



THE STANDARD

The Official Publication of the
Capital Triumph Register
Volume XVIII, Number 1, January 2006

Karting

Saturday, February 25th, 10:00 a.m.
Charlie Brown

With two months to go before autocross season begins, I have a serious itch to do a little competitive driving. As we have done for the past 4 years, we have made arrangements with Allsports Grand Prix for indoor karting this year. Each year we've done this, we've had a ball. It's fun and it's fast (well, at least it feels that way).



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

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

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

At 10:00 a.m., we're the first scheduled event for the day. So plan to be there no later than 10:00. The cost for

(Continued on Page 2)

Winter Dinner

Sunday, February 26th, 5:00 p.m.

The British Touring Car Club and the Capital Triumph Register will get together for a combined Winter Dinner on Sunday, February 26th at the Capitol City Brewing Company located in the Shirlington section of Arlington. Things will kick off at 5:00 pm.

The Capitol City Brewing Company is well known for its selection of microbrewed beers and ales. Dinner will be ordered off the menu and include a variety of reasonably priced entrées. Selections include pork tenderloin, jambalaya, grilled salmon, grilled chicken, fish & chips, crab cake sandwich, hamburgers, to name but a few.



The Capitol City Brewing Company is located just off the Shirlington exit of I-395 at 2700 South Quincy Street. Per their website (<http://www.capcitybrew.com>), the restaurant is only ¼ mile from the exit, located in "the only small office building complex in the area." The restaurant's phone number is (703) 578-3888. Word has it that there plenty of free parking, including a garage, available. Don't be put off by permit restrictions, which only apply Monday through Friday.

Another positive is that the restaurant is in the same area as a great theater that shows first run movies. So, if your schedule permits, you can do a movie and then have dinner with your significant other.

Please RSVP to Mary Schoen no later than February 23rd at her work number (202) 874-7253 or via email (mary.schoen@fms.treas.gov). We hope to see you there for an informal evening of friendly socializing (and probably more than a little car talk).

PAGE 1 - Karting; Winter Dinner; PAGE 2 - CTR Happenings; Good Tech Session; Mini Triumph; PAGES 3 - Capital Driving Club Autocross Series; Your Car May Tell on You; PAGE 4 - Speaking of Etiquette; PAGE 5 - Personal Triumph; Springtime on the Green PAGE 6 - Events; Classified; PAGE 7 - Club Info



CTR Happenings

CTR Elections - Final Reminder

CTR biennial elections will be held during the Awards Banquet on January 29th. As a reminder, only the president and vice president are elected positions; all others are appointed. Paul Edelstein and RJ Fortwengler have agreed to run for reelection; however, additional nominations will be welcome at the Awards Banquet.

Steve Oertwig earns a Prize at the 2005 VTR National

Belated congratulations to Steve and Ho Yong Oertwig whose GT6 received a second place prize at the 2005 Vintage Triumph Register's national convention held in Rockford, Illinois last summer.

2006 Calendar

The calendar in this issue of *The Standard* includes tentative 2006 dates for many of our regular events. If you have a suggestion or an idea for additional events, please let one of the board members know.

Please welcome CTR's new members:

- ➔ Wes Motter, Gaithersburg, MD, TR6
- ➔ David Lacey, Alexandria, VA, TR3B

Join us April 30th at Collingwood Library for the Ninth Annual

Britain on the Green

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

Capital Triumph Register's
largest event!

CTR Regalia

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



Good (Great?) Tech Session

Lionel Mitchell

Mark your calendar for Saturday, April 1st for the CTR spring tune-up/tech session at Lionel Mitchell's garage in Haymarket. This year we'll feature Richard Good of Good Parts (<http://www.goodparts.com/>) discussing suspension components as illustrated on Lionel's (slowly) evolving TR6 frame.



Muffins, coffee, and tea will be served during the session with lunch afterward. Come spend April Fool's day talking springs, bushings, and sway bars, no fooling!

Mini Triumph?

As many of you know, BMW owns the Triumph name (along with those of several other classic British marques). BMW also owns Mini. The British motoring press carried a number of articles in January on rumors of a two-seater BMW sports car being built in California for release as a concept car later this year and for possible production. Based on the Mini platform, the car would be badged as a Triumph. Wonder what they'd call it – TR9, Spitfire Mk 6? And considering the hostility toward Mini Coopers voiced by some owners of classic Minis, how would it be received in the Triumph community?

Karting (Continued from Page 1)

this event will be \$80. You can pay by check (we'll tell you who to make it payable-to when you get there), credit card to Allsports, or cash.

OK, here are my rules. You need to register with me **NO LATER than Tuesday, February 21st**. You can call me at home on (703) 878-1337. You can email me at cb1500@erols.com. I will need to call Allsports to give them a head count. If you don't preregister, the chances are slim to none that you'll be driving that day.

Directions: Dulles Toll Road, Rte. 267, for 12 miles to Exit 9B, Sully Road, Rte 28 North. Go 4.5 miles and turn right onto Nokes Blvd., Rte. 1793. Go 1.3 miles and turn right onto Cascade Pkwy. Go one block and turn right onto Maries Rd. Go 0.2 mile and turn left into parking lot, 45915 Maries Rd. You can reach Allsports at (571) 434-9566. If you need to reach me the morning of the event, my cell phone number is **703-998-4194**.



Capital Driving Club Autocross Series

Ed Chan

Looking for something to do on a nice weekend day? Come out to an autocross! Several times a year the Capital Triumph Register and the Capital Driving Club hold autocross events with plenty of room for spectators. These events involve participants maneuvering their vehicles around a course of cones. The objective is to navigate through the course in the least amount of time without hitting a cone. It's great fun and can get pretty addictive. The events are held locally both in Maryland and Virginia.

A lot of us may be timid to autocross the first time. So if this is the case with you, many of the drivers will let you ride with them to get the thrill without feeling the pressure to drive. But if you show up to watch or ride, you may wish you had signed up to participate! Usually a few British cars participate in each autocross, including a rare AC Aceca, several Cobra replicas, some MGs, TRs and Austin Healeys. Walking past the parked cars can also be fun. This year we even have a vintage series for all cars made before 1982.

It's free to watch or ride in a car, and the cost to participate is \$25 for Triumph club members (\$35 for non-members). The first car starts around 9:30 am and we finish around 4:30 pm.

If you don't bring a lunch, the club typically has hot-dogs, water and sodas for sale. For more information you can e-mail Ed Chan at capitaldriving@yahoo.com or visit the web at www.capitaldrivingclub.com. The first autocross event is planned for Saturday March 25th at Harry Grove Stadium, Frederick, MD.

If any of the participants have any feedback on any event, please send them to me at capitaldriving@yahoo.com.

Capital Driving Club Be Careful, Your Car May Tell on You Ed Chan

Most of us know that the newer cars these days use computer systems that manage the engine and all sorts of other things. But did you ever stop to think how much the car actually monitors?

On many new cars, the vehicles not only manage the engine but also record the vehicle speed, brake pressure, if the airbag was deployed, and even if you are wearing your seatbelt. Not only does your car monitor all these variables, but also it stores the information in its memory.

So if you get into an accident, law enforcement, the insurance companies, or possibly attorneys can obtain the information from your car. The debate now is who owns the information. Does your insurance company or the police have the right to download the data? For instance, can a person be found at fault in an accident, if the car said you were speeding can you easily refute it? You might have to hire an attorney to explain that you had smaller wheels so that you really weren't speeding.

The Canadian Government (Transport Canada) is researching the ability for the car's throttle to be linked with your GPS location. The satellite determines your position and the speed limit on the road, and then restricts your throttle based on the speed limit. (See link:

<http://www.mobilemag.com/content/100/313/C5384/>)

So you might want to think twice about speeding and not wearing seatbelts because your car may tell on you if you get into an accident. (See link:

<http://www.edn.com/article/CA529380.html>)





Speaking of Etiquette

Mike Singleton

(reprinted with his permission from
MG Type, the newsletter of the Sacramento Valley
MG Car Club)

Once upon a time, when I was a young man, sports cars roamed the earth in their natural state, driven daily by people who thought of them as fun cars and real wheels. These were generally happy people - who wouldn't be happy on a nice day with the top down, open roads and the roar of the exhaust in one's ear? These people knew something others could only guess at, namely, that driving is fun and a good thing, and there is more to the journey than the destination. On a given day one would see not only MGs but also Sprites, Triumphs, Porsches, Alfas, cars by Jaguar, Morgan, Healey, Fiat, Datsun, and even the occasional Lotus, Elva, Cobra, and others - too many to remember.

The drivers of these cars knew they were involved in something very special, and they knew the other drivers of these cars also knew this. From these special feelings grew a brotherhood and, yes, even a sense of conspiracy, knowing we were different from the people in "sedans" (possibly leading directly to latter attempts of the 60s generation to form into communes, and the whole flower power generation etc.). This camaraderie was acknowledged by waving to one another - a practice which seems to have largely died out in the last 25 or 50 years.

In the ensuing years, the sports car "wave" has become under used, nay, unused and unappreciated. I have done some field research, and it seems no one will return a "wave" these days. I feel the "wave" should be reintroduced into the world. In the "Good Old Days," the "wave" was widely practiced, learned, and used by each new owner of a sports car. As with most things in the human world, as time went on the "wave" was refined and evolved into a highly ritualized salute between car owners. In its highest evolution, there were even articles written about appropriate waving between owners of differing makes of automobiles (quite likely in *Road & Track* magazine, among others). Since we are a club of sports car owners and users, it is up to us and others like us to step up and revive this grand tradition. So I propose to discuss the "wave," its use, and application.

First, when driving a sports car, it is appropriate to "wave" at any oncoming sports car, or one that is stopped next to you at a stop sign or light. If the other driver can see you, give him or her a "wave." A sports car, for purposes of identification, is any car with its top down and less than four

doors, or seats, or any other car you recognize as a sports car. All MGs are sports cars, all Ferraris, Maseratis, and Porsches are sports cars, not all Jags are sports cars. Corvettes are your call (the editors refused to add a note here). No Buick, Cadillac, DeSoto, or Lincoln is a sports car. Thunderbirds with two seats didn't used to be sports cars, but we need all of the help we can get these days. Vipers are definitely sports cars.

Second, the "wave" is hierarchical - the obligation to initiate the "wave" starts with the lesser car and is returned by the greater car. It is understood that some cars are greater (more desirable) than others. Thus Sprites are to initiate the "wave" to MGs, MGs to Healeys, Healeys to Jags, Jags to Ferraris - you get the idea. Everyone initiates the "wave" to Ferraris, Cobras, and Lotuses. Generally speaking, if you would trade cars with the other guy, then you should initiate the "wave." Younger cars initiate the "wave" to older cars, if you can tell the difference in ages. Everyone should initiate the "wave" to MGTCs; MGBs initiate to MGAs, etc.

Third, the "wave" itself. Recognizing the hierarchy above, the "wave" between equals is a hand raised from the steering wheel (you are driving with both hands on the wheel?) with the palm facing the oncoming car and all fingers pressed together and extended fully (as opposed to the way some folks do it on the freeway). The hand only needs to be raised a few inches from the wheel. In the event one needs to extend the "wave" to someone up or down the social scale, the "wave" is more or less energetic or exaggerated. Thus, if a Sprite encounters a Cobra, the Sprite driver is expected to initiate the "wave" and may stand up on the driver's seat and wave both hands over his head energetically. The Cobra driver may properly raise a single index finger to acknowledge the Sprite. Although this may be an exaggeration, that's the idea. Thus, when driving your MG, and encountering another MG, "wave" to it as equals; when encountering an Austin Healey "wave" with the hand a little higher and with a little more enthusiasm; raise your hand higher still and "wave" it side to side when you see an XKE, and so forth.

Fourth, all sports cars are to be waved at. Even those from "other countries," including the German ones. Yes, the Japanese cars should be waved at.

Fifth, since the habit has withered away and it is necessary to reintroduce it to the world at large, I suggest we temporarily rat-hole all of the distinctions as to what to do to what car and "wave" at all sports cars. At some time in

(Continued on Page 5)



Speaking of Etiquette (Continued from Page 4)

the distant future the ritualization of hierarchical status will undoubtedly creep back into the practice. But for now, take the initiative and “wave” to everything with the top down. Democratize the process and expose someone to another of the joys of sports car ownership. Remember that not everyone has had the blessings that we have and forgive them if they don't know the rules. People driving Miatas, Z-mobiles, and Porsches haven't been properly introduced to what sports cars are all about; they thought they were buying a car, or transportation, or even status (may God help them!) when they should have been buying into a lifestyle.

(Editor: Thanks to Gary Unthank for submitting this article and for contacting the author for permission to reprint it.)

Personal Triumphs Bill Steinman's TR250

I've set up a website dedicated to our Triumph, www.TR-250.com. The site is intended to be a blog chronicling our life with the car since buying it in August, and we invite everyone in the club to check it out. I've also included a photo gallery, a section dedicated to original marketing materials and brochures, and a guestbook/forum. My sense of humor tends to be a bit edgy, so the faint of heart should be warned. :o)

Best,

Bill S.



Springtime on the Green

One of the nice things about planning for the 2006 Britain On The Green is that it gives you some reassurance that Spring WILL be here soon (maybe too soon). The planning is on track and we are looking forward building on the success of past years. We're working on new and better food choices, better spectator parking, and an emphasis on more fun for participants and a wider variety of Brit cars for everyone to enjoy. To do this, we intend to reach out to more British Car Clubs in the region.

But first and foremost, we want to reach out to you, the CTR Triumph enthusiast. Last year, though turnout was comparable to previous years in overall numbers, we saw a drop in the variety of Triumph models. 1800s, Heralds, TR2s, TR3s and TR4s, Stags, TR7s, TR8s and such were scarce on the ground (or on The Green, in this case). So we want to encourage our members, whatever Triumph they drive, to show their cars and their pride in the Marque.



The "Triumph Other" class at BOG 2005.

Our decisions about setting up car classes and awards are driven by the models we see pre-registered. Last year, low pre-registration meant that several Triumph models were grouped into one class. In effect, this means that CTR members (maybe you?) missed a golden opportunity, not only to compete, but to win awards in classes specific to cars like those mentioned. Ain't that a shame?

This is a Capital Triumph Register event, one of the first events of the season, so now is the time for CTR members, not only to plan the event, but to pre-register and get your cars ready to show at Britain On The Green. Pre-registrants will receive FREE, the first annual Britain On The Green Commemorative Poster, 2006 Edition (full-color, 11x17). With your cars and the hard work of the BOG Staff, we can make this show more Triumphant than ever!

Thanks!

