler
1601 North Danville Street
Arlington, VA 22201



Joe has volunteered to keep track of the RSVP list. In order that food can be planned, please let him know if you're attending by Tuesday, November 2nd (that's Election Day -- vote to attend the T4). Joe can be reached at jpc8904@yahoo.com or 703-280-4104.

Plan to bring yourself, passengers (if desired), your Triumph (optional), your appetite, and your thirst (for knowledge, of course). We hope you'll join us for the four Ts and some fun.



Trappe Triumph Invasion

September 25th and 26th

Art Fournier

It was at the 2009 Hunt Country Classic, I believe, that Sandy Thomson suggested an Eastern Shore event centered around the St. Michaels Concours d'Elegance. Fast forward to 2010 and Sandy and JoAnne had arranged a two-day event based out of their Main Street home in Trappe, Maryland. Trappe is located roughly half way between Easton and Cambridge. Route 50 bypasses Trappe's downtown, which includes a few shops and restaurants and a string of hundred year old homes along its Main Street. Broad porches are the norm and form a relaxing setting to enjoy small town America at its best.

Although some arrived on Friday, most of us came to Trappe Saturday morning in time to enjoy a leisurely breakfast. One by one Triumph, a few Jaguars and non-British cars pulled into the Thomson's driveway: Spitfires, TR250s, a number of TR6s, a Stag and Wedges of the four and eight cylinder variety.



After breakfast, it was time for a drive across town to a building where Sandy and his sons are working on a number of TR250s and TR6s. A recently acquired TR6 had a bad fuel pump and Sandy planned a short tech session to sort it out. Out came the old pump, but its replacement

turned out to have the wrong fittings. There was time to dismantle the old pump apart, but soon it was necessary to head back to the house for lunch and to rendezvous with spouses and friends prior to a road tour.



The tour was by back roads to the town of Oxford where plans called for a trip by ferry to St. Michaels for sightseeing and shopping. Several of the cars that would participate in the Sunday Concours were at the Robert Morris Inn in Oxford while their owners were having lunch and waiting for the ferry. Our string of a dozen Triumphs pulled up in front of the Inn and drew as much interest as the Bugattis and other classics getting ready to depart. (Car guys are car guys no matter what they're driving.) The line for the ferry was a little slow, so most of the Triumph crowd pressed on to St Michaels by land while others went to Highland Creamery in Oxford for ice cream.





Later in the afternoon we regrouped at Sandy and JoAnne's for barbecue on a lawn ringed by Triumphs. During dinner we were entertained by blues pianist Stubby Knuckles and his combo - fantastic! Conversation lasted well into the evening before people drifted off to motels and inns for the night.



On Sunday, it was time for the Concours d'Elegance at the Marine Museum in St. Michaels. Sandy had arranged for a separate parking area for the Triumphs. Later in the day, the cars from the Capital Triumph Register were joined by those belonging to members of the Philadelphia area Delaware Valley Triumphs who also attended the Concours.



The 40 or so cars on display in the Concours were incredible. Most were really museum pieces or singular examples of the coachbuilder's art, like the three cars with incredible custom wooden bodies (a Rolls Royce, a Duesenberg and a Hispano-Suiza). A particular favorite of ours was the only Triumph in the show, a 1937 Gloria Southern Cross. Needless to say, it received most of the CTR and Delaware Valley Triumphs "people's choice" votes.



Many of the spouses elected more time in St Michaels shopping, but most of us ended the morning at the Crab Claw for lunch in a dining room overlooking the harbor and Tred Avon River.

All too soon it was time to head home across the Bay Bridge and bring a great overnighter to a close. Sincere thanks to Sandy and JoAnne and their sons Rob, Jonathan and Scott for their incredible hospitality and a well-planned, event-filled weekend!



Previous Page Left: Sandy Thomson, Scooter Mauck and Lionel Mitchell at the tech session.

Top Right: Sheila Skipper, Rita Cannon, Pam Michell, and Mary and Tom Burke on the porch.

Bottom Right: Karl Johnson, Pam Michell, and Paul Scuderi on the lawn.

This Page Top Left: Stubby Knuckles.

Bottom Left: A wooden-bodied Rolls Royce

Top Right: RJ Fortwengler, Karl Johnson, and Art Fournier with the Triumph Gloria Southern Cross

Bottom Right: Lunch at the Crab Claw.



The Hunt Country Classic

October 10th

Columbus Day weekend means it's time for the Hunt Country Classic held each year by the MG Car Club Washington DC Centre at the Willoughby Farm near Middleburg, Virginia. This year's show featured incredibly good weather -- the MG Club will be hard pressed to do better next year!

Willoughby Farm is the home of Barbara Scott who, along with her late husband Bill Scott, has hosted the show for many years. The site in the rolling hills of northern Virginia's horse country is the ideal site for a British car show.

As always, there was a good selection of Triumphs in the show. By coincidence, most of the cars in the always large TR6 class seemed to be pimento red in color. So much so that those that weren't really stood out. The show includes a Prince of Wales class made of the previous year's class winners. Several CTR members were represented there: Bill Goodwin with his Herald Estate, Brian Murray with his Spitfire, Paul Malandrino with his TR3, and Tim Shalvey with his TR6.

This year, several CTR members took awards home: Patrick Carter's Spitfire received second place in the Spitfire/GT class, Rich Wilkins' TR3A took second in the TR2/3 class, Pete Dunlop, whose car is always on the prize list, took third in the TR6 class. Bruce Hislop's TR7 managed a third in the Triumph Other class. Curiously, Sandy and JoAnne Thomson's Tr250 took a third place in the TR2/3 class -- we'll see how that gets sorted out. And over on the other side of the field, Joe Cannon received second place in the MG TD class. Great job all!

Since 2003, Lionel and Nancy Mitchell have hosted a post-show get together for CTR members and friends at their home in Haymarket, Virginia. Each year the event grows. This year the turn out included 46 people and 19 British cars, making it the second largest British car show in northern Virginia on October 10th.

This year's event also included the first (and hopefully last) annual Joe Cannon Memorial Reverse Gear Hill Climb, demonstrating the strength of the MG TD as well as the frayed nerves of more or less innocent bystanders!

Thanks once again to Lionel and Nancy for their gracious hospitality!





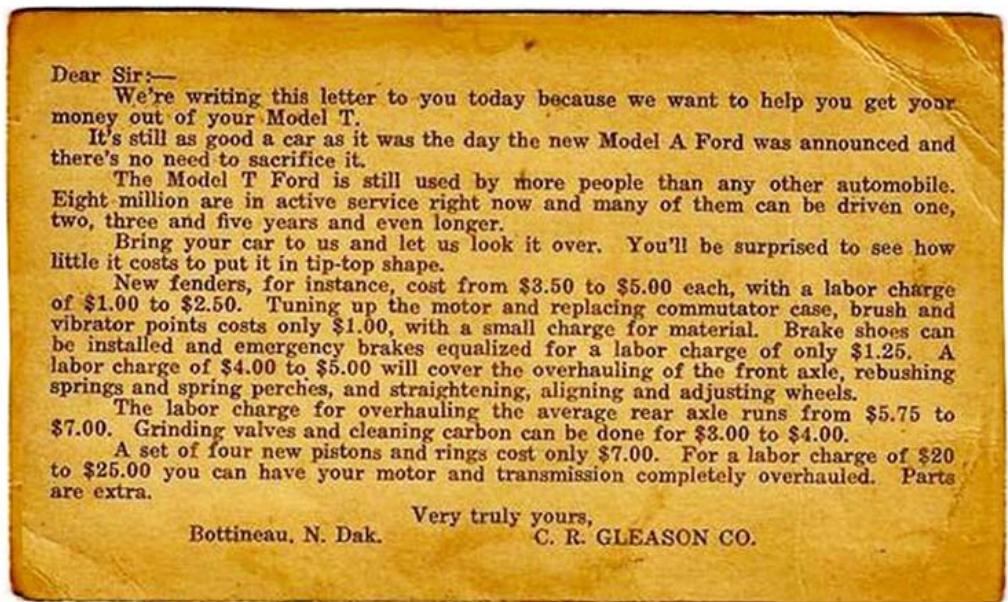
*Previous Page Top: Patrick Carter and Brian Murray
Center: Karl and Penny Johnson
Bottom: JP Puckett, Steve Mumma, Emma Puckett, Tim Shalvey, and Brian Mundie
This page Center Left: Lionel Mitchell and Scooter Mauck
Bottom Left: Sharon Edelstein, Bill Wemhoff, Rob Reynolds and RTR's Gary Kinney
Center Right: Bruce Hislop, Fred Mittelman, and RTR's Jim Coleman
Bottom Right: Sandy Thomson, Karl Johnson, Rich Wilkins, and Paul Edelstein*



Ford Model T Service

Here's a copy of a Model T service postcard that Joe Cannon sent in. A quick internet search shows the card is probably genuine and that Bottineau, North Dakota, is near Manitoba.

Oh, how times (and especially prices) have changed!



14th Annual
**Britain on
the Green**
May 1, 2011



**Collingwood Library & Museum
on the Potomac River near
Alexandria, Virginia**

For information & applications:

www.capitaltriumphregister.com

(Special thanks to Sharon Edelstein and Scott Thomson for passing out these BOG "save the date" flyers at the Hunt Country Classic!)



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The Southeast Triumph Region's
National Convention
October 17 - 21, 2010

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The 2010 North American Triumph Challenge (VTR National Convention) will be held on beautiful Jekyll Island, Georgia, home of the Southeast VTR Regional Convention since 2002. The convention will take place October 17-22nd and will be hosted by the clubs of VTR's Southeast Region.

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.

TR6 factory hardtop for sale, completely disassembled for painting but with all components, including restoration kit from Roadster Factory. \$1,250. Call Noble at 202-882-5636 or Jeff at Motorhead

69 GT6+ parts for sale - Body shell with rust issues, but some good panels and roof (free) Full Bonnet with minor dents (make offer) Frame that is straight, but needs outrigger repair (make offer) OD Transmission with 80,000mi (make offer) Doors, and misc small parts too numerous to list. All have been in storage for past 20 years. All parts located in Sterling Virginia and must be picked up. Call Dave Monroe at 703-955-0862

Space for rent - We have some room at the Springfield/ Newington storage shop for small British Car (TR or MG). The rent is \$95/month with additional storage area also available at \$1 per square foot per month. The shop is heated, alarmed, bathroom, water, etc. We also have a drill press, shear, compressed air, sandblaster, band saw, and many other tools. Everyone there is very friendly and we often give each a hand. For more information e-mail Ed Chan at capitaldriving@yahoo.com or call me a home at 703-721-1771



1981 TR7 for sale. Red convertible. 65,000 miles. Fuel injector. Full covers. \$3,500 or best offer. Located 20 miles south of Annapolis. Bruce Knutson, 410-980-8815 or DLMnutson1@aol.com

(Continued on Page 10)



1980 TR7 for sale. Outstanding example with less than 40,000 actual miles. The body is straight, never hit. The paint is original and very, very nice with the exception of one spot on the drivers side in front of the wheel. The car has a 5-speed gearbox, manual choke, but does not have A/C. The VIN number is TCT1143T8UCF. The top is in very good condition, no holes and the panels are clear. The interior is outstanding and very clean. The carpet is slightly faded. The car runs great. There is also a collection of parts that will go along to the purchaser of the car. Items will include such things as spare headlight pods with motors, instrument panels with all gauges, alternator, fog lamps, new clutch m/c, and various sundry pieces stripped from a donor car. **REDUCED TO \$6,500.** Additional photos and information at <http://www.tracltd.org/TR7/> Contact Richard Landis at 410-969-4248 or a-westva@broadstripe.net



1975 TR6 for sale. Currently Jasmine yellow, but originally green. Overdrive. 72 spoke wire wheels (5 in all). Interior excellent. Body solid 95% rust-free. Paint is nice

but has chips and showing some age (not sure when it was painted). Seems to run strong. Not perfect, but in fantastic shape for the money. **FURTHER REDUCED: \$4,999.95.** Matt Wingate, Ashburn, VA, call 703-943-8690 or e-mail mattwingate1@gmail.com

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Oct 30 - Richmond Triumph Register Economy Run, Pete Philips 804-354-0721 or pkphilips@comcast.net

Nov 6 - T4 *CTR*

Nov 9 - CTR ESB Meeting, Paul Scuderi

Dec 5 - CTR Holiday Party, MD Location *CTR*

2011

Jan TBD - CTR ESB Meeting, Paul Scuderi

Jan TBD - CTR Awards Banquet, VA Location *CTR*

Feb TBD - CTR Winter Dinner, MD Location *CTR*

May 1 - 14th Annual Britain on the Green at Collingwood Library and Museum, Alexandria, VA *CTR*

If you have a suggestion for a CTR event, please let one of the ESB members know about it. We'll be laying out our early 2011 schedule at the January ESB meeting.



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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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Autocross	Ed Chan 703-658-0253 tr6healey@hotmail.com
Racing	Ira Schoen 703-698-1691 pterodactyl711@aol.com

TRIUMPH TRIVIA: Which sold more — the 1968 world market TR5 or the US only TR250?

Showcasing the importance of the US market to Triumph,
8,484 US only TR250s were built compared to 2,947
world market TR5s.

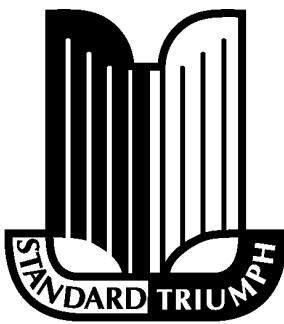


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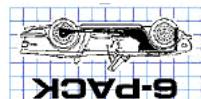
Page 1 - Tom Burke & Art Fournier
Page 3 - Patrick Carter
Pages 4 & 5 - Tom Burke, Art Fournier &
Paul's friend Elizabeth
Pages 6 & 7 - Tom Burke, Art Fournier &
Lionel Mitchell

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

Creative Car Repair



Some days the hardware store is so much more
convenient than the autoparts store!



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



THE STANDARD

4729 Willows Road
Chesapeake Beach, MD 20732-4221



THE STANDARD

The Official Publication of the
Capital Triumph Register

Volume XXII, Number 11, November 2010

T4



**- Triumph
- Taste
- Tech
- Tour**

*The hosts for this year's CTR T4 were Matt Schipani, Joe Cannon, and RJ Fortwengler.
To learn more about the four Ts, please turn to page 8.*

**PAGES 1 & 8 - T4; PAGE 2 - CTR Happenings; PAGE 3 - CTR Holiday Party;
PAGE 4 - The VTR Convention; PAGE 7 - Leonardtown Veteran's Day Parade;
PAGE 9 - Olio; PAGE 10 - Classified; Events; PAGE 11 - Club Info**



CTR Happenings

Awards Banquet

CTR will hold its annual Awards Banquet in January at a Virginia location. The banquet typically takes on the form of a brunch and is a chance to recognize those CTR members whose participation in club activities was exemplary in 2010. It's also our opportunity to conduct biennial elections and other club business at a forum attended by a large portion of our membership. Look for details in the next edition of *The Standard*.