Tom Burke, 2006 BOG Co-Coordinator





EVENTS

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

Jan 29 - Awards Dinner, Gaithersburg, MD, Bill Goodwin *CTR*

Feb 22 - BOG Planning Meeting, Annandale, VA, Paul Edelstein

Feb 25 - Karting, Dulles, VA, Charlie Brown *CTR*

Feb 26 (New Date) - Winter Dinner, Shirlington, VA, Mary Schoen *CTR*

Mar 8 - BOG Flyer Folding Session

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

Mar 22 - BOG Planning Meeting

Mar 25 - Autocross at Harry Grove Stadium, Frederick, MD, Ed Chan *CTR*

Apr 1 - Spring Tech Session with Richard Good, Haymarket, VA, Lionel Mitchell *CTR*

Apr 1 - Collingwood Clean Up, Alexandria, VA *CTR*

Apr 9 - BTCC Spring Fling driving tour, Northern Virginia, Ira Schoen *CTR*

Apr 15 - Autocross, Osbourn Park HS, Manassas, VA, Ed Chan *CTR*

Apr 26 - BOG Stuffing Party

Apr 30 - Britain on the Green, Tom Burke (703) 354-1361 *CTR*

May 5-7 - Rally, Millville, NJ, Bill Goodwin

May 7 - British Classic Car Meet, Richmond, VA, Gary Kinney, gckinney@aol.com or (804) 527-2190

May 13 - BOG TGIO Party *CTR*

May 13 - British Day Atlanta, Berry College, Rome, GA, Paul Logue, gpaulogue@charter.net

May 16 - Membership meeting

May 19-21 - Carlisle Import, Kt and Replica Show, Carlisle, PA

May 19-21 - Jefferson 500, Summit Point, WV

May 27 - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan *CTR*

May 27-Jun 4 - Drive Your British Car Week

Jun 3 - Brits on the Bay, Norfolk, VA

Jun 4 - The Original British Car Day, Lilypons, Buckeystown, MD, John Tokar, Tokarj@erols.com *CTR*

Jun TBD - 2nd Annual Take Me Out to the Ball Game, Bowie, MD, Bruce Hislop *CTR*

Jun TBD - Baltimore area Tour *CTR*

Jun 24 - Autocross, Osbourn Park HS, Manassas, VA, Ed Chan *CTR*

Jul 1 - Autocross, Baysox Stadium, Bowie, MD, Ed Chan *CTR*

Jul 9 - British Invade Gettysburg show, Ralph Eriksen, (717) 979-9242, ralph_eriksen@yahoo.com

Jul 15 - Lucas Evening Driving Tour, Paul Edelstein *CTR*

Jul 18 - Membership Meeting

Jul 19-23 - VTR Nationals, Las Colinas, TX *CTR*

Jul 29 - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan *CTR*

Jul 29 - Brits by the Bay, TRAC, Pasadena, MD

Aug 5 - Autocross, Osbourn Park HS, Manassas, VA, Ed Chan *CTR*

Aug 10-13 - TRF Summer Party, Armagh, PA *CTR*

Aug 19 - Autocross, Baysox Stadium, Bowie, MD, Ed Chan *CTR*

Aug 27 (Tentative) - Cruisin for Crustaceans Tour, Southern Maryland, Art Fournier *CTR*

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

Sep TBD - Winery Tour *CTR*

Sep TBD - Autocross VA, Ed Chan *CTR*

Sep 19 - Membership Meeting

Oct 8 - Hunt Country Classic and CTR Picnic *CTR*

Oct TBD - Autocross MD, Ed Chan *CTR*

Oct TBD - Autocross VA, Ed Chan *CTR*

Oct 14-15 (Tentative) - CTR Overnighter *CTR*

Oct 27-29 - Rally, Millsboro, DE, Bill Goodwin

CLASSIFIED

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

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

1972 Triumph Spitfire for sale. Does not run, but engine has been rebuilt and is in great shape. I got partway through restoring it but am going overseas and lack the expertise and time to get it running again. Would be serious restoration project or a good parts car. No top; body and wheels in good shape. New cams, distributor, ignition coil, fuel pump, hoses, battery, and many more extra parts on hand. Car currently parked in Rosslyn, VA. \$1000 obo, and you tow away. Call Alex at (423) 304-1106 or hah9@georgetown.edu to see it.

1975 TR6 for sale. Buttercup yellow, good top and body, redline tires, runs like a top. Suspension and all other necessary items for good performance and safety done by Mountjoy of Hyattsville in 2002. Have \$15,000 invested. I would like to get \$7,000. Garaged in Wakefield VA. Soni Leavell, sonigerlach@yahoo.com or (240) 298-6223





CLUB OFFICERS

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CTR website

www.capitaltriumphregister.com

THE STANDARD

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

Membership Renewal / Application

For renewals with unchanged status, return your mailing label.

Name _____

Address _____

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TRIUMPH's owned _____

Newsletter Preference: Electronic _____

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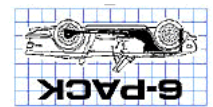
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Roger Morrison
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Falls Church, VA 22042-4112

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

4729 Willows Road
Chesapeake Beach, MD 20732-4221

THE STANDARD

Winter Contest - Who is That?



Here is a picture of a CTR member in his first car. Who is he? Be the first to provide the correct answer to the newsletter and you'll win a CTR golf/polo shirt.

Anyone else willing to submit a photo for a future contest?

CAR TRIVIA: What manufacturer patented the H shift pattern?

- A- Buick
- B- Hurst
- C- Mercedes Benz
- D- Packard

The H pattern was patented by Packard in 1902.

With thanks to: www.endlessroad.com

FedEx and UPS in head-to-head corporate competition?



Deadline for
the next issue of
The Standard:
February 17th!

Photo Credits

Page 3 - Ed Chan
Page 5 Left - Bill Steinman
Page 5 Right - Art Fournier



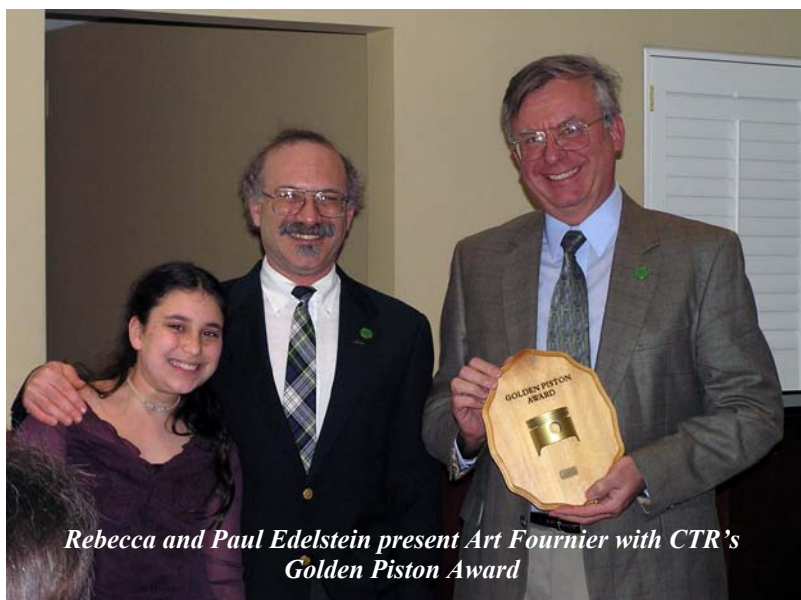


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Awards Banquet

The Awards Banquet was held January 29th at O'Donnell's Seafood Restaurant in Gaithersburg, Maryland put the cap on CTR's 2005 season. In addition to recognizing members for their support of club activities in 2005, this year's event also included the biennial election for CTR president and vice president. It came with absolutely no surprise that Paul Edelstein and RJ Fortwengler were unanimously reelected to their positions. Thanks to both Paul and RJ for their efforts over the last two years and their willingness to serve for the next two!



Rebecca and Paul Edelstein present Art Fournier with CTR's Golden Piston Award

All other CTR officers are appointed rather than elected. (More realistically, they volunteer their time.) During 2005, several positions changed hands. Joe Cannon moved from treasurer to member-at-large, while Rich Smalling moved from secretary to

(Continued on Page 3)

A Deserving Recipient

Charlie Brown

Last year the CTR began a tradition. It was an award to be given annually at the January Awards Banquet. After much careful thought and discussion, this new award was named the Golden Piston. It was to be presented to a singular outstanding member who had most typified the spirit of the Capital Triumph Register. Last year the award was presented to Ed Chan for his efforts in starting our autocross venue and, in the process, bringing in many new members to CTR.

This year, Paul Edelstein and I made a bilateral decision during one of our Steering Committee meetings. This year's recipient has done so much for the club, Paul and I didn't need to spend much time pondering the choice.

For the past several years, Art Fournier has produced our club's newsletter, *The Standard*, faithfully and on time. Having held his position in the past, I know that the job of Newsletter Editor is demanding and sometimes not very rewarding. He's done a great job of introducing his own personal touches to produce a truly fine club newsletter. This is on top of serving on the Steering Committee, organizing road tours like Cruising for Crustaceans, working on Britain on the Green, and generally filling in whenever needed.

Art, through his dedication and service, has exemplified the spirit of the CTR. For that, he is this year's recipient of the Golden Piston Award.

Thanks Art

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CTR Happenings

Get Well Wishes to Carol Goodwin!

All of us in CTR send our best wishes for a speedy recovery to Carol Goodwin who is recuperating after surgery!

Karting - Saturday, February 25th - Reminder!

Driving indoors at over 30 mph is a great way to shake those winter blahs, so try CTR's annual karting session at Allsports Grand Prix in Dulles, Virginia. Cost is \$80 for 25 practice laps and a 40 lap race. Contact Charlie Brown at cb1500@erols.com or (703) 878-1337 no later than Tuesday, February 21st.

Winter Dinner - Sunday, February 26th - Reminder!

Join members of CTR and the British Touring Car Club for an evening of good company, car talk, good food, car talk and good drink at the Winter Dinner to be held at the Capital City Brewing Company in Shirlington, Virginia. RSVP to Mary Schoen at mary.schoen@fms.treas.gov or (202) 874-7253 no later than Thursday, February 23rd.

Tech Session with Richard Good - April 1st

Lionel Mitchell asks that you sign up no later than March 30th for the tech session with TR6 specialist Richard Good. Lionel can be reached at haymarket4@verizon.net or (703) 491-6654.

Join us April 30th at Collingwood Library for the Ninth Annual

Britain on the Green

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

Capital Triumph Register's
largest event!

CTR Regalia

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



If You Like to Drive

Bill Goodwin

For those who have gotten to know us, you have come to understand how much Carol and I love to drive our cars. Even my low mileage original Herald Estate comes out of the garage to enjoy the open air. In all my years of owning "classic" cars I have never been interested in a Trailer Queen! That's why all of them have been slightly modified for safe, trouble free use. Don't get me wrong, we have the utmost respect and appreciation for the 100 point concourse cars and their owners. As I sit here and watch the snow falling outside, I can only dream of warm sunny days that will come, soon I hope.

Back to the point: Apart from the club's events we drive our Triumphs too, we attend two rallies each year, and any other event we have time for. This year I am looking at something quite different. Along with our membership in this club we are also members of the VTR and Britain's Triumph Sports Six Club (TSSC.) While in England last year we learned of yet another, "Club Triumph." Each club has its way of offering something unique. As for Club Triumph they have a yearly event called the Round Britain Run: 2,000 miles in 48 hours. Around the country they go! Has anyone here tried it? My interest is peaked. I have posted a note on their web site and have received a couple of possible offers to go along. We met so many at Stafford last year who remembered us. (It helps if someone over there knows you.) If this pans out I will go! The run takes place the first part of October. This year's entry field is almost full. There is a couple who are shipping their Triumph over from Detroit for the run.

Is anyone here interested in giving this a try? Okay, shipping a car is way too expensive. Besides hitching a ride, there is a company that rents Triumphs. While not cheap it's a thought. If I had known of this last year, I just might have kept the Estate over there and given it a try before shipping the car back. Is someone is thinking of buying a car in England? I'm tossing out a bone here. With this year nearly full, what about next year? Anyone? Ah! Next year! More: Along with the RBR they also will have the bi-annual ten countries in three days run. On the ferry and off to Europe! Now that's driving! I will keep you posted if this comes to be. Your thoughts are welcome. You know you want to! :)



Awards Banquet (Continued from Page 1)

treasurer and John Buescher stepped in to be secretary. Bill Goodwin stepped up to fill the Maryland events coordinator position vacated by René Burcksen and Matt Schipani agreed to fill the club liaison position long held by Keith Dunklee. Tom Burke accepted the position of BOG coordinator while, with a sigh of relief, Charlie Brown became co-coordinator. All of these, along with the other Steering Committee members, received a hearty round of applause.

A total of 75 CTR members received participation points for Triumph-related events in 2005. Of these, 31 earned certificates in recognition of especially noteworthy participation and contribution.

Those recognized with certificates were (beginning with the highest points): Ed Chan, Art and Sue Fournier, Paul, Sharon and Rebecca Edelstein, Charlie Brown, Lionel and Nancy Mitchell, Steve and Ho Yong Oertwig, Bill and Kathy Wemhoff, Rich and Lisa Smalling, Ira and Mary Schoen, Joe Seward, Matt Schipani, Joe and Rita Cannon, Rich and Patty Townsend, Pete Mitchell, Bill and Carol Goodwin, Tom and Mary Burke, Bruce and Miriam Hislop, RJ Fortwengler and Sheila Skipper, Karl and Penny Johnson, Roger and Peggy Morrison, John and Sara Buescher, Keith Dunklee, Rich Lipsky, Rich and Joanne Wilkins, Rob Reynolds, Larry Rittinger, Sherman Taffel and Camellia Blackwood, Beverly and David Dougherty, Bob Fabie, Bob Otten, and Stephen Smalling.

Additionally, top point scorers who were not members of the Steering Committee received gift certificates from Motorhead in Fairfax, Virginia. And last, but not least, Art Fournier received CTR's annual golden piston award.



Again, thanks to who came out on a sunny winter afternoon to attend the Awards Banquet and to all who participated in CTR events in 2005. And special thanks to Bill Goodwin for setting up the Awards Banquet as his first official act as Maryland events coordinator.





Glamorous Geishas, Flashy Restaurants, and Magnificent Cars

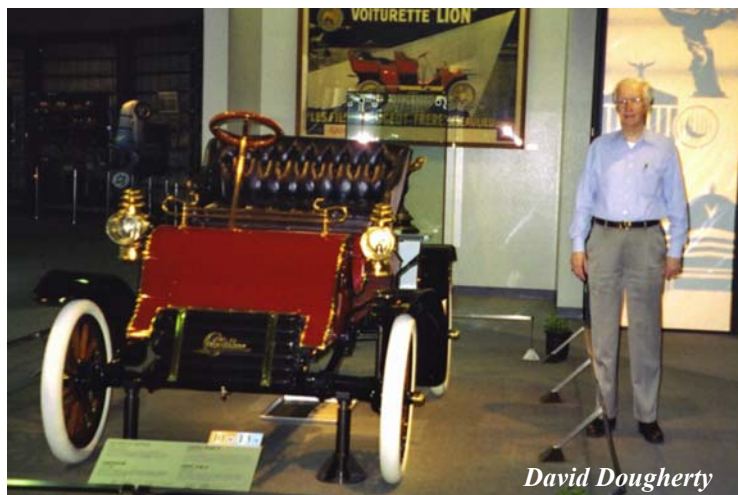
Beverly and David Dougherty

In May/June 2005, we made a business trip to Japan where besides stopping in Tokyo, we visited Nagoya, an historic city with a beautiful Castle, great food, an orchid garden, museums, and most of all, home to the outstanding Toyota Automobile Museum. We visited Japan many times including Nagoya but never stopped at the Toyota Museum. We decided this was the year to do it and it was a good decision because the museum is outstanding and well worth the trip.



Beverly Dougherty

However, on our way to Nagoya, we first stopped in Tokyo which was the main reason for our visit - business and visiting long time friends. Tokyo is an exciting city but on this visit we had a few new experiences. First, friends offered to take us to an afternoon Geisha Dance Recital, an offer not to be refused. Unfortunately, David had to work but Beverly accepted and assured David that he would get a full report. The Geishas were gorgeous and accompanied by an orchestra of Geisha musicians. They presented three stylized numbers. The audience was made up of Japanese men and women and one westerner. The first dance performed was traditional, the second, humorous, and the third was a lively, contemporary arrangement set against a modern Tokyo setting. Special little gifts were offered by the Geishas as they paraded up and down the runway. During the intermission, there was a traditional tea ceremony graciously performed by the beautiful Geishas where they offered green tea and traditional goodies. In the excitement of it all I almost forgot to



David Dougherty

turn my cup 3 times before drinking but quickly corrected myself. Here, I was obviously the only westerner because a Japanese gentleman insisted on taking my picture. I must have looked odd indeed! The Geishas were very beautiful and the absolute epitome of grace.