CTR Incorporation

Additional actions are necessary to complete the incorporation process for CTR begun earlier this year. In addition to obtaining a new tax ID number and checking account, an organizational meeting is required for the membership to vote on changes associated with incorporation. Paul Edelstein has suggested doing this in conjunction with the annual Awards Banquet and Business Meeting in January 2011. Yet another good reason to attend the Awards Banquet!

Charitable Donations

CTR is continuing its tradition of charitable donations made from profits from our annual Britain on the Green show. Special Love and UsToo, charities we supported in 2009, will also be supported in 2010.

Winter Events

In addition to the annual Winter Dinner to be held at a Maryland location in February, the Executive Steering Board (ESB) is exploring options for other winter events from tech sessions to tours. Among the items suggested are a demonstration by "Dent Masters," professionally conducted sessions on detailing and automobile upholstery, sessions with a dynamometer and rented lift, visits to the Tucker museum, the Goddard Space Flight Center and the Taylor Model Basin, and reinstitution of CTR's spring tune up. Whew – a lot of possibilities! CTR held an indoor

karting event each winter for several years. Interest in the event seems to have waned plus its expense is difficult for many in the current economic situation; consequently, we won't pursue an indoor karting event in 2011.

January Events Meeting

The January ESB meeting focuses on roughing out an events schedule for the upcoming season. If you would like to host an event or have a suggestion for an event, please attend the meeting or pass on your ideas to an ESB member.

CTR Tech Sessions

We are looking for suggestions and hosts for tech sessions, both of the informational and "Get Your Hands Dirty" (GYHD) varieties. If you have a skill you think would interest other CTR members, let us know and we will arrange an opportunity for you to share your knowledge with the club. In the past, we have covered topics from



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Stromberg carburetors to molding plastic parts. Likewise, if you need help with a project, let us know and we'll arrange a session where members can help members or just learn by watching.

Britain on the Green 2011

BOG will be on Sunday, May 1, 2011. This is a one-time change for 2011 from our traditional "last Sunday in April" date and results from several logistics considerations. Please help us spread the word that Britain on the Green will be at Collingwood Library and Museum on May 1, 2011.

Jefferson 500 Vintage Race 2011

The 18th running of the Jefferson 500 Vintage Race will be held at Summit Point Raceway in West Virginia on May 13-15, 2011. This race was created by legendary drivers Brian Redman and Bill Scott as a venue for vintage sports car racing in the Mid-Atlantic area.

The organizers are hoping to attract car clubs to attend and display their cars. They plan to offer a special deal for car clubs only for \$40 per person, which will include entry to the track throughout the weekend, lunch on May 14th with Brian Redman as Guest Speaker, and a track drive for clubs during lunch time on Sunday.

By mid-December, expect on-line registration for this available at Jefferson500.org. Registration will only be open through Friday, April 29th.

How does this sound as an excuse for a CTR overnighter?

Price Reduced on CTR and BOG Grill badges

Just in time for holiday gift shopping, the prices on CTR and BOG grill badges have just been reduced from \$24.99 to \$19.99 each. They are a great way to show your CTR colors and, at this price, they will make outstanding stocking stuffers!

CTR Facebook and Forum Accounts

CTR has a Capital Triumph Register Facebook group and an on-line Forum. Both sites will continue to run in parallel while we see which our members prefer. Both are intended as places to announce events, chat about anything remotely related to CTR or Triumphs, share your restaura-

tion progress or go for help when a tech question comes up.

The Forum is at <http://www.capitaltriumphregister.com/forum/Blah.pl?> (Passwords must be eight characters or less.)

Facebook is at www.facebook.com - join Facebook then apply to the Capital Triumph Register group.

Newsletter Articles Needed

The newsletter editor could really use your help with articles, photos and other contributions.

CTR Holiday Party

December 5th

CTR's 2010 Holiday Party will be held on Sunday, December 5, at Maureen and Jay Donn's home in Owings, Maryland. Plan on arriving around 2:00 with dinner at 3:00. Please bring a side dish or dessert to share; Jay and Maureen will provide a turkey along with soft drinks, beer and wine.



Bring your sense of humor and a gift for each person who wishes to participate in the gift exchange. The gift value should be about \$10.00. The gift may be serious, outrageous, holiday or automotive, but please keep it clean and, please, no used pistons or sparkplugs!

Please RSVP by Monday, November 29th. Contact Maureen at : JEDMRD@verizon.net or 301-855-8623 to RSVP, coordinate food, or obtain additional information.

The Donns are located at 9740 Old Solomons Island Road in Owings, Maryland. From the Washington Beltway, take Route 4, Pennsylvania Avenue (Exit 11) southeast toward Upper Marlboro. Continue past Upper Marlboro on Route 4. Take Route 260 east toward Chesapeake Beach. After passing the traffic light at Route 2, take the first right on Old Solomon's Island Road, Route 778. (There will be a Shell station on your left.) The Donns are about 0.2 miles on the right. Theirs is the first house on the right beyond the bridge/retaining wall. Travel time from the Beltway is just under one-half hour.



Please join us for CTR's final 2010 event -- see you there!



VTR Convention at Jekyll Island

Lionel Mitchell

I had been anticipating the VTR convention all year. In February, we visited and reconnected with old friends who had retired near Jekyll Island. Nancy grew up with Diane and Kenny. Kenny just retired from a 30-year career at Ford and is a certifiable car nut – all kind of cars. So, I hatched this plan that Kenny and I would go to the convention, and Nancy and Diane could do girl stuff. All agreed it was a perfect plan, and they even invited us to stay with them for the convention week. So, in March I signed up as the 43rd registrant for VTR 2010.

During the following months, I began improving my TR6, mainly by adding the 7/8" front and rear anti-sway bars from Richard Good. I pilfered these from the rolling chassis of my stalled '75 TR6 restoration. Might as well put them to some use. I had also decided not to take my autocross tires and replaced my 6 year old Yokohama touring tires with Kumho performance tires. Due to "popular request" from close quarters, we were to take a support vehicle. I remembered talking to Gary Kinney of the RTR club a few years ago about "flat towing" his Spitfire to the VTR convention in Texas. So, I started looking into that option. More on this in a future article, but the short version is that we flat towed the TR6 with our Honda Ridgeline truck using a tow bar and custom-made connecting plates. It worked great and kept the peace.

Another aspect of the pre-trip planning was trying to convince other CTR members to sign-up and co-ordinating with CTR and RTR members who were going on travel plans. From CTR besides Nancy and myself, Sandy and JoAnne Thomson and Glenn



Nancy and Laura Mitchell



JoAnne and Sandy Thomson with their TR250 at the Club Hotel

Minucci were on-board, as well as our member-emeritus in Hawaii, Steve Oertwig. From RTR, Gary Kinney, Jim Coleman, Harlan Schufeldt, Ken Nachman, and Dean Tetterton planned to go. In the end, all CTR members travelled at different times, going and coming. We left Friday morning and spent the night on the road. On Saturday, we met our daughter, Laura, who drove up from Florida to spend a couple of days with us. That was a very good way to begin the festivities. The Thomsons were able to get away on Monday, bringing their TR250 with a tow dolly. Glenn Minucci had worked on his Stag until Monday trying to get it ready only to be thwarted. He ended up driving his Porsche 928 with a Triumph badge covering up the unspeakable name on the bonnet.

The convention was a great success and was held in a most beautiful venue. As you may already know, Jekyll Island is one of the Sea Islands on the southern coast of Georgia. The Club Hotel, site of the convention, was built as a private hotel for people such as J.P. Morgan, the Rockefellers, and other billionaires in the late 19th century. The weather during the week was very warm, and the only negative comment I heard from anyone was the noseums – those tiny bugs that bite you in exposed places.

The convention started in earnest on Monday. In the morning, we registered and acquainted ourselves with the grounds, all the Triumphs, and reconnected with all of the Triumph community. Later in the day, we socialized with the RTR crowd and Mike Cook,



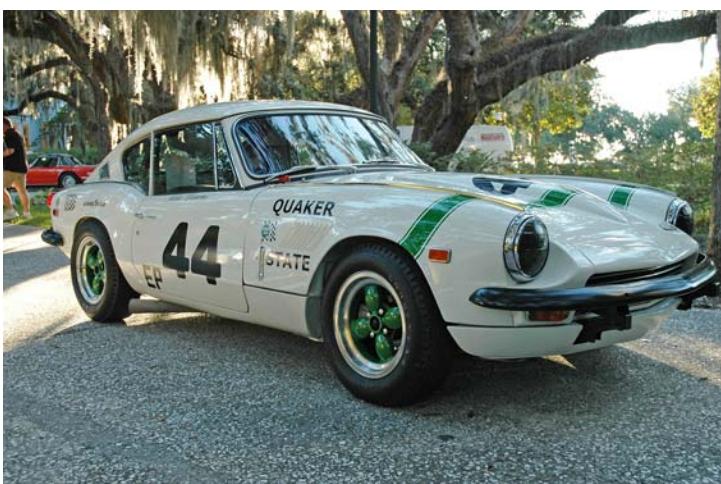
the editor of the VTR magazine and former publicity director for British Leyland, at the hospitality suite at San Souci cottage sponsored by *Classic Motorsports* magazine. This is one of the private residences built by the wealthy club members as vacation homes on the island. We were disappointed to have missed Blake Discher's tech session on photographing your car held in the morning. Blake is the president of VTR and a professional photographer.

On Tuesday, we arrived earlier to catch the tech session on detailing and the TSD rally. The detailing session was given by professional detailer Tim McNair from Philadelphia. He is a private consultant who prepares cars for shows such as Pebble Beach and Amelia Island. It was a great session. He shared a lot of his tips on what kind of products to use and how to use them. He wasn't pushing any particular brands, although he did say he used Meguiar's and Griot's products a lot. He also uses a lot of very common and inexpensive products as well. He was very complimentary on the Porter-Cable polisher. He was very generous not only with sharing his information but also his time. We hung around after the session was over and asked him lots of questions. In fact, we stayed so long there that we were late for the drivers' meeting for the TSD rally. With me as driver and Kenny as navigator, we were the last to pull out. The TSD rally route took us off the island and through the back roads of coastal Georgia. I had only done a TSD rally once before at the VTR convention in 2008, and Kenny was pretty rusty at it himself, but we thought we were doing reasonable well. In fact on one leg of



Sandy's bonnet gets detailed

the rally, they told us we were only a few seconds off of the official time. I have not seen the official results, and they have not been published at press time. But we did not place in the rally. After finishing the rally, we went back to the Island and ended up at the San Souci cottage where Tim McNair was detailing the Group 44 GT6, brought up from Florida by Tim Suddard and his crew from *Classic Motorsports*. There, we met up with Sandy Thomson and Gary Kinney, among others to watch. After finishing the GT6, Sandy asked Tim to take a look at the bonnet of his TR250 to see if the paint finish could be salvaged. Tim not only gave Sandy advice, he whipped out his buffer and polishing compound and began polishing it. He let Sandy finish up the job. It was a remarkable difference. Gary's eyes about popped out of his head at that sight, and he promptly volunteered his TR250 as the next candidate. Tim conducted the exercise with Gary's bonnet as the next candidate. Because of the focus on this impromptu detailing session, we completely missed the croquet challenge taking place on the green in front of the Club Hotel. Steve Oertwig and Harlan Schufeldt won second place. We also missed the Fun Rally. Oh, well. You can't do everything. After the detailing, we went on the restaurant run to St. Simon's Island near-by. Diane and Nancy, fresh from a round of shopping, joined Kenny, me, and the Thomsons for a seafood dinner. After dinner, we strolled around the water front admiring TRs and chatting with the RTR crew.



Wednesday, we arrived bright and early for the panoramic photos and the Concours d'Elegance car

VTR Convention (*Continued from Page 5*)*A grinning Lionel in the Group 44 TR6*

show amongst the live oaks and Spanish moss. What a site to behold! One thing that I like about going to the VTR convention is the variety of Triumphs that you see. Two special features of the car show were the Group 44 TR6 and the last production TR6. The Group 44 TR6 is owned by Bill Warner, who puts on the Amelia Island show (it's highly recommended by CTR member RJ Fortwengler and my friend Kenny). Bill also owns the Group 44 TR8 racer. Bill is very approachable. I chatted with him and told him my Triumph history. I must have sounded a bit enthusiastic because asked me if I'd like to sit in the Group 44 TR6. Was that a rhetorical question, I thought to myself? I just said: "You don't have to ask me twice," and hopped into the Spartan interior. He told me that after he had restored the car to its original Group 44 livery, he raced it and did quite well. He wrote to Paul Newman, who had won the 1976 D Production championship in this car in SCCA racing, and told him that "the old girl still has it in her." He reported that Paul wrote him a nice congratulatory note. Bill very kindly autographed my copy of "Triumph Cars in America," written by Mike Cook. I highly recommend this book. The last production TR6 is owned by Bob Tuli. It's BRG with Beige interior and is completely original with about 800 miles on the clock. Bob also owns the last production TR8, but it was not there at the show. The results of the show have not been posted on the web site yet, but here are winners amongst people we know: Harlan Schufeldt won 3rd place in the Preservation class for his Italia; Ken Nachman won 2nd place in the Concours for his early TR6; Jim Coleman won 3rd

place in the Concours for his TR8; and Gary Kinney won 2nd place in the Participants Choice TR4/4A/250 class for his TR250.

On Thursday, Kenny and I again arrived early to participate in the autocross event being held at the small airport on the island. Because of my upgraded front and rear anti-sway bars, my car was classified in the modified TR6 class. Hmm ... if I had known this, I would have brought my autocross tires. I can't compete with these guys. Anyway, it's for fun, and fun we had. There was a mishap in the first heat, but fortunately, no one was hurt. Our runs were in the second heat, and we only got three each. I did my runs in the car first followed by Kenny doing his three runs after me. I was pleased with the way the new tires handled, but could tell that my autocross tires would have cut my times even further. Overall, I was pleased with my

*Lionel Mitchell and his TR6 in the autocross*

times, and appreciated hearing Tim Suddard, who was the announcer, say about my time that there were some fast TR6s there. Kenny did very well considering he had only driven my car for a few miles on the road before the event. One thing about this course that made it better for me was that it did not double back on itself, giving me less chance of getting off-course. Richard Good got FTD – no surprise there. Someone who I didn't know came second in a race-prepared TR4, and Marty Sukey came in third with his race-prepared Spitfire. While at the event, I talked with legendary Group 44 driver Bob Tuli and his crew chief



and mechanic Lanky Foshee and got them to autograph my copy of Mike Cook's book.

I had decided early in the year not to attend the awards banquet because they just drag on forever, and because I didn't want to drag our friends along. My only regret is missing Mike Cook's speech at the dinner. Instead, I spent Thursday evening re-connecting my TR6 to the truck with the tow bar. Afterwards, we had a nice dinner and a few glasses of wine with our gracious hosts for the week.