Another new experience was visiting the Yasakuni Shrine to see what all the political tension was about. We were surprised to find it was centrally located in Tokyo and easily accessible by metro. The Prime Minister makes annual visits here to honor the war dead and this usually causes many of the other Asian countries, mostly China and Korea, to take exception. It is a very solemn shrine in a beautiful, serene, Japanese style setting and has a constant flow of people. From the view of a tourist, it was essentially a shrine but its symbolism certainly creates a constant source of friction in Asia.

The last Tokyo experience to mention was that of dinner at the Gonpachi Restaurant where the Prime Minister of Japan entertained our President. The Gonpachi is located in the Roppongi area that is very lively and reputed to "never sleep." The style of the restaurant was rustic and was designed like an early pleasure house with two levels with an open area in the middle. As we entered the second floor there was a rousing "Irrashimase" (welcome) from the house. I thought surely someone important had entered but as I turned to see who was coming I was quickly informed that it was for us as the staff and other guests always greet newcomers. Here, the crowded restaurant was made up of all ages but mostly young, spirited, Japanese. Our waiters and waitress were also young, attractive, and personable with no limits to their antidotes about the high-level famous visit. Besides hosting high level visitors the food was outstanding and the excitement infectious.

Now, on to visit the Toyota Automobile Museum. This was a special time to visit Nagoya as this year the Aichi Pre-

(Continued on Page 5)



Glamorous Geishas (Continued from Page 4)

fecture was hosting the 2005 World Exposition which drew 22+ millions of visitors from all over the world. It was just getting underway. We thought this spelled disaster for getting around but not so. It was very easy because the Japanese in there most orderly fashion handled the flow of all people perfectly and with ease.



Rolls-Royce at the Peninsula Hotel

First of all, the museum can be reached easily by a 30 minute subway ride from the center of Nagoya (Nagoya Station). When the train arrived at the proper location, there were great masses of people because of the Exposition but with so many officials to direct you to your destination it was an easy transition to the Museum site. We took another train (8 minutes) and very shortly arrived at the Geida-dori station. As we exited the station, the museum was just a few minutes walk away. The Museum is situated on a hill in the midst of beautiful surroundings: manicured gardens, blooming flowers, artistic walks, creative stone work, and stately trees. The entry process was mechanized and easy and we immediately knew it was going to be pure pleasure. Also, this was one place where there were a number of other westerners. For some reason we usually visit sites where we are the only ones.



1930 4-1/2 Litre Bentley

The escalators (1st floor) took us up to the displays (2nd floor) and to the area where you could start a tour in English. Each of the floors showcased beautiful cars in spacious settings. The 2nd floor featured mostly American and British cars (plus other European styles) and displayed such themes as 'Romantic Fascination with Speed and Power 1900-1930.' On the 3rd floor they featured Japanese cars and one theme was 'The Development of High Performance Sport Cars in the 1960s.' Each exhibit provided interesting/informative backgrounds on the featured car. All were in prime condition. If warranted, special technology was displayed to enhance your knowledge of a particular car. There were also comfortable rest areas and if you wanted a break, there was a large cafeteria and a large gift shop. Beverly has never met a gift shop she didn't like and this was no exception. You could really spend a whole day here and it would not be too long. Further, there were also exhibits for the children and special technical exhibits for those who know more about what is under the hood than Beverly does. In addition, there was an Annex on the grounds that we did not explore but they treated topics such as 'The History of Motorization in Japan, etc.' Looking at those beautiful cars was consuming and difficult to leave. We actually made a second trip around. If anything, our tour of the Museum came to an end much too soon and we left with a return visit is very much on our minds.



Stanley Steamer

After visiting Nagoya, we took a flight to Hong Kong where we also visited with friends who took us to the Lun Mun Restaurant which is considered one of the best of the local restaurants and mostly frequented by Chinese (little/no English). Our hosts selected live fish and requested specific Cantonese preparations. It was wonderful to be back in Hong Kong and we also photographed cars there too. After that visit, we started our long journey home.

As for the Toyota Museum, there are direct flights from Washington to Nagoya. It would certainly make a very special car event. Till then, check out their web site, it's a great overview.



EVENTS

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

Feb 23 (New Date) - BOG Planning Meeting, Annandale, VA, Paul Edelstein

Feb 25 - Karting, Dulles, VA, Charlie Brown *CTR*

Feb 26 (New Date) - Winter Dinner, Shirlington, VA, Mary Schoen *CTR*

Mar 8 - BOG Flyer Folding Session

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

Mar 22 - BOG Planning Meeting

Mar 25 - Autocross at Harry Grove Stadium, Frederick, MD, Ed Chan *CTR*

Apr 1 - Spring Tech Session with Richard Good, Haymarket, VA, Lionel Mitchell *CTR*

Apr 1 - Collingwood Clean Up, Alexandria, VA *CTR*

Apr 9 - BTCC Spring Fling driving tour, Northern Virginia, Ira Schoen *CTR*

Apr 15 - Autocross, Osbourn Park HS, Manassas, VA, Ed Chan *CTR*

Apr 26 - BOG Stuffing Party

Apr 30 - Britain on the Green, Tom Burke (703) 354-1361 *CTR*

May 5-7 - Rally, Millville, NJ, Bill Goodwin

May 7 - British Classic Car Meet, Richmond, VA, Gary Kinney, gckinney@aol.com or (804) 527-2190

May 13 - BOG TGIO Party *CTR*

May 13 - British Day Atlanta, Berry College, Rome, GA, Paul Logue, gpaulogue@charter.net

May 16 - Membership meeting

May 19-21 - Carlisle Import, Kt and

May 19-21 - Jefferson 500, Summit

May 27 - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan *CTR*

May 27-Jun 4 - Drive Your British Car Week

Jun 3 - Brits on the Bay, Norfolk, VA

Jun 4 - The Original British Car Day, Lilypons, Buckeystown, MD, John Tokar, Tokarj@erols.com *CTR*

Jun TBD - 2nd Annual Take Me Out to the Ball Game, Bowie, MD, Bruce Hislop *CTR*

Jun TBD - Baltimore area Tour *CTR*

Jun 24 - Autocross, Osbourn Park HS, Manassas, VA, Ed Chan *CTR*

Jul 1 - Autocross, Baysox Stadium, Bowie, MD, Ed Chan *CTR*

Jul 9 - British Invade Gettysburg show, Ralph Eriksen, (717) 979-9242, ralph_eriksen@yahoo.com

Jul 15 - Lucas Evening Driving Tour, Paul Edelstein *CTR*

Jul 18 - Membership Meeting

Jul 19-23 - VTR Nationals, Las Colinas, TX *CTR*

Jul 29 - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan *CTR*

Jul 29 - Brits by the Bay, TRAC, Pasadena, MD

Aug 5 - Autocross, Osbourn Park HS, Manassas, VA, Ed Chan *CTR*

Aug 10-13 - TRF Summer Party, Armagh, PA *CTR*

Aug 19 - Autocross, Baysox Stadium, Bowie, MD, Ed Chan *CTR*

Aug 27 (Tentative) - Cruisin for Crustaceans Tour, Southern Maryland, Art Fournier *CTR*

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

Sep TBD - Winery Tour *CTR*

Sep TBD - Autocross VA, Ed Chan *CTR*

Sep 19 - Membership Meeting

Oct 8 - Hunt Country Classic and CTR Picnic *CTR*

Oct TBD - Autocross MD, Ed Chan *CTR*

Oct TBD - Autocross VA, Ed Chan *CTR*

Oct 14-15 (Tentative) - CTR Overnighter *CTR*

Oct 27-29 - Rally, Millsboro, DE, Bill Goodwin

CLASSIFIED

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

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

TR6 parts for sale. Front suspension urethane bushing/hardware kit (TRF part # BK2/U) - \$80; 4 trailing arm hard rubber bushings (TRF part #TRFCD30) - \$30; set semi-metallic brake pads w/ 3/16" pin (TRF part #TRFCD153) - \$20. Contact Lionel Mitchell, (703) 754-7362 or haymarket4@verizon.net

Wanted 1967-1970 Spitfire Mk3 in excellent condition or recently restored condition. Looking for a dependable, daily driver. Please contact Chris Hendrix, (757) 491-6654 or chendrix@covingtonhendrix.com

1972 Triumph Spitfire for sale. Does not run, but engine has been rebuilt and is in great shape. I got partway through restoring it but am going overseas and lack the expertise and time to get it running again. Would be serious restoration project or a good parts car. No top; body and wheels in good shape. New cams, distributor, ignition coil, fuel pump, hoses, battery, and many more extra parts on hand. Car currently parked in Rosslyn, VA. \$1000 obo, and you tow away. Call Alex at (423) 304-1106 or hah9@georgetown.edu to see it.

1975 TR6 for sale. Buttercup yellow, good top and body, redline tires, runs like a top. Suspension and all other necessary items for good performance and safety done by Mountjoy of Hyattsville in 2002. Have \$15,000 invested. I would like to get \$7,000. Garaged in Wakefield VA. Soni Leavell, sonigerlach@yahoo.com or (240) 298-6223



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CTR website

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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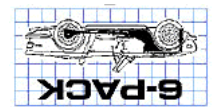
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The Vintage Triumph Register,
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4729 Willows Road
Chesapeake Beach, MD 20732-4221

THE STANDARD

Winter Contest - Who is That?



It's CTR's Charlie Brown behind the wheel of his first car, a Jeep, not a Spitfire! A CTR polo shirt goes to Lionel Mitchell for being the first with the correct answer.

Anyone else with a photo to contribute from that old album in the attic?

CAR TRIVIA: He designed the first Cadillac; he then went on to bigger things on his own. Who was he? I promise you know the name.

Henry Ford designed the first Cadillac. When he designed it, it was for his own company, the Henry Ford Company. That model, and the company itself, became Cadillac when it changed its name in 1903, one year after Henry quit. He later started Ford, the company that lives on today.

With thanks to: www.endlessroad.com

There are a thousand uses for duct tape, but...!



Deadline for
the next issue of
The Standard:
March 17th!

Photo Credits

Pages 1 and 3 - Sharon Edelstein
Page 4 and 5 - Beverly
and David Dougherty



Karting — Round and Round We Go

Charlie Brown

For the fourth time, the CTR has gone back to Allsports Grand Prix, in Dulles, for a little mid-winter kart racing. This year we had 19 drivers, suited up in the Allsports cotton driving suits, ready to take on the track and each other, for top honors

If you've never been there, it's an indoor circuit track that takes about 26 to 30 seconds to make your way around. The karts are lightweight with a 5 h.p. engine. On the long straight you may get up to about 35 m.p.h.. Each car has a transponder, just like the Formula 1 boys, that keeps track of all your lap times and a printout is provided after each heat. After pulling into the pit area, it's really hard to climb out of the driver's seat without a smile on your face.

This year Allsports was breaking in a new batch (gaggle, flock, herd?) of karts. They seemed a little squirrely until the slicks built up a little heat. A few of us had problems with the



karts dying on track and needing a pull of the engine's starter cord to get back into the game. That really hurts when you're in your race laps and others are flying by while you just sit there. Obviously, these new engines have issues that Allsports will need to fix.

They divided us into two groups. The first qualifying heats of 25 laps are a random selection of drivers. Then, based on qualifying times, the drivers are grouped for the final 40 lap races. Again, we were in two groups with the older, pokey drivers—yeah, that includes your's truly—driving the first race. I'll be honest, I was having too much fun to keep accurate notes for this article (who knew Art would press me into service for an article), but the average lap times for our group probably hovered

(Continued on Page 9)

PAGE 1 - Karting; PAGE 2 - CTR Happenings; Collingwood Clean Up; TR6 Tech Session; NASS Spitfire-GT6 Transmission Tech Session; PAGE 4 - Winter Dinner; PAGE 6 - Capital Driving Club Autocross Series and Ice Dancing Autocrosser; PAGE 9 - What's in a Name? PAGE 10 - Events; Classified; PAGE 11 - Club Info



CTR Happenings

BOG Poster

This year's Britain on the Green will feature a commemorative poster that will be given to all registrants. The poster is a knock out! And just one more reason to sign up for BOG.

BOG needs your help!

And speaking of BOG, CTR needs your help in order to make BOG a smooth running successful event. Whether you can help all day or just for an hour or two, your participation is very important. Please contact Tom Burke at either (703) 354-1361 or tburke4@aol.com to let him know what you can do to help with BOG.

Collingwood Clean Up Saturday, April 1st

Collingwood has asked us back again this year on Saturday, April 1st to help with their annual spring cleanup. If you're willing and able, please show up around 9:00 AM wearing gloves and work clothes. Your time and effort will go a long way toward community service, bettering our relationship with Collingwood, and providing a cleaner show field for BOG.

As an inducement, Collingwood will provide lunch for all the volunteers. Last year's lunch included grilled steaks.

CTR's point of contact for our participation is Charlie Brown - cb1500@erols.com or (703) 878-1337 - please let him know if you plan to be there.

CTR Regalia



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

TR6 Suspension Tech Session

Lionel Mitchell



Reminder: April 1st
Tech Session on TR6
Suspension



Don't forget to RSVP for the TR6 suspension tech session with Richard Good of GoodParts at Lionel Mitchell's garage in Haymarket on April 1st. We expect to start at 10 AM. Continental breakfast treats and caffeine will be served during the session with a deli lunch afterwards. Topics will include front and rear anti-sway bars, front and rear nylatron bushings, adjustable trailing arm mounting brackets, Nissan limited slip differential, and Toyota 4-piston disc calipers, among others. See a bare TR6 frame with these suspension parts installed.

Please RSVP by email (haymarket4@verizon.net) or phone (703-754-7362) by Friday March 31st for directions.

Transmission Tech Session

On Saturday, April 22nd, the national Spitfire and GT6 club, NASS, is holding a transmission tech session in Pasadena, MD. Plans call for three or four transmissions of various types to be rebuilt during the course of the day. If you're interested in attending (you don't have to be a NASS member), contact Art Fournier at fournier@chesapeake.net or (410) 535-0690 for more information and directions.



BTCC Spring Fling Driving Tour

Mary Schoen

Join the British Touring Car Club (BTCC), headed by Ira Schoen, for the third annual Spring Fling driving tour through the Hunt Country of Northern Virginia. On Sunday, April 9th, our band of British cars will meet at the Aldie Mill parking lot located in the village of Aldie around 10:30 AM (a few miles east of Middleburg on Route 50 and approximately one mile west of the intersection of Routes 50 and 15). The Mill will be on your left. Be sure to use the entrance directly in front of the Mill – it will provide easier access. We will need to depart between 10:45 AM and 11:00 AM for about an hour's trip on scenic paved secondary roads through the Virginia countryside in Loudoun and Fauquier Counties.

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

We have a Noon reservation for brunch at the charming **Ashby Inn** in Paris, Virginia. The heart of the Inn is its kitchen with great attention paid to seasonal foods. The Inn is Zagat rated and 5-Star in the Mobil Travel Guide. Our brunch will consist of two courses (we have many options from which to choose) for a total price -- including tax and gratuity of \$27. For an additional \$3, you can add a delicious dessert. We have reserved the



Long Branch

“Queen’s Head Tap Room” for our event – seating is limited to approximately 18 participants, so sign up early.

After lunch, those of us interested can head to the elegantly restored 1811 Greek revival mansion – **Long Branch** – located in Millwood, Virginia (just a few miles west of the Ashy Inn). The mansion is furnished with many period pieces and is considered to be one of the most lovely manor homes in the Virginia Hunt Country. A descendant of Robert “King” Carter began building the mansion in the early 1800’s but the home was finished by a later owner – Hugh Nelson in the 1840’s. In the fall, the Shenandoah Valley Hot Air Balloon & Wine Festival is held on the grounds of the mansion. If you are interested in this portion of the tour, please let us know so that we can advise the Curator of our count. The group ticket price is \$6 a person.