The trip home Friday was uneventful. Unlike the trip down, in which we took two days, we drove back in a single day arriving home at 8:30 – an 11 hour journey. We cruised most of the time at 70 mph on I-95 and got 18 mpg. I was pleased with the truck's performance and with how the tow bar worked. During the drive home, we got a call from Sandy Thomson, informing me that I had won 3rd place in the autocross competition in the modified TR6 class. I thought for days that he was pulling my leg, but it's really true. I'm still in disbelief! One reason that my time was third best is that Richard Good was in a class by himself.

Other awards that I found out about after the convention were the RTR newsletter with Glenn Larson as editor and Steve Oertwig for the longest distance travelled without a car. Congratulations to Steve and the Richmond guys.

It was a great trip: no car problems, no one hurt or sick, great friends, loads of Triumphs, fun events, good food and wine, good weather. What more could you ask for? Next year, the VTR convention will be held in Colorado. I'm not planning to go. But I highly recommend the event to all, especially if it's a reasonable distance to travel to.

For further information and tons of photos from VTR 2010, take a look at these links:

<http://vtr2010.org/>
<http://www.flickr.com/photos/41045593@N03/sets/72157625125632439/>

Leonardtown, MD, Veteran's Day Parade November 11th Art Fournier

As has been the case for many of the past several years, I joined members of the Patuxent Vintage Foreign Car Club for the Veteran's Day Parade in Leonardtown. This parade is probably the largest Veteran's Day Parade in the state and draws a huge number of participants: veterans, bands, reenactment groups, car clubs, bikers, politicians, scouts, youth groups, you-name-it, they're all in the parade. It's a great way to honor our veterans and enjoy a slice of small town Americana on a fall day!



Above: Art Fournier and Regina Tourville with their Spitfires, PVFCC and CTR member Kevin McCarthy with his TR8, Craig Judd with his Alfa Romeo Spider, and Doug Merch with his Caterham 7

Below: At the end of the parade, Kevin McCarthy drops off the World War II veteran who rode with him





T4

November 6th

Triumph, Tech, Taste and Tour are the four Ts. CTR's annual T4 is typically our final organized (or should that be disorganized?) driving event of the season. It also gives members of the club a chance to add to their skills while enjoying a bit of camaraderie on a fall Saturday.

This year's T4 was held on November 6th and was hosted by three northern Virginia members: Matt Schipani, Joe Cannon and RJ Fortwengler.

The day started with coffee and doughnuts in Matt's garage in Ashburn where he gave a hands on demonstration of how to flare the ends of hydraulic line tubing. Matt had recently replaced all the brake and clutch hydraulic lines in the barn find GT6 he acquired from Paul Scuderi, so his flaring and bending skills are very current.

Leaving Matt's we headed to Joe Cannon's in Vienna for lunch and a discussion of ignition system basics – the purpose and function of the various ignition components (battery, distributor, coil, points, condenser and the like).

It was a short drive from Joe's to Arlington where we had cookies and brew while RJ gave a "tech lite" session on the surrey tops fitted to late TR4s through early TR6s. Interestingly, the soft center section of the surrey top fitted to RJ's TR250 appears to have been fabricated from a convertible top and not a factory item.

Sandy and Scott Thomson once again got the long distance award, having traveled all the way from Maryland's Eastern Shore to attend. Two notable feats were attributed to Joe Cannon. The first was arriving at Matt's with the top down on his TR6 with temperatures in the mid 30s. The second was managing to lose everyone who followed him – or who tried to follow him – from Ashburn to Vienna. Way to go

Joe! Others who participated were Paul Edelstein, Art Fournier, Karl Johnson, Steve Prior, JP Puckett, and Rich Townsend.

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 our cars and receive help and suggestions on projects and problems.

Thanks once again to our hosts for sharing their knowledge (and food) and for continuing a fine fall CTR tradition!



Above: Matt Schipani waxes eloquent while Sandy and Scott Thomson and Steve Prior look on

Below: Sandy Thomson, Lionel Mitchell and Karl Johnson check out RJ Fortwengler's surrey top





Joe Cannon, CTR's answer to Mr. Science, demonstrates the power of the capacitor during his T4 session on electrical system components



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And speaking of Joe Cannon, here are some shots he took during his recent motorhome trip to Alaska and through the west. Pull & Be Damned Road is in La Conner, Washington, while the Hot Rod Diner is in Florence, Oregon.



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.

TR6 factory hardtop for sale, completely disassembled for painting but with all components, including restoration kit from Roadster Factory. \$1,250. Call Noble at 202-882-5636 or Jeff at Motorhead

69 GT6+ parts for sale - Body shell with rust issues, but some good panels and roof (free) Full Bonnet with minor dents (make offer) Frame that is straight, but needs outrigger repair (make offer) OD Transmission with 80,000mi (make offer) Doors, and misc small parts too numerous to list. All have been in storage for past 20 years. All parts located in Sterling Virginia and must be picked up. Call Dave Monroe at 703-955-0862

Space for rent - We have some room at the Springfield/Newington storage shop for small British Car (TR or MG). The rent is \$95/month with additional storage area also available at \$1 per square foot per month. The shop is heated, alarmed, bathroom, water, etc. We also have a drill press, shear, compressed air, sandblaster, band saw, and many other tools. Everyone there is very friendly and we often give each a hand. For more information e-mail Ed Chan at capitaldriving@yahoo.com or call me a home at 703-721-1771



1981 TR7 for sale. Red convertible. 65,000 miles. Fuel injector. Full covers. \$3,500 or best offer. Located 20 miles south of Annapolis. Bruce Knutson, 410-980-8815 or DLKnutson1@aol.com



1980 TR7 for sale. Outstanding example with less than 40,000 actual miles. The body is straight, never hit. The paint is original and very, very nice with the exception of one spot on the drivers side in front of the wheel. The car has a 5-speed gearbox, manual choke, but does not have A/C. The VIN number is TCT1143T8UCF. The top is in very good condition, no holes and the panels are clear. The interior is outstanding and very clean. The carpet is slightly faded. The car runs great. There is also a collection of parts that will go along to the purchaser of the car. Items will include such things as spare headlight pods with motors, instrument panels with all gauges, alternator, fog lamps, new clutch m/c, and various sundry pieces stripped from a donor car. **FURTHER REDUCED TO \$6,000.** Additional photos and information at <http://www.tracltd.org/TR7/> Contact Richard Landis at 410-969-4248 or a-westva@broadstripe.net

EVENTS

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

Nov 6 - T4 *CTR*

Nov 9 - CTR ESB Meeting, Paul Scuderi

Dec 5 - CTR Holiday Party, Maureen and Jay Donn's in Owings, MD *CTR*

2011

Jan 11 - CTR ESB Meeting, Paul Scuderi

Jan TBD - CTR Awards Banquet, VA Location *CTR*

Feb TBD - CTR Winter Dinner, MD Location *CTR*

May 1 - 14th Annual Britain on the Green at Collingwood Library and Museum, Alexandria, VA *CTR*



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TRIUMPH TRIVIA: What is a Panther Rio?

The Panther Rio was basically a reskinned Triumph Dolomite sold as a luxury car. At over three times the price of a Dolomite Sprint, only 38 Rios were produced in 1977.

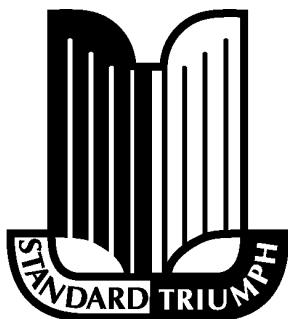


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Page 9 Bottom - Joe Cannon

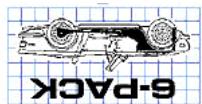
Deadline for
the next issue of
The Standard:
December 10th!