For those of you who enjoy truly challenging roads, our final driving leg – approximately 15 miles -- is just minutes from the Ashby Inn and Long Branch – and consists of switchbacks and beautiful views of the Shenandoah River.

Please RSVP no later than **Wednesday, April 6th**. Please contact Mary Schoen via email at mary.schoen@fms.treas.gov or 202-874-7253 to express your interest. And by the way, this event is considered to be a CTR event for which club points will be awarded.



The Ashby Inn

To learn more about the Ashby Inn and Long Branch, visit their web sites:

<http://www.ashbyinn.com/> and
<http://www.historiclongbranch.com/>



Winter Dinner

Mary Schoen

The British Touring Car Club (BTCC) and the Capital Triumph Register (CTR) joined together for a combined Winter Dinner on Sunday, February 26th at the Capitol City Brewing Company located in Shirlington, Virginia.

We had a great turnout – with 33 attendees – perhaps our largest gathering for this event! In attendance were the organizers – Ira and Mary Schoen; Charlie Brown; John, Sara, and Mac Buescher; George and Karen Earwaker; Paul Edelstein; RJ Fortwengler and Sheila Skipper; Art and Sue Fournier; Ed and Beth Geiger; Bruce Hogeland; Bill and Brenda Holden; John and Pat Marino; Roger Morrison; George and Jane Phillips; Rob Reynolds and Rainy Bousella; Kathy and Mark Stockman; Rich and Patti Townsend; Bill and Kathy Wemhoff; and Rich and Joann Wilkins.





After socializing for about an hour, we then sat down for a delicious dinner, ordering from the menu. Following our meal, Ira made a few remarks and presented awards to Paul Edelstein, Art Fournier, Ed Geiger, Bruce Hogeland, Bill Holden, and Bill Wemhoff for their participation in the BTCC during the past year. We also presented door prizes to Karen Earwaker, Kathy Stockman, and Patti Townsend. Finally, each lady in attendance at the event received a lovely peach colored rose.

It was a fun event and good way to spend a cold Winter evening as we await the Spring driving season!





Capital Driving Club Autocross Series

Ed Chan

The 2006 autocross season will have a few changes to improve the series:

PA System: CTR has purchased a PA system so that our participants can more easily hear the announcer. This new system will help drivers hear their times and instructions better and the workers when to clear the track when necessary. Pete Gochman gave the club great advice on selecting a good system and a great price.

Wireless Timing System: This year we will be using a new wireless system in conjunction with our current system. The organizers realized that we can more effectively use the parking lots and increase our safety zones with a wireless system. Joe Seward and Ted Joseph looked at the various systems on the market, but found the cost to be very expensive. Joe Seward decided to make his own wireless system, purchased all the electronic components, and assembled the system.

New Lot: Kyle Bowker and Charles Tsui spearheaded the effort to secure a new parking lot at the Bowie Baysox Stadium (PG County Stadium). This new lot is much larger than Harry Grove Stadium or Osbourn Park High School. We hope this new addition will improve our autocross series with more variety and more enjoyment.

Vintage Series: In an effort to bring out the older cars (e.g. Triumphs and other vintage cars), we're starting a vintage series. Vehicle in this series will be reported in a separate results table (in addition to the normal series) with all vintage cars running with no indexes. To be fair, the vintage vehicle must use an engine that was offered for that vehicle. For instance, an MGB can have a Rover V8, since that was offered, but a TR6 cannot have a Ford V8. If this series is well populated, we may further separate the series with 4 cylinder cars and "more than 4 cylinder" cars.

Teams: To help new drivers learn from the experienced drivers, and to meet new people, we are also starting autocross teams. Each team has up to 6 participants. Points will be given to the top 3 indexed and non-indexed times in each team. If you're interested in joining a team, e-mail us at capitaldriving@yahoo.com and we'll put you in a team.

The 2006 season should be a great, thanks to the efforts of Pete, Joe, Ted, Kyle, Charles, CTR and all the organizers that make these autocrosses happen. Our objective is to have a premiere autocross series where participants have lots of fun, learn to be a better driver, and gain more respect and understanding of vehicle capabilities with the ultimate goal of improved safety.

I recently talked to Pete Gochman and Ted Joseph about autocrossing and track days. Pete and Ted attend more events than most people I know and some the fastest drivers on any given day. I asked them, "I'm concerned that autocrossing may be promoting faster driving on the public roads. What do you think?" Both replied that autocrossing has actually made them slower and more attentive drivers on the public roads. After attending many autocrosses, the driver realizes that driving near the limits is only acceptable in a controlled environment. Once you get acclimated to that controlled environment, you realize how dangerous it is when you're not in that controlled environment. So many different things are happening on the public road, which the driver cannot control. Driving fast or near the limits of the vehicle on a public road is just stupid.

Our first autocross of the season is Saturday March 25th at Harry Grove Stadium, Frederick, MD. The fee for members is \$25 for an entire day of autocrossing and it's free if you just want to watch. If you'd like to participate, e-mail us at capitaldriving@yahoo.com to reserve a spot. Spots are limited and fill up quickly.

Capital Driving Club Excerpt from FOT on Ice Dancer Interview Ed Chan

Here's an article I saw on the Friends OF Triumph (FOT) news group. The specific link is:

<http://www.tankslapperautosport.com/pages.php?pageid=18>

I thought this article might interested those who autocross and those thinking about autocrossing. Remember, you don't have to be an Olympic Silver Medalist to autocross with us.

Autocrosser Goes for Olympic Gold!

It isn't likely that the International Olympic Committee will be adding autocrossing to any of the upcoming Olympic

(Continued on Page 7)

**Ice Dancer** (Continued from Page 6)

games, but that doesn't mean that a Honda autocrosser isn't fighting for a gold medal for the US. That's right, US Olympic Ice Dancer Tanith Belbin actually lives a triple life as skater, model, and autocrosser!

Update: Belbin and Agosto take the Silver at Torino! Congrats to Tanith and Ben -- go USA!

Belbin, along with her partner Ben Agosto, have taken first place in four major ice dancing competitions in the 2005/2006 season alone, and are favorites to medal in this year's winter Olympics currently taking place in Turin Italy:

Tanith, you're into a kind of car racing -- auto-crossing -- when you're not skating. What is it?



TB: Auto-crossing is just kind of a different kind of racing. The courses are set up with pylons, usually. It's not on a road course. It's just on an open lot. They set it up with pylons, and it's not so much about straightforward speed, but about being able to handle your car on the course. So they must make slaloms and U-turns and roundabouts, and then you just need to get through that course with as much speed

and precision as possible. And so that was something that my boyfriend is still and was always into, and he's definitely a car enthusiast, so kind of getting involved in that was almost natural. It's something that I definitely needed to try, to see if I -- being a competitor -- could handle it. And I did that for one summer, last year, and it was a lot of fun. I loved it, but at the same time, when I started doing it more often, I realized I was placing the same pressures on myself as I would at any skating competition, and it was maybe a little too much for me. All of that pressure. So I'm not really sure if I'm going to be able to pick it back up again until maybe our skating career dies down a little bit, because I can't be a competitor all the time (laughs).

Were you getting nervous before races?

TB: Yeah, I was nervous. And I'm a perfectionist, so I was putting so much pressure on myself to win these events as often as I could, and I just realized it's way too much to ask of myself to be able to win in everything I enter. So I'd rather just leave it alone for now and only focus on competing in one sport at a time.

**Is it your boyfriend's car that you race?**

TB: No, I raced my own car. But Fedor had already modified my car to make it more of a performance vehicle, so that was just something I allowed him to do to my car just so that he could have two cars to be able to race if he wanted to, and then when I picked it up I could just use my own car.

Sources:

Interview: <http://www.nbcolympics.com/athletes/5083959/detail.html>

Skating photo: http://www.figureskatersonline.com/belbin-agosto/gal_2005-2006/index.htm



9th Annual
Britain on the Green
April 30, 2006

For more information and applications:
bog2006@capitaltriumphregister.com

Tom Burke: 703.354.1361

Charlie Brown: 703.878.1337

We hope you will join us by the Potomac at beautiful Collingwood Mansion in Alexandria.

What's in a Name?

Mitsubishi Motors sponsored a poll on <http://www.TheCarConnection.com> looking for the wackiest street names. More than 2,500 voters cast their ballots during a week of voting.

In first place was Psycho Path in Traverse City, Michigan, followed by Heather Highlands, Pennsylvania's, Divorce Court in second, and Tennessee's Farfrompoopen Road in third. All the road names were verified, although some are private and hard to find.

Others top vote getters included: Tater Peeler Road in Lebanon, TN; the intersection of Count and Basie in Richmond, VA; Unexpected Road in Buena, NJ; Bucket of Blood Street in Holbrook, AZ; the intersection of Clinton and Fidelity in Houston, TX; and the intersection of Lonesome and Hardup in Albany, GA.

Classifieds *(Continued from Page 10)*

work: plates may be rusted together from inactivity. Tan cloth seats need reupholstering; good dash; plastic windows in convertible top need replacement; needs muffler and a thorough going over. Will make a nice car with some care. \$2,000 firm. NJ. Bob at (732) 309-2855 or cptrlk@aol.com

Wanted TR6 with Weber carburetors in good condition. Contact Jason Zuckerman at jasonzuckerman@hotmail.com

1973 Triumph Spitfire 1500 for sale with many spare parts. \$1,500. CA. Doug Taber (805) 927-5044 or gdv27@charter.net

TR6 parts for sale. Front suspension urethane bushing/hardware kit (TRF part # BK2/U) - \$80; 4 trailing arm hard rubber bushings (TRF part #TRFCD30) - \$30; set semi-metallic brake pads w/ 3/16" pin (TRF part #TRFCD153) - \$20. Contact Lionel Mitchell, (703) 754-7362 or haymarket4@verizon.net

(Continued on Page 9)

**Karting** *(Continued from Page 1)*

around 28 or 29 seconds. The second group was probably turning between 26 and 28. Two to three seconds doesn't seem like much in the normal world, but on that track, it's a lifetime.

After all the tire dust had settled, Liam Dyson walked off with the top honor. I recall his fastest lap was somewhere around 25 and change. Dang quick!

**Classifieds** *(Continued from Page 9)*

Wanted 1967-1970 Spitfire Mk3 in excellent condition or recently restored condition. Looking for a dependable, daily driver. Please contact Chris Hendrix, (757) 491-6654 or chendrix@covingtonhendrix.com

1975 TR6 for sale. Buttercup yellow, good top and body, redline tires, runs like a top. Suspension and all other necessary items for good performance and safety done by Mountjoy of Hyattsville in 2002. Have \$15,000 invested. I would like to get \$7,000. Garaged in Wakefield VA. Soni Leavell, sonigerlach@yahoo.com or (240) 298-6223



EVENTS

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

Mar 14 - Membership meeting (all members welcome), Bentley's Restaurant, Route 50, Falls Church, VA, Paul Edelstein, (703) 914-0507
Mar 23 (Changed Date) - BOG Planning Meeting
Mar 25 - Autocross at Harry Grove Stadium, Frederick, MD, Ed Chan *CTR*
Apr 1 - Spring Tech Session with Richard Good, Haymarket, VA, Lionel Mitchell *CTR*
Apr 1 - Collingwood Clean Up, Alexandria, VA *CTR*
Apr 9 - BTCC Spring Fling driving tour, Northern Virginia, Ira Schoen *CTR*
Apr 15 - Autocross, Osbourn Park HS, Manassas, VA, Ed Chan *CTR*
Apr 22 - NASS Spitfire/GT6 Transmission Session, Pasadena, MD
Apr 26 - BOG Stuffing Party
Apr 30 - Britain on the Green, Tom Burke (703) 354-1361 *CTR*
May 5-7 - Rally, Millville, NJ, Bill Goodwin
May 7 - British Classic Car Meet, Richmond, VA, Gary Kinney, gckinney@aol.com or (804) 527-2190
May 13 - BOG TGIO Party *CTR*
May 13 - British Day Atlanta, Berry College, Rome, GA, Paul Logue, gpaulogue@charter.net
May 16 - Membership meeting
May 19-21 - Carlisle Import, Kt and Replica Show, Carlisle, PA
May 19-21 - Jefferson 500, Summit Point, WV
May 27 - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan *CTR*
May 27-Jun 4 - Drive Your British Car Week
Jun 3 - Brits on the Bay, Norfolk, VA
Jun 4 - The Original British Car Day, Lilypons, Buckeystown, MD, John

Tokar, Tokarj@erols.com *CTR*
Jun TBD - 2nd Annual Take Me Out to the Ball Game, Bowie, MD, Bruce Hislop *CTR*
Jun 10 (Tentative) - Baltimore area Tour, Tom Burke *CTR*
Jun 24 - Autocross, Osbourn Park HS, Manassas, VA, Ed Chan *CTR*
Jul 1 - Autocross, Baysox Stadium, Bowie, MD, Ed Chan *CTR*
Jul 9 - British Invade Gettysburg show, Ralph Eriksen, (717) 979-9242, ralph_eriksen@yahoo.com
Jul 15 - Lucas Evening Driving Tour, Paul Edelstein *CTR*
Jul 18 - Membership Meeting
Jul 19-23 - VTR Nationals, Las Colinas, TX *CTR*
Jul 29 - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan *CTR*
Jul 29 - Brits by the Bay, TRAC, Pasadena, MD
Aug 5 - Autocross, Osbourn Park HS, Manassas, VA, Ed Chan *CTR*
Aug 10-13 - TRF Summer Party, Armagh, PA *CTR*
Aug 19 - Autocross, Baysox Stadium, Bowie, MD, Ed Chan *CTR*
Aug 27 (Tentative) - Cruisin for Crustaceans Tour, Southern Maryland, Art Fournier *CTR*
Sep 9 - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan *CTR*
Sep TBD - Winery Tour *CTR*
Sep TBD - Autocross VA, Ed Chan *CTR*
Sep 19 - Membership Meeting
Oct 6-8 - Shenandoah Valley British Car Club show, Waynesboro, Michael Brittingham, (540) 456-8436 or CarShowChair@svbcc.net
Oct 8 - Hunt Country Classic and CTR Picnic *CTR*
Oct TBD - Autocross MD, Ed Chan *CTR*
Oct TBD - Autocross VA, Ed Chan *CTR*
Oct 14-15 (Tentative) - CTR Overnighter *CTR*
Oct 27-29 - Rally, Millsboro, DE, Bill Goodwin

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.



1974 Triumph Spitfire 1500 for sale.

This two owner car has been garaged since deployment and all shop records convey. It has never been in an accident. This car is fully restored from the ground up and is in super mechanical condition. Nearly new top and interior; has separate tonneau covers and full car cover. Retrofitted with a Webber carb and racing flywheel. Mileage of 17,780 based on its rebuilt engine. Drives like a dream and is a head turner. \$7,600. Gail Johnson, gailhj@aol.com or (703) 753-0204

Wanted red (not amber) rear turn signal lenses for a Spitfire Mk IV or 1500. Tim Montag, mail@timmontag.com

Wanted Triumph TR4A IRS, TR250, or early TR6 with overdrive in restored, well-maintained original, or daily driver condition. Please contact Jeremy Kinney at triumphsearch@yahoo.com or 301-801-3318.

1980 Triumph TR7. Good body: repainted white over original blue finish. Rust along the front edge of hood. Engine runs but needs clutch

(Continued on Page 8)



CLUB OFFICERS

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CTR website

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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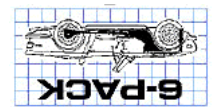
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	Charlie Brown (703) 878-1337 cb1500@erols.com
Racing	Ira Schoen (703) 698-1691 pterodactyl711@aol.com



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THE STANDARD



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

Photo Credits

Pages 1 and 9 - Paul Edelstein
Page 2 - Lionel Mitchell
Page 3 and 4 - Art Fournier



CAR TRIVIA: Many that remember the Blues Brothers on the big screen remember their personal ride. What car was the Bluesmobile?

The Bluesmobile was an ex-Mount Prospect, Illinois 1974 police model Dodge Monaco 440.

With thanks to: www.endlessroad.com

Florida Biker and His Babe?





THE STANDARD

The Official Publication of the
Capital Triumph Register
Volume XVIII, Number 4, April 2006

Good Tech Session was the Best *Lionel Mitchell*

Nine CTR members and two guests from the Richmond Triumph Register were treated to a tech session par excellence by Richard Good at my garage on April Fools' Day. But there was no fooling on the suspension engineering talk – Richard knows his stuff and conducted the tech session like maestro. In attendance from CTR were Paul Edelstein, Rich Smalling Stephen Smalling, Rich Townsend, Jason Wolff, Steve Higginbotham, John Buescher, Rob Reynolds, and Lionel Mitchell. Jim Coleman and Gary Kinney from the RTR club also attended.



Richard Good discusses the fine points of TR suspension during a tech session in Lionel Mitchell's garage

(Continued on Page 3)

BTCC Spring Fling *Mary Schoen*



Rich Townsend, Nancy Mitchell, Art Fournier and Ed Geiger at the Ashby Inn in Paris, Virginia

Sunday, April 9th marked the first official driving event of the year as a record number of attendees participated in the Spring Fling Driving Tour. We were so fortunate to have a lovely Spring day for our journey – the previous two days had been rainy, especially Saturday. On Sunday, we were greeted with clear blue skies and a chill in the air that warmed as the day proceeded. This event, sponsored by the British Touring Car Club (BTCC) was held in conjunction with the Capital Triumph Register and the local Morgan Club. This Driving Tour was attended by 29 participants in 16 vehicles – in a nice assortment of marques. They included a TVR, a TR3, a TR4, many TR6s, three Spitfires, a

(Continued on Page 4)

PAGE 1 - Good Tech Session, BTCC Spring Fling; PAGE 2 - CTR Happenings; The Green Scene; PAGE 5 - \$97,200 TR4; PAGE 6 - Capital Driving Club Autocross Series; PAGE 7 - CDC Test and Tune; Collingwood Clean Up; PAGE 8 - Garage Spot - New Oils; From the Editor; PAGE 9 - RTR British Classic Car Meet; PAGE 10 - Events; Classified; PAGE 11 - Club Info



CTR Happenings

BOG Poster

This year's Britain on the Green will feature a commemorative poster that will be given to all pre-registrants. The poster is a knock out! It's not too late to pre-register.

And it's not too late to Volunteer

CTR needs your help in order to make BOG a smooth running successful event. Whether you can help all day or just for an hour or two, your participation is extremely important. Please contact Tom Burke at either (703) 354-1361 or tburke4@aol.com to find out what you can do to help with BOG.

Welcome to CTR!

Please join us in welcoming the following new members:

- ➔ Paul Bess, Quantico, VA
- ➔ John Bunch, Frederick, MD
- ➔ Andrew Jones, Washington, DC
- ➔ Chris Nelson, Arlington, VA
- ➔ Jerry Williams, Stafford, VA



Looking back at *The Standard*:

Volume III, Number 4
April 1991

The April 1991 edition of *The Standard* led off with an article on a planned visit to see "world's fastest Triumph" at the home of former Group 44 driver John Kelly in Gaithersburg, MD. The highly modified TR8 had a claimed top speed of over 170 mph! Other articles included a recap of the annual Spring Tune Up, a planned road trip to Charlottesville, and a technical discussion of oil qualities and weights.

CTR Regalia



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

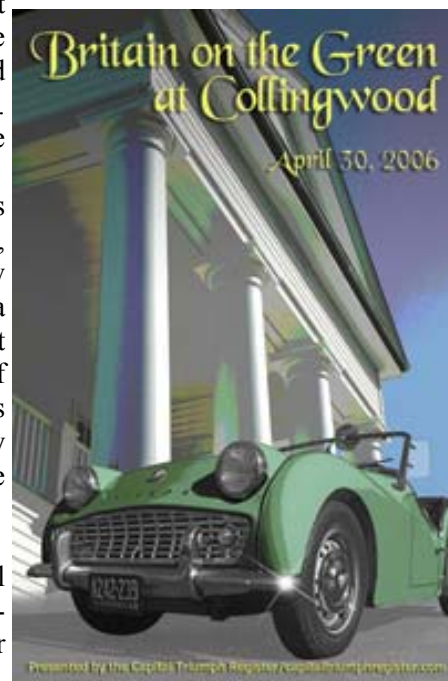
The Green Scene

A broad, green field, lined with blooming Dogwoods and row after row of gleaming British cars on a beautiful Spring day, what better way to welcome the British Motoring Season? Britain On The Green is here again! April 30th is the date and the Collingwood Library & Museum is the place. This the Ninth annual Britain On The Green Show and we are looking forward to a great time, with more entrants and classes than ever. There will be live entertainment, British Car games for the entrants, new vendors, new food choices, a kids' crafts tent and plenty of room for picnics and relaxing by the shores of the Potomac.

There is still time to pre-register and your pre-registration entitles you to a free 11x17 copy of the first annual Britain On The Green Commemorative Poster (shown here). Copies will be for sale at the show as well. Visit www.Capitaltriumphregister.com to register, find out more information, and get specific driving instructions to the event.

So come and join us. Bring the family. Relax and enjoy a day perusing classic British cars and enjoying the beautiful Collingwood Plantation. It's a great day and a great way to welcome the warm days of Spring and Summer.

Tom Burke
BOG Co-coordinator



Britain on the Green Poster © Charlie Brown Photography



**TR6 Tech Session** (Continued from Page 1)

Richard discussed a broad range of suspension and chassis-related topics, starting with Nylatron bushings and proceeding to sway bars, adjustable trailing arm brackets, alloy steering rack mounts, springs, and the limited slip differential, touching on related topics such as shocks, spring packings, wheels, tires, upgraded rear hubs and axels, and 4-piston disc calipers. Throughout the discussions, members interjected comments on their experiences and asked lots of questions. Richard also pointed out many practical tips on assembly. At one point, we resisted the temptation to get off into an extended discussion of engine modifications for more power (which could have lasted hours) by asking Richard to come back next year to do another session on engine mods (not just for the TR6 but all TRs, GT6s, and Spitfires). Richard agreed to come back. So, stay tuned for an update on that one.

After two and a half hours of discussion, we adjourned to the front porch for lunch and more discussions. After lunch as we all strolled out to the Triumph parking lot, we continued the discussions and all oogled over Richard's TR6 engine with the triple Stromberg carb set-up. As the crowning touch of the session, Richard offered to let us take his car for a drive – what a kick in the pants that was! A perfect ending to a Good, make that a great, tech session.

Everyone in attendance seemed to get something out of the session, and all had nothing but high compliments. Rich Smalling said it was the best tech session yet. With the bar set high, will the next Good tech session meet our expectations? I have a feeling from my private discussions with Richard on engine upgrades that we won't be disappointed.

As Richard packed up his boxes of parts, he asked if I had a volt meter so that he could trouble shoot a brake light problem on his TR6. He had discovered on his drive to Haymarket that he didn't have brake lights. We helped him trace the problem to a loose connection in the fuse box. The Prince of Darkness had struck once again, but the intrepid CTR knights were a match to the devious Prince.

Thanks to all those who attended, to Daniel and Laura for their conscripted labor in getting things presentable, and to my wife Nancy for helping with the food preparation, and of course to the maestro, Richard Good, for coming down from Pennsylvania and spending the day talking Triumphs.





BTCC Spring Fling (Continued from Page 1)

MGA, a Land Rover, several Morgans, and even a Corvette (this member is restoring a Lotus – still a work in progress).

Our day began at the Aldie Mill, a few miles east of Middleburg, Virginia. At the appointed hour, we departed for a 30-mile journey through some gorgeous countryside, which gave us the opportunity to see charming homes, grazing cows and horses, lovely old communities, views of the mountains, and more. With all the rain on the previous two days, the trees and plants were really starting to look their best.

We had brunch at the *Ashby Inn* in Paris, Virginia, a hamlet of only 60 people. This was a gourmet experience as this *Inn* is highly rated and has been featured in *Gourmet*, *Food and Wine*, *Conde Nast's Traveler*, and *Southern Living*. After enjoying a leisurely meal, most of us headed for the next destination on the Tour – historic *Long Branch*.

Long Branch was begun in the early 1800s by a descendant of King Carter, the large landowner from the Tidewater area of Virginia. Benjamin Latrobe, the architect of the U.S. Capitol actually drew up plans for the home which rests on a rise above Long Branch creek. The home passed through various family members during the 1800s and 1900s. After passing through several more owners, it was finally purchased by Harry Isaacs, a Baltimore textile executive and noted breeder of race horses. In the mid-1980s he began a complete restoration of the badly deteriorated home, while beginning the acquisition of numerous high quality antiques – on par with what is found at the White House or the State Department. Today, *Long Branch* is operated as a house museum by the Harry Isaacs Foundation. On our tour, we were fortunate to have Mr. Isaacs' personal secretary, Collette Poisson, as our guide. She was incredibly knowledgeable about the home, its history, the furnishings, and the gardens. She made the home's history come alive with her narrative.

Long Branch is open April through the end of October of each year, hours are 12 Noon – 4 PM. The group tour price is \$6 but if you visit on your own, the price is \$8 per person. To learn more about this home, check out the website – www.historiclongbranch.com. In the Fall of each year, there is a hot air balloon and wine festival held on the grounds of *Long Branch*. This year's event will be held October 20 – 22, 2006. Hot air balloon rides, wine tastings, mansion tours, and an antique car show are just a sample of the activities available during this upcoming weekend.

The following individuals participated on our 2006 Spring adventure: Ira and Mary Schoen (hosts), Bill Bell and

Mary Lee Coffey, Paul and Perry Edelstein, Art Fournier, Ed Geiger, Bruce Hogeland, John Marino and John Marino, Jr., Bill and Karen Marshall, Scooter Mauck and Lisa Decker, Lionel and Nancy Mitchell, Rob Reynolds and Katharine Kamminga, Hank and Judy Seiff, Don and Nancy Smith, Mark and Kathy Stockman, Rich and Patti Townsend, and Dean and Tammy Worcester.

As with other events, acknowledgement goes to Art for driving the greatest distance – 263 miles from start to finish (he lives 100 miles from our starting point, the Aldie Mill)! Special thanks to Mary Lee Coffey, Lionel Mitchell, and Hank Seiff for taking some terrific digital photos accompanying this article.

Here's to a fun 2006 driving season!



British cars lining up at the Aldie Mill



Drivers' Meeting at the Aldie Mill



Three views of British cars at Long Branch

TR4 Sells for \$97,200 at Florida Auction

Steve Oertwig

TR4 owners will have a new appreciation for their cars after a wedgwood blue 1963 TR4 sold for \$97,200 at the Barrett-Jackson auction held March 30 through April 1 in Palm Beach, Fla.

The online description of the TR4 said it had a two-year, frame-off restoration, and that everything on the car was new or rebuilt including the engine, transmission and overdrive, rear axle, front and rear suspension, brakes, and had new electrical components and wiring. It was fitted with stainless steel 60-spoke Dunlap wheels with radial tires. The original bumpers were rechromed. A black leather interior with white piping was new.

The engine had 87mm pistons and liners, and brand new SU carburetors. The exhaust system and brake lines were stainless. Upgrades to stock included a walnut burl dash and wood steering wheel. The owner said the car had no compromises, and that the best components were used during restoration.

Receipts totaled \$85,000 for the restoration.

Another Triumph sold at the auction was a white 1973 TR6. It sold for \$28,620. This car was described with a bit more hyperbole. The TR6 seller said the "extraordinary TR6 has just completed an extensive frame off restoration/modification, handled by 'mostly brit' Bristish (sic) and European marque specialists with a perfect mix of stock specifications and modern upgrades with less than 100 miles on this superb example."

The TR6 had triple Weber carburetors, chrome headers, free-flow dual exhaust, stainless brake and fuel lines, satellite radio, and custom walnut dash. It also had "rare shadow blue english interior trim color."

The paint was "mile deep original color white, with custom painted Bristish (sic) flag graphics throughout.

The seller said the TR6 was purchased new in Miami in 1973 and had extensive photo documentation. The description ended by saying, "Truly a unique opportunity to acquire a modern day/vintage sports car built to last well into this new century."

(Continued on Page 8)



Capital Driving Club Autocross Series Ed Chan

On Saturday March 25th the Capital Driving Club, sponsored by the Capital Triumph Register, held an autocross at Harry Grove Stadium in Frederick, MD. Although the forecast was scattered rain, we lucked out. We had no rain and instead had partly cloudy skies with a high in the mid 50s.

Since this was the first autocross of the season and that we had over 20 new autocrossers, the Joe Macinnes (the course designer) and the other organizers decided to make the course relatively easy for those of us that were rusty and for the participants trying autocrossing for the first time. Joe was right.

Our new wireless system took some extra time to get accustomed, and the organizers were very rusty after 3 months off. Normally if the course time is short (below 40 seconds), we provide a 7th run. However due to our being rusty, and the average run time (not the average best run time) being much longer, we had to stick to only 6 runs. We hope to be better next time.

Mick Frankel in his 2001 Porsche Boxster received the FTD (Fastest Time of the Day) at 29.04 seconds, followed closely by Brain Karwan at 29.24 seconds. The average time for the course was a quick 33.77 seconds. Congratulations, Mick on the first FTD this year. Ryan Dietrich had the best indexed time of 28.58 seconds. Congratulations Ryan!

In the Vintage Series, David Stoesser in his 1978 Porsche 911 with 29.55 seconds followed by Todd Panezzi in his 1973 BMW 3.0CS and David Tucker in the 1972 yellow Pantera. The Sprite and Spitfire drivers came in at the bottom (Joe Seward and I drove Joe Macinnes' Sprite since our TR6 transmission is still broken).

The Autocross Team results were the following:

➔ AWD (Squad 603)	506 points
➔ Bulldog (Squad 602)	460 points
➔ Underdogs (Squad 605)	422 points
➔ Team Jim (Squad 604)	355 points
➔ Rocco (Squad 601)	331 points
➔ Team Cobra (Squad 606)	155 points

One reason that the AWD team did so well was great indexed time by Michael Kido, giving them 99 points. It just goes to show that driver improvement can mean a lot over just fast driving.

All the results of the autocross can be seen at:
capitaldrivingclub.com

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

- ➔ Keir Bryant, Herndon, VA
- ➔ Yaroslava (Slava) Burmaka, Frederick, MD
- ➔ Dax Bushmeyer, Arlington, VA
- ➔ Adam Champion, Frederick, MD
- ➔ Ryan Dietrich, Herndon, VA
- ➔ Orlando Dorsey, Jefferson, MD
- ➔ Jeff Duncan, Reston, VA
- ➔ James Felix, Jr., Cockeysville, MD
- ➔ Ed Garlepp, Annandale, VA
- ➔ Holly Glorioso, Cockeysville, MD
- ➔ Colin Harris, Arlington, VA
- ➔ Jeffrey Israel, Columbia, MD
- ➔ Ben Jordan, Washington, DC
- ➔ Lawrence Knox, Richmond, VA
- ➔ JP Lavalleye, Potomac, MD
- ➔ Anthony Ramos, Rockville, MD
- ➔ Chris Replogle, Woodbridge, VA
- ➔ Larry Roberts, Mt. Airy, MD
- ➔ Mark Silvia, Halethorne, MD
- ➔ Doug and Brendan Smith, Leesburg, VA
- ➔ Herb Smith, Leesburg, VA
- ➔ David Stoesser, South Riding, VA
- ➔ Andrew Stowell, Lusby, MD
- ➔ Meilyng Wigney, Frederick, MD
- ➔ Bruce Wakefield, Purcellville, MD
- ➔ John Willemin, Alexandria, VA

If any of the participants have any feedback on any event, please send them to me at capitaldriving@yahoo.com.