Creative Car Repair

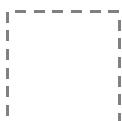


Last month *The Standard* featured some beautiful wooden bodied automobiles shown at the St. Michaels Concours d'Elegance.

Here's a fine example of the cabinet maker's art that did not make the cut for the show!



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Clockwise from top left: JoAnne Thomson, Carol Goodwin, Nancy Mitchell and Rich Smalling; Paul Edelstein and Lionel Mitchell; hostess Maureen Donn and Santa; Bill and Kathy Wemhoff, and Joe Cannon.
For more on the CTR Holiday Party, go to page 4.

**PAGES 1 & 4 - Holiday Party; PAGE 2 - CTR Happenings; PAGE 3 - CTR Gives; Awards Brunch;
TR4 GYHD; PAGE 6 - Garage Spot: Rewiring Your Classic; PAGE 8 - Personal Triumphs:
Steve Oertwig's 2000; PAGE 9 - Personal Triumphs: Steele Lipe's TR3A;
Garage Lift Tech Session; PAGE 10 - Classified; Events; PAGE 11 - Club Info**

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CTR Happenings

January Schedule

CTR has a busy month ahead with several events planned for January. Look in this issue of *The Standard* for details on a TR4 GYHD (January 9), the Awards Brunch (January 16), and a home garage lift tech session (January 22).

January Events Meeting

The January ESB meeting focuses on roughing out an events schedule for the upcoming season. If you would like to host an event or have a suggestion for an event, please attend the meeting or pass on your ideas to an ESB member.

Britain on the Green 2011

BOG will be on Sunday, May 1, 2011. This is a one-time change for 2011 from our traditional "last Sunday in April" date and results from several logistics considerations. Please help us spread the word that Britain on the Green will be at Collingwood Library and Museum on May 1, 2011.

Price Reduced on CTR and BOG Grill badges

For last minute holiday gift shopping, the prices on CTR and BOG grill badges have just been reduced from \$24.99 to \$19.99 each. They are a great way to show your CTR colors and, at this price, they will make outstanding stocking stuffers!

CTR Facebook and Forum Accounts

CTR has a Capital Triumph Register Facebook group and an on-line Forum. Both sites will continue to run in parallel while we see which our members prefer. Both are intended as places to announce events, chat about anything remotely related to CTR or Triumphs, share your restoration progress or go for help when a tech question comes up.

The Forum is at <http://www.capitaltriumphregister.com/forum/Blah.pl>? (Passwords must be eight characters or less.)

Facebook is at www.facebook.com - join Facebook then apply to the Capital Triumph Register group.

Newsletter Articles Needed

The newsletter editor could really use your help with articles, photos and other contributions.

Save a Tree

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

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, especially late breaking changes and pop up events! And please don't forget to give us your new mailing addresses and phone numbers when they change.



These high-quality spin-cast metal badges have terrific detail and are easily mounted on your grill or bumper. They are now on sale for only \$19.99 each

Order now. Supply is limited.

**E-mail Tom at
TBurke4@aol.com or call
703-354-1361**



CTR Gives

Rich Smalling, CTR Treasurer

At the November 2010 CTR Executive Steering Board meeting our club continued its tradition of giving to charity by donating \$1,000 to Special Love (children with cancer) and \$500 to Us Too (prostate cancer education and support network).

In the summer of 2006, CTR put in place its charitable giving guidelines. Each year since then CTR has followed those guidelines and donated to a focused set of charities. Including this year's donations, CTR has given a cumulative total of \$8,200 to charity. Read below for more information about the charities receiving our donations this year.

Special Love

Special Love, Inc. was founded in 1983 by Tom and Sheila Baker of Winchester, Virginia, after losing their own daughter to lymphoma. The Bakers wanted to give other children with cancer the opportunity to enjoy traditional camp activities and other opportunities that healthy children often take for granted. Special Love's hallmark program, Camp Fantastic, is a one-week adventure for 7-17 year olds and, like most of Special Love's events, is held at the Northern Virginia 4-H Educational Center in Front Royal, VA. In the 23 years since Special Love's inception, it has grown from one camp for 29 children to nearly 20 programs that impact over 3,000 people annually. Special Love also provides emergency financial relief to families and scholarships for post-secondary education to young adults with cancer.

Us TOO

Us TOO International Prostate Cancer Education & Support Network is a grassroots cancer education and support network of 325 support group chapters worldwide, providing men and their families with free information, materials and peer-to-peer support so they can make informed choices on detection, treatment options and coping with ongoing survivorship. The organization was founded in 1990 by five men who had been treated for prostate cancer.



Awards Brunch

January 16th

The annual CTR Awards Brunch is tentatively scheduled for Madigan's in Occoquan, Virginia, on January 16th at 11:30 AM. Expect confirmation and updates on CTR's Forum and Facebook sites from CTR events coordinator Rich Townsend as the details firm up.

The Awards Brunch serves a number of purposes for CTR: it's a chance to recognize those whose participation in club events has been exemplary throughout the previous year, it's our annual business meeting, and it's a chance to get together and enjoy each other's company when there isn't much happening in the way of driving activities.

This year, a brief business session is necessary to complete the incorporation process for CTR begun earlier in 2010. An organizational meeting is required for the membership to vote on changes associated with incorporation. This will be done in conjunction with the annual Awards Brunch. Yet another good reason to attend!

GYHD - TR4 Help

January 9th
Lyle Farmer

Lonely and cold TR4 needs help! Members, an open invitation to Get Your Hands Dirty and help get another Triumph back on the road! Volunteer a couple of hours to do some or all of the following:

- ➔ Major tune up: timing, carbs, valves, etc.
- ➔ Bleed and adjust brakes
- ➔ Connect ignition switch
- ➔ Change oil
- ➔ Check and change fluids
- ➔ Safety check...
- ➔ Troubleshoot OD?
- ➔ Other stuff?

I will supply all parts. I will also supply refreshments (beers/soda) and some quality food (grilled steaks?) after we call it quits. Warm professional garage with lift in Hyattsville, Maryland. You supply the comraderie, your own tools, and some Triumph know how...

RSVP to Lyle Farmer by January 8th at:
lylefarmer@yahoo.com More info call 301-512-9252.



FUN in Owings, MD

2010 CTR Holiday Party

Rich Townsend

Has the word “fun” been hijacked? Fun, to me, coming out of a misspent youth, always meant something akin to throwing eggs. Of course, not much good can come from throwing eggs, but I don’t remember throwing eggs ever being anything but fun. In a more wholesome sense, fun can be ascribed to many activities: playing baseball, or just about any game; going to an amusement park; drinking beer and trying to pick up chicks; or auto-crossing your Triumph – aforementioned are all FUN activities.

More recently I hear the word “fun” to describe anything from a haircut to wall paint colors. Is this right (correct)? Can a hair-do be FUN? Is “green banana” (the color) FUN?

OK, I’ll roll with it for the purposes of this report. The 2010 CTR Holiday Party was FUN through and through, right down to the gifts. The most fun part of the CTR Holiday Parties over the years has been the Gift Exchange or “Gift Misappropriation” as it is more accurately described. I can’t remember exactly who got (or stole) what this year, but there were lots and lots of gifts being handed out by Santa Claus himself. Too bad Bill Goodwin missed all the FUN. Bill was indisposed the entire time while Santa made his appearance. All during the gifting there were packages being sought such as Old Fart wine, tool sets, Union Jack flags, cookbooks, and candy dishes, to name a few. All fun gifts? If you use the hijacked definition of “fun,” then yes the gifts were fun. How can a trivet with a fish not be fun? On the other hand, “her loveliness” (Patti) received wire strippers, a very serious gift. Luckily, I was able to relieve Patti of the responsibility of somehow making the wire strippers fun. All I had to do was to introduce the wire strippers to my garage. There’s not much that goes on in my garage that is not FUN.