Capital Driving Club Test and Tune Autocross Days Ed Chan

As many of us know, our autocross events are so popular that we've had to turn people away, due to the increased attendance. Many of the autocrossers that were with us in 2003/4 season miss the days when we had less than 50 in attendance, giving more seat time, and having a much more relaxed event. In an effort to satisfy our demand and to go back to those relaxed days, we will begin holding Sunday "Test and Tune" Autocross Days.

These Sunday Test and Tune Events will be held the day after the Saturday Harry Grove Stadium Autocrosses in Frederick, MD. The Test and Tune event will be an informal autocross using the same/similar course as the day before. The differences are the following:

1. Field is limited to 40 participants with about 5 organizers (for a total of 45 vehicles).
2. Times will be announced and recorded on the timesheet, but no results, no points, and no indexes will be posted – This is only for fun
3. No extra runs if we miss a time – This is only for fun
4. The format will be 2 heats with 5 morning and afternoon runs (number of runs in the afternoon will depend on time and weather conditions. We *hope* to give 9 to 11 runs).
5. No food or drinks will be provided – We need to keep the amount of equipment to a minimum. So plan on either bringing drinks and food or going out to lunch.
6. Event is open to members and their guests only, since the event is so limited in size.

The entry fee is \$35 per member, \$40 for non-member.

All 40 slots will be given on a first come, first serve basis. To request a reservation, e-mail us at capitaldriving@yahoo.com with the following information:

- Full Name:
- Year:
- Make:
- Model:
- Color of Vehicle:
- Event Date:

We expect the 40 slots to fill extremely quickly, so reserve early!

The first Test and Tune day is scheduled on SUNDAY May 28th at Harry Grove Stadium, Frederick, MD.

Collingwood Clean Up Art Fournier

For the past few years CTR members have volunteered a Saturday morning to help the staff of Collingwood with their annual grounds clean up. This year, the clean up fell on April 1st, which unfortunately conflicted with the tech session hosted by Lionel Mitchell. As a result, people had to choose which event they'd attend. (Yeah guys, I really wanted to come out and rake, cut brush, haul logs and work up a sweat, but there was a nifty tech session I couldn't miss. Or something like that.)

Timing is everything. The morning was dry, but just as we finished up our chores it began to rain. Sprinkles at first, then a downpour. (Maybe it was an April Fool's joke?) Once again the Collingwood staff grilled steaks for lunch, but due to the rain lunch had to be moved indoors.

As usual, Collingwood looks great and thanks in part to CTR's efforts will be ready for Britain on the Green on April 30th.



From left to right, Bruce Hislop, Gary Unthank, Steve Oertwig, Matt Schipani, Tom Burke, Charlie Brown, and Art Fournier at the Collingwood Clean Up. Note that none of these guys drives a TR6!





The Garage Spot: Newer Oils Prove Newer Is Not Always Better Steve Oertwig

New and improved may not always be better, especially when it comes to Triumphs.

Many Triumph Internet forums and parts retailers are warning not to use GL-5-rated extreme pressure gear oil in manual transmissions, overdrives and differentials. GL-5 gear oil has sulfur-phosphorus additives that can be destructive to the synchronizers and other parts in transmissions, especially when operating temperatures exceed 200 degrees Fahrenheit, many Web sites reported. (This is the normal cockpit temperature of a GT-6.)

One manufacturer said the use of a GL - 5 lubricant in a synchromesh transmission will shorten synchronizer life by one half. Reports also said if a GL-5 gear oil is used in an application where API GL-4 gear oil is called for, chemical corrosion of "yellow metal" components may occur, such as bronze synchronizers, brass bushings, etc. This may lead to shifting difficulties or shortened equipment life, it was warned.

Other manufacturers dispute claims of transmission damage from using GL-5. It may only be an urban myth, but there are enough paranoia reports on the topic of GL-5 vs. GL-4 that it is worth investigating what oil has been used in a car, especially if it is one that was recently bought.

It is easy to drain all the related components, but not so easy to find GL-4. A search of the local chain automotive parts stores showed that only GL-5 oil was stocked. Finding a manufacturer that makes GL-4 gear oil was harder. Internet searches found that Castrol and Red Line make GL-4. One Web site offered Castrol GL-4 in five-gallon containers. One popular Triumph parts company sells smaller quantities.

Red Line sells two GL-4 oils: MT-90, a 75W90 oil; and MTL (manual transmission lubricant), which is rated 70W80, the same viscosity of 10W30 engine oil. MT-90 was not found in any local parts stores, but was available from the Internet. With shipping, a gallon of MT-90 was about \$40.

Besides the piece of mind of not eating away at synchronizers, GL-4 has another benefit. Anyone who has smelled GL-5 gear oil can confirm that it does not smell like perfume. A leaking transmission will add a foul odor to cars and garages because of the sulfur additive. GL-4 is relatively odorless, and makes keeps one from having the delightful EP aftertaste from being covered in oil.



From the Editor:

A Typical Saturday in Southern Maryland

Yesterday was a typical Southern Maryland Saturday. I went to the recycling center, mowed and edged the lawn, relocated a birdbath that had become overgrown, and played with my Spitfire. Projects included replacing the exhaust manifold, servicing the differential and giving the car the wash it deserved prior to last Saturday's BTCC/CTR Spring Fling tour.

My car has a stainless steel exhaust system that includes a four to two to one header from Rimmer Brothers. Five or so years ago I covered the header down pipes with a heat resistant wrap that was intended to reduce engine compartment heat and improve performance somewhat. The wrap was so efficient you could touch the pipes while the engine was at full operating temperature.

Brown and Bruce Hislop commented on an exhaust leak. I thought I knew the source, but when I dug into it, I discovered that the welds in one of the two down pipes had completely disintegrated behind the wrap. When removed from the car, the pipe fell apart into three pieces. Curiously, the other down pipe was unaffected. Needless to say, the header I installed today won't have the wrap.

However, I wonder if others of you have used the wrap and if you've had any problems similar to mine? Your responses might make a good thread for an article for the newsletter.

As for the differential, I'm waiting on a rebuilt unit. Every few hundred miles I have to add a few ounces of gear oil (GL-4, of course). In addition to the leak, my current differential has a really annoying whine at about 2500 rpm. But that's another story.

Such are the joys of owning and driving a 30 year old car.

Art Fournier

At the Collingwood cleanup on April 1st, Charlie



British Classic Car Meet May 7th Virginia Aviation Museum Richmond, VA

Here's an update on the 14th Annual British Classic Car Meet on May 7th at the Virginia Aviation Museum. This is a magnificent facility located on the grounds of the Richmond International Airport. Two new features have been added for the pleasure of attendees and guests as well as spectators. Virginia International Raceway is promoting the VIR Gold Cup Races June 9-11 and will be presenting a 1966 Rolls-Royce Healey, "The Car That Never Happened" a car that combined the popularity of the Austin Healey 3000 with a six-cylinder 3-litre Princess engine developed by Rolls-Royce. In addition, two Vintage Aircraft will be part of the festivities. A 1944 Beech Staggerwing and 1955 DeHavilland Chipmunk will fly in for the day at the Virginia Aviation Museum. The display on the front lawn will include a selection of British Cars along with a SR-71 Blackbird, one of the secret spy planes of the cold war in years gone past. There are many interesting artifacts inside the Museum as well.

Your registration of \$20.00 prior to April 23 gives you an opportunity to view some of the best British cars in the area as well as admission to the Aviation Museum. On site registration is available for \$25.00 per car with two admission tickets included with the price of registration. A fine selection of food will be available from Dagwood's Deli as well as ice cream catered by Brusters Ice Cream will be there for you to enjoy. Vendors, Corporate Sponsors and your club are cordially invited. As an incentive to each club attending, an award will be presented to the club with the most cars on the field. Simply say which club you represent upon arrival at the registration center.

We hope you will be part of the wonderful day of British Cars, Aircraft and of course good company. Please visit the Virginia Aviation Museum web site at www.vam.smv.org. You may visit www.richmondtriumphregister.com and download a registration form. Questions can be directed to Gary Kinney at gckinney@aol.com or by phone at (804) 527-2190. See you on May 7th.

\$97,200 TR4 (Continued from Page 5)

These above-average sale-prices may have a ripple effect across the board for Triumph owners. Not surprising was the jump in the number of Triumphs for sale on eBay after the Barrett-Jackson auction. The number of cars doubled in just a few days.

There is some price creep on eBay, but Triumphs still are at the lower end of the scale for British car prices. A 1960 Austin Healey 3000 roadster was sold at the auction for a record-setting \$135,000. That still was a long way from the top-selling car at Palm Beach: a Franay Bentley Mark VI sold for \$1,728,000.

Classifieds (Continued from Page 10)



based on its rebuilt engine. Drives like a dream and is a head turner. \$7,600. Gail Johnson, gailhj@aol.com or (703) 753-0204

Wanted red (not amber) rear turn signal lenses for a Spitfire Mk IV or 1500. Tim Montag, mail@timmontag.com

Wanted TR6 with Weber carburetors in good condition. Contact Jason Zuckerman at jasonzuckerman@hotmail.com

TR6 parts for sale. Front suspension urethane bushing/hardware kit (TRF part # BK2/U) - \$80; 4 trailing arm hard rubber bushings (TRF part #TRFCD30) - \$30; set semi-metallic brake pads w/ 3/16" pin (TRF part #TRFCD153) - \$20. Contact Lionel Mitchell, (703) 754-7362 or haymarket4@verizon.net

Wanted 1967-1970 Spitfire Mk3 in excellent condition or recently restored condition. Looking for a dependable, daily driver. Please contact Chris Hendrix, (757) 491-6654 or chendrix@covingtonhendrix.com

1975 TR6 for sale. Buttercup yellow, good top and body, redline tires, runs like a top. Suspension and all other necessary items for good performance and safety done by Mountjoy of Hyattsville in 2002. Have \$15,000 invested. I would like to get \$7,000. Garaged in Wakefield VA. Soni Leavell, sonigerlach@yahoo.com or (240) 298-6223





EVENTS

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

Apr 15 - Autocross, Osbourn Park HS, Manassas, VA, Ed Chan *CTR*

Apr 21-23 - The Gathering, Dobson NC TCOC www.triumphclub.org

Apr 22 - NASS Spitfire/GT6 Transmission Session, Pasadena, MD

Apr 23 - British and European Show, Williamsburg VA www.cvbccva.com or dew311@cox.net

Apr 26 - BOG Stuffing Party

Apr 30 - Britain on the Green, Tom Burke (703) 354-1361 *CTR*

May 5-7 - Rally, Millville, NJ, Bill Goodwin

May 7 - British Classic Car Meet, Richmond, VA, Gary Kinney, gckinney@aol.com or (804) 527-2190

May 13 - BOG TGIO Party *CTR*

May 13 - British Day Atlanta, Berry College, Rome, GA, Paul Logue, gpaulogue@charter.net

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

May 19-21 - Carlisle Import, Kt and Replica Show, Carlisle, PA

May 19-21 - Jefferson 500, Summit Point, WV

May 27 - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan *CTR*

May 27-Jun 4 - Drive Your British Car Week

Jun 2-3 - 22nd Annual British Bash, Louisville, KY <http://www.britishbash.com>, (502) 499-2253 or aburckle@mac.com

Jun 3 - Brits on the Bay, Norfolk, VA

Jun 3-4 - British Car Day South, Salisbury NC www.carolinahealeys.com

Jun 4 - The Original British Car Day, Lilypons, Buckeystown, MD, John Tokar, Tokarj@erols.com *CTR*

Jun TBD - 2nd Annual Take Me Out to the Ball Game, Bowie, MD, Bruce

Hislop *CTR

Jun 9-11 - Gold Cup Races, Virginia International Raceway, www.virclub.com

Jun 10 (Tentative) - Baltimore area Tour, Tom Burke *CTR*

Jun 24 - Autocross, Osbourn Park HS, Manassas, VA, Ed Chan *CTR*

Jul 1 - Autocross, Baysox Stadium, Bowie, MD, Ed Chan *CTR*

Jul 9 - British Invade Gettysburg show, Ralph Eriksen, (717) 979-9242, ralph_eriksen@yahoo.com

Jul 15 - Lucas Evening Driving Tour, Paul Edelstein *CTR*

Jul 18 - Membership Meeting

Jul 19-23 - VTR Nationals, Las Colinas, TX *CTR*

Jul 29 - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan *CTR*

Jul 29 - Brits by the Bay, TRAC, Pasadena, MD

Aug 5 - Autocross, Osbourn Park HS, Manassas, VA, Ed Chan *CTR*

Aug 10-13 - TRF Summer Party, Armagh, PA *CTR*

Aug 19 - Autocross, Baysox Stadium, Bowie, MD, Ed Chan *CTR*

Aug 27 (Tentative) - Cruisin for Crustaceans Tour, Southern Maryland, Art Fournier *CTR*

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

Sep TBD - Winery Tour *CTR*

Sep TBD - Autocross VA, Ed Chan *CTR*

Sep 19 - Membership Meeting
Oct 6-8 - Shenandoah Valley British Car Club show, Waynesboro, Michael Brittingham, (540) 456-8436 or CarShowChair@svbcc.net

Oct 8 - Hunt Country Classic and CTR Picnic *CTR*

Oct TBD - Autocross MD, Ed Chan *CTR*

Oct TBD - Autocross VA, Ed Chan *CTR*

Oct 14-15 (Tentative) - CTR Overnighter *CTR*

Oct 27-29 - Rally, Millsboro, DE, Bill Goodwin

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.

Wide range of **Spitfire parts** that have to go, a very nice set of 1-1/4" SUs on a manifold and rebuilt (\$225). Also, a primed hardtop complete in good shape, ready for paint and re-assembly \$75. Many other parts as well, including a nice chassis, a fair tub, doors, fuel tanks, seats, etc. Prices range from reasonable to please come get it. Contact Tom Burke at (703) 354-1361 or Tburke4@aol.com

TR4, 4A, 250 Parts for Sale. ALL FOUR wings (can purchase separately) in good shape; Hood in great shape; Trunk in....well....not so good shape (big dent); Doors with glass and mechanisms - very good shape; Seats - so so shape; Four-cylinder engine, said to be rebuilt, will be happy to assist in testing; Plastic hardtop - needs a little work; One 48-spoke wheel, good shape; Plus other parts. All parts stored indoors for last 18 or so years. Prices negotiable. Call Paul (240) 876-7222 or e-mail at tr6_guy@hotmail.com

3 TR6 Long Blocks. Real cheap to a good home. Everyone needs a spare bottem end! One to put real thrust bearings in. Bowie. John Stubblefield at tvrgeek@mailaka.net

1974 Triumph Spitfire 1500 for sale. This two owner car has been garaged since deployment and all shop records convey. It has never been in an accident. This car is fully restored from the ground up and is in super mechanical condition. Nearly new top and interior; has separate tonneau covers and full car cover. Retrofitted with a Webber carb and racing flywheel. Mileage of 17,780

(Continued on Page 9)



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THE STANDARD

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

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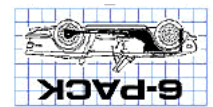
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4729 Willows Road
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THE STANDARD



Deadline for
the next issue of
The Standard:
May 12th!

Photo Credits

Pages 1 and 3 - Lionel Mitchell
Page 4 and 5 - Mary Lee Coffey,
Lionel Mitchell and Hank Seiff



CAR TRIVIA: What kind of car did Laurel & Hardy drive? What kind of car did the Keystone Kops drive?

Laurel & Hardy and the Keystone Kops drove black Model Ts. If you are over 40, this one was too easy for you.

With thanks to: www.endlessroad.com

Don't you hate it when your pickup is in the shop?





THE STANDARD

The Official Publication of the
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Volume XVIII, Number 5, May 2006

Britain on the Green 2006

Tom Burke

You know how they say, "There no substitute for cubic inches"? Well, when it comes to a British Car Show, there's no substitute for beautiful weather. The 2006 Britain On The Green show was blessed with gorgeous weather which led to one of our most successful shows ever. Forecasts a week before the event predicted rain, and the BOG staff's countenance

turned cloudy as well, but the weather turned and we all brightened with it and Sunday, April 30 was everything we could hope for.

Over 200 cars were on display. We had to turn away show cars for the first time. That's not something we like to do, but it shows how popular BOG has become. The spectator traffic was high too, but John Buescher and his

(Continued on Page 3)



It's over, at least until next year! A few of the staff who helped make BOG 2006 a success relax on the steps of the Collingwood mansion.

PAGE 1 - BOG 2006; PAGE 2 - CTR Happenings; Ellicott City Tour; British Car Day; PAGE 4 - BOG 2006 Results; PAGE 6 - Capital Driving Club Autocross Series; PAGE 7 - CDC Driving on Empty; PAGE 8 - Garage Spot - Ethanol and England; PAGE 10 - Events; Classified; PAGE 11 - Club Info



CTR Happenings

BOG 2006 Souvenir Poster

There are a few remaining copies of the highly collectable Britain on the Green 2006 souvenir poster. If you are interested in one, they are available for sale from CTR regalia chairman Charlie Brown. If you didn't see these at BOG, they are really gorgeous.

"Take Me Out to the Ball Game" Postponed

CTR's "Take Me Out to the Ball Game" with the Bowie Bay Sox planned for June 10th has been postponed.



Britain on the Green Poster © Charlie Brown Photography



Looking back at *The Standard*:

**Volume III, Number 5
May 1991**

The May 1991 issue of *The Standard* led off with an article on a club trip to Charlottesville, VA arranged by Elene Gillespie and Gary Paul with a route survey done by Joe and Steve Seward. Stops included the Dominion Winery and lunch at a brew pub (hmm, a CTR theme that continues to the present emerges). The group then split with trips to Monticello or Ash Lawn.

A report followed on the club's visit with John Kelly to see his Group 44 prepared TR8, billed as the world's fastest TR8. Among upcoming activities were plans to set up the club's tent at the Original British Car Day in Bowie. Except for BCD's location, some things never change — see the article to the right.

CTR Regalia



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

Ellicott City Tour

Tom Burke

On June 10th, CTR will tour the twisting roads of Montgomery and Howard Counties. We will start at the Carderock Picnic Grounds just off the Beltway at the American Legion Bridge, take a quick blast up 270 to Gaithersburg and set out across the back roads where I wore out the tires on my first sportscar.

We will stop for coffee and doughnuts at Vintage Restorations in Mt. Airy, MD. John Tokar will be kind enough to meet us there and give us a tour of his resto shop and show us some of his current projects, including a 1931 Packard big enough to carry a Triumph on its running boards.

From there, we'll follow the old Frederick Road East to Ellicott City. For those of you who haven't visited Ellicott City, it is a sturdy old stone town, built in the 1700s on steep hills near the Patapsco River. We'll stop there for lunch and take some time to stroll the old streets which are lined with antique shops and various distractions.

It's a quick run from Ellicott City down Rt. 29 and back around the Beltway to home. We'll leave Carderock at 9:00 am and probably be back from Ellicott City by 4:00 pm. Please drop me an e-mail at Tburke4@aol.com so we'll know how many cars to expect. We hope to see you there.

Original British Car Day June 4th

The Capital Triumph Register hopes to be well represented against this year at the Original British Car Day to be held on Sunday, June 4th at Lilypons Water Gardens in Buckeystown, MD.

As in past years, we will set up the CTR tent as a place to gather (and for shade). And as has been our long standing custom, we encourage CTR members to bring munchies to share (chips and light snacks that require no refrigeration only). Also, don't forget to bring a chair, if practical. Hope to see you there!

Day of registration for the show field is \$20. Registration and other BCD information may be found at: <http://www.chesapeakechaptermtgclub.com>



Britain on the Green 2006 (Continued from Page 1)

hardy parking staff kept it all under control. Steve Oertwig and his wife Ho Yong did a superb job of supporting the Silent Auction and Regalia Tables despite Steve's grief over the failure of his beautifully restored Triumph 2000 to start, which kept him from bringing it down off the trailer to show. Roger Morrison kept the Registration desk nicely under control despite the unprecedented rush of "day of" registrants. Mary Burke and Penny Johnson hung in at the entry gate, collecting spectator fees and greeting everyone with a smile. We also want to acknowledge the help of all the new CTR guys, including Paul Blevin, Gary Unthank, Stephen Prior, and Paul Malandrino who capably handled one job after another with a smile and willing attitude. Club members who haven't helped work this show don't know how much fun they are missing.



Warren, Collingwood's caretaker, cruised the field in his golf cart and was always there when we needed him. He solved a lot of problems for us and had Collingwood looking as bright as a new penny. This is Warren's last year as caretaker at Collingwood. Working with him each year has been a pure pleasure and we hope he will join us at future BOGs. Like everyone else who has visited and enjoyed Collingwood, we will miss him.

A wide range of classics came to see us this year. Jose Scoceria brought a brace of three nicely restored and preserved Rover saloons (a P4, a P5, and a P6). Triumphs were here in abundance. We saw four Wedges, including a very nice TR7 and no less than 5 TR3s! The Rolls/Bentley class had a great range again this year. MGs and Jags were here in healthy numbers as well. But there was plenty of excitement on the Special Interest field. I ra Schoen brought his immaculate Ford Cortina. The new (to American shores) Lotus Elise was a particular surprise, with seven entrants and more that we couldn't fit on the field. Doug Campbell brought his stunning green Riley which gleamed on the field like a chrome hood ornament. There were Wolselys and ACs, a gorgeous Jensen coupe, classic Minis as well as a few of the new Mini-Coopers. Austin-Healeys, big and small, filled the picnic field to bursting (and it looked Great!).

(Continued on Page 5)



Triumph Spitfire and GT6

First: Matthew Schipani, pimento 1972 GT6; Second: Kevin Beam, damson 1970 Spitfire; Third: James E. Jones, red 1965/1969 Spitfire/GT6; Honorable Mention: Art Fournier, carmine 1976 Spitfire 1500

Triumph TR2 and TR3

First: Paul Malandrino, 1962 TR3B; Second: Bruce Hogeland, primrose yellow 1959 TR3A; Third: Joseph P. Cannon, champagne 1963 TR3B

Triumph TR4 and TR4A

First: Mike Ford, white 1962 TR4; Second: John H. Marino, white 1967 TR4A; Third: David Bartlett, light blue 1967 TR4

Triumph TR5 and TR250

First: RJ Fortwengler, signal red 1968 TR250; Second: Bruce Little, royal blue 1968 TR250

Triumph TR6 1969-1973

First: Bob Miller, yellow 1971 TR6; Second: Bob Otten, mallard blue 1973 TR6; Third: Bill Chism, blue 1971 TR6

Triumph TR6 1974-1976

First: Robert Fabie, white 1975 TR6; Second: Paul Belvin, BRG 1976 TR6; Third: Dennis Kruse, French blue 1974 TR6; Honorable Mention: David Williams, mallard green 1974 TR6

Triumph TR7 and TR8

First: George Carrell, victory green 1980 TR7; Second: Paul Edelstein, Persian aqua 1980 TR8

Other Triumph

First: Harlan Schufeldt, silver 1960 Italia; Second: Bill Goodwin, red 1965 Herald Estate

Early MG

First: Joseph P. Cannon, red 1953 MG TD; Second: Bryan Sieling, gray 1952 MG TD Mk II

Britain on the Green 2006 Winners

MGA

First: Dick Farwell, black 1961 MGA; Second: Butch Smith, tan 1960 MGA 1600; Third: Robert A. Gagner, red 1961 MGA

MGB to 1974

First: Randy Manner, red 1969 MGB; Second: Steve Boyce, white 1972 MGB

MGB 1974-½ - 1981

First: Morris Franklin Worrell, green 1978 MGB; Second: Adrian Higgins, 1979 MGB Limited Edition

MGB GT

First: Mike and Lucy Hughes, white 1966 MGB GT; Second: James B. Byers, Brooklands green 1970 MGB GT

Austin Healey Sprite and MG Midget

First: Don Chiotos, red 1961 Sprite; Second: Douglas Peterson, yellow 1960 Sprite

Austin Healey 100

First: Jeff Maynard, red 1954 100; Second: Tim Flaherty, cream 1956 100; Third: Michael Oritt, red 1955 100 LeMans

Austin Healey 3000

First: Matt Siegel, DBR6 1967 3000 Mk III; Second: Mac and Linda Holt, black and silver 1957 100-6; Third: Dean H. Turner, red 1967 BJ8; Honorable Mention: Mary Oritt, blue 1960 3000 Mk I

Mini

First: Frank Parsons, 1973 Austin Mini; Second: Don Baier, red 1972 Mini Pickup



Jaguar Sedan

First: Mac and Linda Holt, regency red 1962 Mk II 3.8; Second: Jan Drent, blue 1965 Mk X; Third: Bob Appleby, brown 1976 XJ6 Coupe

Jaguar Sports

First: Michael Perlberg, E-Type; Second: David Esch and Margaret DeBolt, cream 1953 XK 120; Third: Frances Stewart, regency red 1973 2+2 Coupe

Lotus

First: Alexandria Schrimsher, grey 2005 Elise; Second: Matthew Schipani, titanium silver 2005 Elise

Land Rover

First: Dave Wacht, green 1991 Range Rover; Second: Paul and Sharon Edelstein, Niagara gray 1998 Range Rover 4.6

Rolls Royce and Bentley

First: Brian O'Connell, black and tan 1950 Bentley MkVI; Second: John Bays, white 1933 Rolls Royce 20/35 Limousine; Third: Martin Davenport, blue 1997 Rolls Royce Silver Dawn

Special Interest Sedan

First: Douglas Campbell, green 1950 Riley RMD; Second: John Jordan, snow shadow grey Aston Martin DB4; Third: Ira H. Schoen, BRG and silver 1967 Ford Cortina; Honorable Mention: Grant Randall, blue 1967 Morris Minor

Special Interest Sports

First: Paul Davidson, blue 1953 Morgan 4; Second: Paul Duke, BRG 1961 Daimler SP-250; Third: David and Jane Gillette, yellow 2004 Mini Cooper S; Honorable Mention: John Wohlslagel, red 1970 TVR Vixen

Best of Show

Douglas Campbell, green 1950 Riley RMD



Britain on the Green 2006 (Continued from Page 3)

Paul Edelstein created a secluded shady nook for the Land Rovers and Range Rovers. Back in the woods, there were little spaces that looked like campsites in a park. The Rovers were tucked away there, so secluded that I'm not sure many people saw them, but also, I'm not sure the Rover guys really minded.



The fine folks from Capitol Motorcars brought a pair of sleek new Morgans and a very nicely restored Mini to the Sponsor's Circle. The Circle was also graced by the boys of Motorhead and Mountjoys. We always enjoy seeing them and they enjoy seeing so many of the cars they have helped to put on the road to this show.

Sometimes the CTR guys talk about why we do Britain On The Green. It's a lot of work and expense, a lot of risk and, sometimes, a lot of frustration, especially in the planning stages. But, when you look across The Green, at all those cars, you realize you are literally looking at a field of dreams and a field of memories, each one brought back to reality by the hard work of dedicated enthusiasts. When you see all that chrome and paint and style and elegance, the question just becomes, how could we NOT do this show?



Capital Driving Club Autocross Series Ed Chan

On Saturday April 15th the Capital Driving Club, sponsored by the Capital Triumph Register, held an autocross at Osbourn Park High School, Manassas, VA.

Mike Moran gave Joe Seward an idea for a good course, and Joe tweaked it to better fit the lot. It was a really fun course with an average time of 45.49 seconds.

We had the biggest turn out ever with 97 participants, due to me misplacing several participants on the participation list and overbooking the event. So it was a much longer day than normal. The organizers didn't leave until 7

pm that day.

The big news was Stephen Catlin. Stephen started out driving his usual Camaro but had car trouble. If you know Stephen, no problem – just call up your friend to borrow his brand new 2006 Z06 Corvette, which is set up for autocross and wearing brand new Hoosier tires! Although Stephen had never driven the car, he managed to blow away some very stiff competition. Stephen got the FTD (Fastest Time of the Day) at 39.89 seconds (the only driver below 40 seconds) with Wade Chamberlain in 2nd place with a Factory Five Cobra Replica at 40.25 seconds.

Lionel Mitchell got the best indexed time with his 1973 TR6, showing that he's been improving more and more each time!

The vintage and team results are below.

Vintage Series

First	Last	Year	Make	Model	3/25/06	4/15/06	Total Points to Date
Wade	Chamberlain	1965	FFR	Cobra		20	20
Todd	Pantezzi	1973	BMW	3.0 CS	20		20
Al	Schmidt	1966	Lonestar	Cobra		19	19
David	Tucker	1972	DeTomaso	Pantera	19		19
Ed	Chan	1966	AH	Sprite	18		18
Herb	Smith	1965	Superformance	Cobra		18	18
Joe	Macinnes	1966	AH	Sprite	17		17
Lionel	Mitchell	1973	Triumph	TR6		17	17
Peter	Mitchell	1980	Triumph	Spitfire	16		16
Doug	Smith	1965	Superformance	Corba		16	16
Lawrence	Knox	1973	Volvo	142	15		15
Woody	Woodworth		Dodge	Chal- lenger		15	15
Tom	Delaney	1971	Morris	Mini	14		14
Walter	Rossy	1979	Mazda	RX7		14	14
David	Stoesser	1978	Porsche	911	13		13

Team Series

Team	Points 3/25	Points 4/15	Total Points To Date
AWD, SQ 603	506	487	993
Bulldog, SQ 602	460	471	931
Underdogs, SQ 605	422	356	778
Rocco, SQ 601	331	186	517
Team Cobra, SQ 606	155	205	360
Team Jim, SQ 604	355	0	355
Team BDR, SQ 607	0	288	288

**Capital Autocross Series** *(Continued from Page 6)*

All the results of the autocross can be seen at: CapitalDrivingClub.com

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

- ➔ Wade and Beth Chamberlain, Warrenton, VA
- ➔ Aaron, Copley, Woodbridge, VA
- ➔ Douglas Dearie, Bowie, MD
- ➔ Cyrille Fontaine, Springfield, VA
- ➔ Chris Gallagher, Reston, VA
- ➔ Ben Lambiotte, Takoma Park, MD
- ➔ David and Shawn Lantz, Frederick, MD
- ➔ Scott Marinus, McLean, VA
- ➔ Ross McCurdy, Woodbridge, VA
- ➔ Stephen and Wendy Price, Adelphi, MD
- ➔ Walter Rossy Stiehl, Manassas, VA
- ➔ Carmine Sarno, Fairfax, VA
- ➔ TJ Sittner, Fairfax, VA
- ➔ Scott Spaulding, Arlington, VA
- ➔ Charles Vega, Gaithersburg, MD

If any of the participants have any feedback on any event, please send them to me at capitaldriving@yahoo.com.