The fun began with the drive to Owings, where our gracious hosts, Maureen and Jay Donn reside. Nothing like a road trip to a place you’ve never been to begin the fun.

Upon arrival at their lovely home, Jay and Maureen made a game of their Holiday decorations. Guests were challenged at the front door to guess from what RECYCLED ITEM a wreath-shaped decoration hanging outside next to the door was. Lots of guessing – not many correct





Previous page top: Rich the T Townsend and Lionel Mitchell compete for the most sartorially splendid

Bottom: Rebecca Edelstein and Joe Cannon

This page top left: Santa at the gift exchange

Center: Rich Wilkins and Karl Johnson

Bottom: They who travelled furthest drove their Triumph - Sandy and JoAnne Thomson's TR250

Top right: "But what to their wondering eyes should appear" - Sara Buescher, Rich the T, Mary Schoen, Rita Cannon, Sandy Thomson and Pam Michell

Bottom: "No matter where I serve my guests" - JoAnne Thomson, Nancy Mitchell, Patti Townsend, Rita Cannon, Sara Buescher and Lisa Smalling



ones, though. They had made a golden wreath out of a very early computer disc. This thing was maybe 24 inches in diameter with a 4 inch hole in the middle, made of metal of some sort. They had glued ornaments around the perimeter. Very “fun” – the decoration - and the game. Art Fournier was the first guest to arrive at the party, first to venture a guess as to what it was, and ended up the only correct one.

The food spread was magnificent – and guess what – It was FUN!!! The funnest dish to me was the snowball dessert, prepared by JoAnne Thomson. It was a large, white snowball-shaped hemisphere of extreme deliciousness. The turkey, side dishes, and drinks made for full bellies, and great camaraderie and conversation.

Much Thanks to Maureen and Jay for throwing a great party! The Holiday Party puts the wrap on CTR events for 2010. CTR FUN picks up again in January. HAPPY NEW YEAR!





Rewiring Your Classic

Tim Shalvey

If you are restoring your classic or experiencing electrical issues you will need to make a decision to restore your existing wire harness or install a new one. My choice was easy; the existing harness was beyond repair. Your existing harness should be inspected for wiring brittleness, connector wear, and overall state of disrepair. If the wiring looks good and you can repair a few loose connectors it may be worth saving. However, if there is too much wear, the harness should be replaced. They don't call this wiring the Prince of Darkness for nothing!

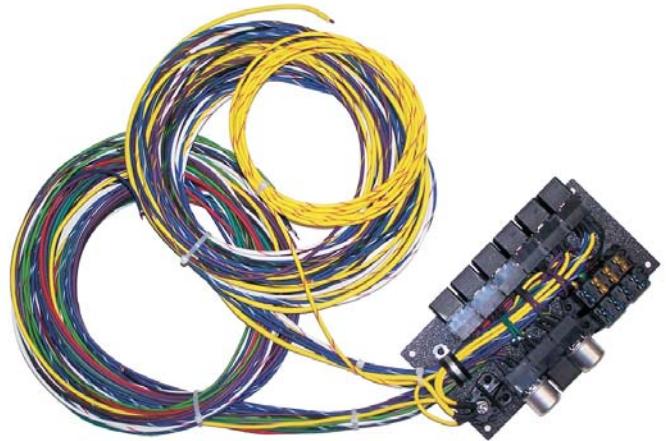
I have installed one Advanced Auto Wire (AAW) harness and helped install another AAW harness into two TR6's. The company delivers a very good product. They had a tough time for awhile, but are now under new management / ownership. The wiring is based on airframe specifications and is impervious to fuel, heat, etc. ... while also being a thicker gauge wire. They also use relays to off load the high current draws from head lights, overdrives, horns, starters, etc...easing the load on your very old switches. The nice thing about the AAW harness is they copy the exact color code of the original wire harness, making it easier to install and trouble shoot! British Wiring also provides wire harnesses and components.

The first step is removing your existing harness. Save it! There may be connectors or pieces you want to use as you go along. One of the pieces I used was the dash lighting harness; it was in great shape and made life a bit easier. You will need to remove your dash, the vent hoses and vents, loosen up the carpeting on the driver's side, and become a contortionist. The boot carpet and panels must come out as well.

Step two is to read the instructions a couple of times! The instructions from AAW are excellent. Wiring an older car is fairly basic, 12V positive and ground. With the exception of one item, which I'll cover in a bit!

Step three if you have a new AAW harness is to install the new power panel. You can position this where you like, but the most common location is the passenger foot well.

Step four is to run the wires to their locations in the car. There are usually three bundles, one to the dash, one to the front of the car, and the last to the rear of the car. You then



need to run the individual wires from and to their locations. Now, double check each run against the wiring diagram to be sure they are where they need to be. Once you are confident they are correct you can tape up the harness. I do this by starting with a regular piece of black electrical tape and then using black wire wrapping tape (non sticky) to wrap. You can finish up a section of wrap with another piece of regular black electrical tape. This provides a nice look and gives you the ability to unwrap a section if needed without all the sticky glue residue.



Step five is to terminate all the wires. I hung my dash upside down from the visor mounts to make life easier. Leave all the lengths long for the dash wires and just stuff them behind the dash when done. Nothing moves back there so there isn't any chance of them getting hung up on anything. It also makes it a bit easier to remove the dash for replacement or to work behind there.



Wiring the dash

The terminations will go quickly using a butane soldering torch. This is the best way to do the work, period! Here is what you need to do for each termination:

1. Strip the wire
2. Slide heat shrink up the wire
3. Crimp on the connector
4. Solder the connector with the torch and solder.
Heat the connector and let the solder flow towards the heat
5. Let it cool and slide down the heat shrink, use the torch to heat the heat shrink over the connector

Yes, I forgot to put the heat shrink on a few times and had to start over! You will get very good at it after doing a few.

Now, reinstall your dash, double check all your connections and try out your wiring! A few more notes:

- Good grounds are your biggest issue if things aren't working.
- On TR6s with the pull out hazard switch, replace it with the new toggle switch. Just mount it on the dash support. You can leave the original in place for originality, but your turn signals and hazards will actually work with the new switch.
- I mentioned that auto wiring was mostly 12V and ground, except on the low oil pressure light connection! I even sent Dan Masters, the guru, an e-mail on this one. The wiring looks like it has two ground connections, and it still works. He didn't know why either, but said to wire it that way, so I did!

- If you order an AAW harness, order the harness with the overdrive wiring and run the wires. You never know if you'll want to install a transmission with OD in the future.
- Run the electric fuel pump wires as well, you may want to install it someday.
- Install the kill switch.
- Run any speaker wires that you may want and tape them into the harness.
- You can order additional connectors (if needed) and wire wrap tape from British Wiring. Radio Shack has the soldering torches and solder.
- Be careful when pulling and replacing relays and flasher units on the new power block. The connectors can back out and cause intermittent issues. You can push them back in easily with a pair of needle nose pliers. This is the only issue I have had and it is minor. Did I mention you need to be a contortionist?
- The whole process will take 40-60 hours depending on your car situation.
- The AAW harness is ~ \$400, but check the web site for the latest pricing:
 - <http://www.advanceautowire.com/>
 - <http://www.britishwiring.com/>



Specific tools required:

- 12V Test light
- Wire strippers
- Diagonal cutters
- GB crimping tool
- Butane Soldering Torch
- Solder

Let me know if I can assist with any wiring issues... Good Luck!



Personal Triumphs: Steve Oertwig's Triumph 2000 Sedan

Many of you will remember Steve Oertwig who, while living near Fredericksburg, was an active member of both the Capital and Richmond Triumph Registers. A year or so ago, Steve was transferred by the Army to Hawaii and had more than his fair share of trouble getting his two Triumphs, a GT6 and a 2000 sedan, across the continental United States and the Pacific to our fiftieth state. His 2000 suffered a fire while in transit. In case you haven't seen these photos or heard his report, this is Steve's update to Lionel Mitchell's inquiry on the condition of the 2000, which by the way took only a year to get back:

Dear Lionel,

Yes, it be here, but it is somewhat of a letdown. The paint was nicked up pretty bad from sitting around for a year, probably outside at that. Lots of strange things, and the electricals are a mess. The alternator was rebuilt, after it was replaced with a new unit that did not work. I think the connectors were changed. The rebuilt starter still has the dead place that makes the solenoid just click, click sometimes when the key is turned.



Changed the oil yesterday, and replaced the canister with a spin on filter adapter from Rimmers. Seems to work. I used the filter that the Roadster Factory had on display at Jekyll Island for its adapter. Makes me wonder should I use a bigger filter? The strange surprise was to see that the transmission pan had been dropped, cleaned up and possibly repainted. Makes me think that something happened while it was on the truck from Baltimore to San Diego, or on the ship. I will ask the question. The water pump also was changed. The fire should not have ruined it.

One of the dashpot caps was burned so badly that it is round. The choke cable is not original, and the transmission console was messed up some.

It runs pretty good. The transmission kicks down, which is surprising since the cars were messed with. I called the shop who worked on the 2000, but they won't call me back. Figure that.

So, lots of work ahead. I will look on British Wiring for stuff. Maybe it is time to upgrade to a modern fuse box since this one is out of sight under the cubby box.

More to come of this saga.

Aloha,

Steve

Far left: In isolation in California after the fire that badly damaged the bonnet and engine compartment

Left: Steve with a rounded dashpot cap

Above: Steve's 2000 with Diamond Head in the background



Personal Triumphs: Steele Lipe's 1959 TR3A

Under the CTR Honor Roll, I would like to claim first in two categories:

1. I purchased my 1959 TR-3A from Colonial Oldsmobile in La Jolla, California as a new car in mid 1959 for \$2610.00. And
2. The total mileage at present is somewhere around 360,000 miles and the automobile (engine) has undergone two overhauls. Up until 1965 it was the only automobile that I owned and it remained my sole source of transportation until about 1970 when I started my first overhaul at about 150,000+ miles at which time the odometer was reset to 0 and the inside of the speedometer was annotated with the true mileage. Presently, I have less than 70,000 miles after having turned over completely once.



Looking back at *The Standard*:
Volume VII, Number 10
December 1995



The lead article in the December 1995 issue of *The Standard* was Alex Akalovsky's recap of a rally organized for CTR by Cathy and Terry Sopher. First place went to Hank and Danny Seiff with René and Denise Burcksen finishing second.

Plans were in the works for CTR's second annual Awards Banquet. Dennis Eckhout recounted an eventful trip in Michigan in his first TR6.

In "The Garage Spot," Charlie Brown recounted troubleshooting (and replacing) the viscous cooling fan coupling in his Spitfire.

Other articles included an update on the dreaded Virginia emissions testing and a caption contest submitted by David and Beverly Dougherty.

Garage Lift Demo January 22nd

Event: Garage Lift Demo & Cobra Kit Car Tech Session and Social

Date: Saturday January 22, 2011

Time: 4 PM

Location: 1528 Thurber St., Herndon, VA

RSVP: wemhoff2@verizon.net or phone: 703-471-8276

Sandwiches and drinks will be served. This is a joint event with the MGA club. Spouses are invited and can choose to stay in the house while the guys are in the heated garage. Please RSVP by Wednesday, January 19th.



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.

Triumph TR6/250 used windshield - Used windshield. Replaced one from my 1972 Triumph TR6. Clear glass, has a blemish in the bottom passenger side of the glass. FREE to a good home, not something I want to sell on eBay and ship. Located in Vienna, VA. Call Craig at 703-319-9258

TR6 factory hardtop for sale, completely disassembled for painting but with all components, including restoration kit from Roadster Factory. \$1,250. Call Noble at 202-882-5636 or Jeff at Motorhead

69 GT6+ parts for sale - Body shell with rust issues, but some good panels and roof (free) Full Bonnet with minor dents (make offer) Frame that is straight, but needs outrigger repair (make offer) OD Transmission with 80,000mi (make offer) Doors, and misc small parts too numerous to list. All have been in storage for past 20 years. All parts located in Sterling Virginia and must be picked up. Call Dave Monroe at 703-955-0862

Space for rent - We have some room at the Springfield/Newington storage shop for small British Car (TR or MG). The rent is \$95/month with additional storage area also available at \$1 per square foot per month. The shop is heated, alarmed, bathroom, water, etc. We also have a drill press, shear, compressed air, sandblaster, band saw, and many other tools. Everyone there is very friendly and we often give each a hand. For more information e-mail Ed Chan at capitaldriving@yahoo.com or call me a home at 703-721-1771

EVENTS

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

2011

Jan 9 - TR4 GYHD Tech Session, Hyattsville, MD, Lyle Farmer *CTR*

Jan 11 - CTR ESB Meeting, Paul Scuderi

Jan 16 (Tentative Date and Location) - CTR Awards Banquet, Madigan's in Occoquan, VA, Rich Townsend *CTR*

Jan 22 - Garage Lift Tech Session, Herndon, VA, Bill Wemhoff *CTR*

Feb TBD - CTR Winter Dinner, MD Location *CTR*

May 19 - British Car Day, New Orleans, LA (Yes, it's far away, but they're optimistic), Rick Huber (225) 926-6946 or <http://www.bmcno.org>

May 1 - 14th Annual Britain on the Green at Collingwood Library and Museum, Alexandria, VA *CTR*

May 13-15 - Jefferson 500 Vintage Race, Summit Point, WV

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

Aug 5-6 - TRF Summer Party, Armagh, PA *CTR*

Aug 17-21 - VTR National Convention, Breckenridge, CO *CTR*

Join us on May 1st at Collingwood Library and Museum near Alexandria, Virginia, for the 14th Annual

Britain on the Green

Contact Tom Burke at (703) 354-1361 or tburke4@aol.com to find out how you can help with the

Capital Triumph Registers

largest annual event!

And remember, for 2011 the date is the first Sunday in May rather than the last Sunday in April!





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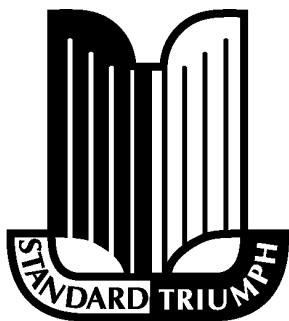
TRIUMPH TRIVIA: Which production Triumphs were front wheel drive?

The Triumph 1300 (1965-1970), the 1300TC (1967-1970) and the 1500 (1970-1973) sedans were all front wheel drive.



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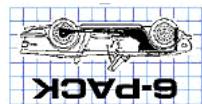


Deadline for
the next issue of
The Standard:
January 7th!

Creative Car Repair



Air bag deployed? Not a problem, you can fix it yourself!



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