Capital Driving Club Running on Empty (or French Fries) Ed Chan

With gas prices going over \$3, we can't help but to read the newspapers and watch television stories on gas prices, hybrid vehicles, scooter, you name it. One of the stories is about using vegetable oil either Straight Vegetable Oil (SVO) or Waste Vegetable Oil (WVO) to run a diesel engine.

I remember reading a story about WVO several years ago. The story said that one can get the WVO from restaurants, filter it, and run it in the vehicle. The ONLY problem is following:

1. The car won't run well during the cold weather (WVO and SVO will start to solidify), so a heating system to preheat the fuel is required and/or use of cold temperature additives (or use normal diesel during the cold weather).
2. Your car exhaust (and everyone around you) will smell like old French fries as you drive.

At the time I thought it was a neat idea but having to install a fuel heater and the smell just wasn't worth it. Besides, I don't have a diesel car.

Now, let's fast forward to last month. I was at a local test lab in Virginia for work, when I saw one of the technicians, Grant, with a hot water heater and three 55 gallon drums. Grant explained to me that he did a bunch of internet research on WVO and built a do-it-yourself processor.

Grant's processor/reactor required WVO, heat, lye, and methanol to produce useable biodiesel for his turbo diesel Mercedes. After the processing the WVO into biodiesel, the biodiesel is odorless (even runs cleaner with better MPG than straight diesel)!

Grant found two local restaurants that were paying \$80/month to dispose of their WVO. They were happy to give Grant the WVO and cancel their disposal service. The owner of the test lab lets him use a portion of the plant floor and even lets him use the plant electricity. Grant figures that about 2 hours of labor yields 40 gallons



(Continued on Page 8)



Running on Empty (Continued from Page 7)

of useable biodiesel. The best part is that he and his wife haven't purchased gas or diesel for the last 5 months (and counting).

Sounds Great? Well, there are a few drawbacks.

1. Each batch of collected WVO must be checked with a titration test to determine the amount of lye to add.
2. Although methanol is a catalyst, it's mixed with a soap as a byproduct.
3. One needs to recover the methanol (requiring distillation and heat (e.g. money for utilities) or somehow dispose of it (EPA and local Governments won't like you to dump it in your backyard).
4. One needs to dispose of the soap (again EPA and local Governments won't like you to dump it in your backyard).
5. You need to purchase the equipment
6. You need to find a place to house this stuff

I pondered if it was worth doing. My friend, Dave Mumford, said I was crazy. His rationale was the following:

Let's say you drive 10K miles a year with an average of 20 MPG. At \$3/gallon, you would spend \$1,500 per year on gas. If the gas price goes up to \$4/gallon, you're only spending an extra \$500 per year (or \$2,000 per year).

To save \$1,500 a year (even \$2,000 per year if the gas

prices go up to \$4/gallon), you'd have to spend about \$1,000 in equipment, find a place to process the WVO (I guess I can use my shop), dispose of the byproducts, spend 2 hours per 40 gallon batch, and I would still have to spend several thousand to purchase a diesel vehicle. Is it really worth the effort?

I decided it didn't seem like it was worth the effort. Even if I wouldn't smell like French fries, I didn't want to deal with gallons of soap, and although I have a degree in chemical engineering, I really didn't want to run titration tests. And it didn't make sense to buy a diesel in addition to my sports cars.

Now I hear that different catalysts are being developed, which may not have soap as a byproduct and titration is not required. Who knows, maybe at some point it may be worth refining biodiesel. I guess to make it worth it; we'd have to start a biodiesel co-op!

Here are some interesting web sites on the subject.

http://www.journeytoforever.org/biodiesel_mike.html
<http://www.biodieselcommunity.org/appleseedprocessor/>
<http://biodiesel.infopop.cc/groupee/forums/a/frm/f/419605551>

If you're interested in this stuff, drop me an e-mail at capitaldriving@yahoo.com. I haven't yet given up on the idea. I just can't yet figure out how to justify it (or at what gas price does it become justified).



The Garage Spot: Ethanol and England Tom Burke

While running a few errands in the TR8, I stopped to buy gas and noticed a shiny new sticker on the pump that said "10% Ethanol." May 1st is here and yet another Federal Mandate is being pumped into my car. What I learned as a result of this may be useful to some of you out there as you start to burn Ethanol-enhanced gas in your tanks.

I've heard that Ethanol could be hard on old rubber seals and gaskets, and I had seen discussions of it online but I figured I might as well find out the hard way (and besides, I was just plain outta gas and I didn't figure I'd find

different gas anywhere else) so I bought a half tank. I drove on and a bit later, as I came to a light, the car died. I cranked it a long time and it fired up. I drove to the next light and it died again. The voltmeter was normal, no warning lights. None of the usual electrical suspects. I cranked it again and it finally started. I drove home trying not to let it drop below 3000 rpm (always entertaining) because it would begin to stall below 2000 rpm. At the time, I was figuring the Stromberg diaphragms were Swiss cheese by now. Oddly, when I got home it seemed to idle ok, so what's up?

I got home and decided to call the local LBC repair shop. I spoke with one of the guys there and asked him if he had heard anything particular about running Ethanol "enhanced" gas in decrepit old British cars. He said he had gotten a call last week from a flack at Exxon/Mobil who was calling all the shops to tell everyone they might "experience rough-running issues with the new gas."

(Continued on Page 9)



Ethanol and England *(Continued from Page 8)*

It seems that ethanol causes any water in the tank to mix with the gas and that causes poor combustion. That is exactly what it seemed like my car was doing, trying to run on something that wouldn't burn.

I was still pretty confused about what was going on to cause all this, so I did some more asking around online and a friend of mine sent me to this website where there's a great explanation of the differences between ordinary gas and ethanol-enhanced gas.

http://oee.nrcan.gc.ca/publications/infosource/pub/vehiclefuels/ethanol/M27_01_1991.cfm

From that website and from the online comments of a few fellow victims, I found out the following facts and implications:

"Any car built since the 1970s will run on gas with 10% Ethanol." You say your car was built before 1970? If you are still running rubber fuel lines or fuel system components from those days (unlikely, to be sure), you can expect trouble.

"Ethanol helps clean your engine and keeps your fuel injectors cleaner." (Oh yeah, I forgot, we mostly don't have those.)

Ethanol can loosen crud and residues (oh yeah, we do have those) from your gas tank and send them down the line. Check your fuel filter. Often. Carry a spare. I removed mine and it was well and truly clogged.

If your venerable natural rubber gas lines were pretty shot already, ethanol will finish them off. The next time the lawn needs mowing, go replace your Triumph's gas lines instead. You will smell so much like gas, your wife will think you mowed the grass.

Ethanol mixed gas has about 97% of the energy of regular pump gas though it has a higher octane rating. This means, in effect, that your car is less likely to knock under load, but you will not be getting up that hill any faster than you did before.

Ethanol mixed gas, because of the lower energy content, will give you gas mileage "2-3 percent lower" than you would get from the good old stuff. Some say it's worse than that, but, if you're like me, you just pay the money and get back in the car and try not to think about mileage. Like the Victorian lady's advice to British women having sex, "Close your eyes and think of England."

Ethanol mixed gas also serves as gas line anti-freeze in your car. I'm not sure if that really matters if Global Warming means it will never get below 35 degrees again. So, your gas lines will not freeze due to water in the lines. They may rot, but they won't freeze.

"Taking action on Climate Change is everybody's responsibility," says the Canadian website where I found this information. Once again, I am doing my part, by working on my car instead of driving it.

Classifieds *(Continued from Page 10)*



1974 Triumph Spitfire 1500 for sale. This two owner car has been garaged since deployment and all shop records convey. It has never been in an accident. This car is fully restored from the ground up and is in super mechanical condition. Nearly new top and interior; has separate tonneau covers and full car cover. Retrofitted with a Webber carb and racing flywheel. Mileage of 17,780 based on its rebuilt engine. Drives like a dream and is a head turner. \$7,600. Gail Johnson, gailhj@aol.com or (703) 753-0204

Wanted red (not amber) rear turn signal lenses for a Spitfire Mk IV or 1500. Tim Montag, mail@timmontag.com

Wanted TR6 with Weber carburetors in good condition. Contact Jason Zuckerman at jasonzuckerman@hotmail.com

TR6 parts for sale. Front suspension urethane bushing/hardware kit (TRF part # BK2/U) - \$80; 4 trailing arm hard rubber bushings (TRF part #TRFCD30) - \$30; set semi-metallic brake pads w/ 3/16" pin (TRF part #TRFCD153) - \$20. Contact Lionel Mitchell, (703) 754-7362 or haymarket4@verizon.net

Wanted 1967-1970 Spitfire Mk3 in excellent condition or recently restored condition. Looking for a dependable, daily driver. Please contact Chris Hendrix, (757) 491-6654 or chendrix@covingtonhendrix.com



EVENTS

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

May 13 - British Day Atlanta, Berry College, Rome, GA, Paul Logue, gpaulogue@charter.net

May 16 - Membership meeting (all members welcome), Bentley’s Restaurant, Route 50, Falls Church, VA, Paul Edelstein, (703) 914-0507

May 19-21 - Carlisle Import, Kt and Replica Show, Carlisle, PA

May 19-21 - Jefferson 500, Summit Point, WV

May 21 - BOG TGIO Party *CTR*

May 27 - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan *CTR*

May 27-Jun 4 - Drive Your British Car Week

Jun 2-3 - 22nd Annual British Bash, Louisville, KY <http://www.britishbash.com>, (502) 499-2253 or aburckle@mac.com

Jun 1 - BOG Follow-Up Meeting, Tom Burke

Jun 3 - Brits on the Bay, Norfolk, VA

Jun 3 - Orphan Car Lunch and Tour for cars whose manufacturers are no longer in business, Gettysburg PA, Hudson-Essex-Terraplane Club, Jon Battle, detailed@verizon.net

Jun 3-4 - British Car Day South, Salisbury NC www.carolinahealeys.com

Jun 4 - The Original British Car Day, Lilypons, Buckeystown, MD, John Tokar, Tokarj@erols.com *CTR*

Jun 9-11 - Gold Cup Races, Virginia International Raceway, www.virclub.com

Jun 10 - Ellicott City Tour, Tom Burke *CTR*

Jun 24 - Autocross, Osbourn Park HS, Manassas, VA, Ed Chan *CTR*

Jul 1 - Autocross, Baysox Stadium, Bowie, MD, Ed Chan *CTR*

Jul 8 - Damascus Day Car Show with “The British Invasion,” 9700 New

Church St. across from Damascus Chevrolet, Damascus MD, Paul Scuderi, (240) 876-7222 or TR6_Guy@hotmail.com or <http://www.chevytrucks.org/celebratedamascus/>

Jul 9 - British Invade Gettysburg show, Ralph Eriksen, (717) 979-9242, ralph_eriksen@yahoo.com

Jul 15 - Lucas Evening Driving Tour, Paul Edelstein *CTR*

Jul 18 - Membership meeting (all members welcome), Bentley’s Restaurant, Route 50, Falls Church, VA, Paul Edelstein, (703) 914-0507

Jul 19-23 - VTR Nationals, Las Colinas, TX *CTR*

Jul 29 - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan *CTR*

Jul 29 - Brits by the Bay, TRAC, Pasadena, MD

Aug 5 - Autocross, Osbourn Park HS, Manassas, VA, Ed Chan *CTR*

Aug 10-13 - TRF Summer Party, Armagh, PA *CTR*

Aug 19 - Autocross, Baysox Stadium, Bowie, MD, Ed Chan *CTR*

Aug 27 (Tentative) - Cruisin for Crustaceans Tour, Southern Maryland, Art Fournier *CTR*

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

Sep TBD - Winery Tour *CTR*

Sep TBD - Autocross VA, Ed Chan *CTR*

Sep 19 - Membership Meeting

Oct 6-8 - Shenandoah Valley British Car Club show, Waynesboro, Michael Brittingham, (540) 456-8436 or CarShowChair@svbcc.net

Oct 8 - Hunt Country Classic and CTR Picnic *CTR*

Oct TBD - Autocross MD, Ed Chan *CTR*

Oct TBD - Autocross VA, Ed Chan *CTR*

Oct 14-15 (Tentative) - CTR Overnighter *CTR*

Oct 27-29 - Rally, Millsboro, DE, Bill Goodwin

CLASSIFIED

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

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

1979 TR 7 Anniversary model with luggage rack, approximately 104,000 miles. Garaged and on blocks for the last 12 years, one owner vehicle, convertible top....not original. Dark green....not original paint, but original color. Interior in fair to good condition. No dents, no accidents. 5-speed, contact Judy sheldonjudyl@aol.com

Wide range of **Spitfire parts** that have to go, a very nice set of 1-1/4” SUs on a manifold and rebuilt (\$225). Also, a primed hardtop complete in good shape, ready for paint and re-assembly \$75. Many other parts as well, including a nice chassis, a fair tub, doors, fuel tanks, seats, etc. Prices range from reasonable to please come get it. Contact Tom Burke at (703) 354-1361 or Tburke4@aol.com

TR4, 4A, 250 Parts for Sale. ALL FOUR wings (can purchase separately) in good shape; Hood in great shape; Trunk in....well....not so good shape (big dent); Doors with glass and mechanisms - very good shape; Seats - so so shape; Four-cylinder engine, said to be rebuilt, will be happy to assist in testing; Plastic hardtop - needs a little work; One 48-spoke wheel, good shape; Plus other parts. All parts stored indoors for last 18 or so years. Prices negotiable. Call Paul (240) 876-7222 or e-mail at tr6_guy@hotmail.com

3 TR6 Long Blocks. Real cheap to a good home. Everyone needs a spare bottem end! One to put real thrust bearings in. Bowie. John Stubblefield at tvrgeek@mailaka.net

(Continued on Page 9)



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THE STANDARD

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

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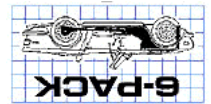
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THE STANDARD



Deadline for
the next issue of
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June 16th!

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and Gary Unthank
Page 7 - Ed Chan

CAR TRIVIA: The vehicle considered to be the first car ever was the 1886 Benz three-wheeler, with one wheel in the front and two in the back. Why did Mr. Benz decide to make his car in that layout?

Mr. Benz made his first car with a single wheel in front because he could not figure out how to turn two front wheels.

With thanks to: www.endlessroad.com

Some great gift ideas from *British Leyland*





TRIUMPH TR7

THE SHAPE OF THINGS TO COME
TR7

The dynamic wedge-shaped TR7 combines the power and performance of a proven sports car with sedan-like comfort.



TRIUMPH SPITFIRE 1500

Big performance in a small package. The race-bred Spitfire is pure sports car.

(With thanks to Steve Oertwig)



THE STANDARD

The Official Publication of the
Capital Triumph Register
Volume XVIII, Number 6, June 2006

British Car Day

Sunday, June 4th, was a great day for a car show – mostly sunny (well, there was that one 30-second sprinkle that made one CTR member rush to put up his top) and not too hot (a welcome change from last year). The good weather brought out a lot of LBCs and gave us a good excuse to get together and chat about cars.

Several CTR members went home with prizes: Spitfire and GT6 class: 1st Steve Carpenter (Spitfire), 2nd Matt Schipani (GT6); TR2-TR3B class: 1st Jack and Carol Schmelyun (TR2); TR4-TR250 class: 3rd René Burcksen (TR250); early TR6 class: HM Bob Otten; TR7-TR8 class: 1st Paul Edelstein (TR8); MGA class: 1st Bill and Kathy Wemhoff; and Other British Marques: HM Ira Schoen (Ford Cortina). Congratulations to all!



TR2s and TR3s at Lilypons Water Gardens for British Car Day.
(More photos on page 3.)

CTR Members Win Awards at Richmond Show

Steve Oertwig

Except for the looming silhouette of a spy plane, Richmond Triumph Register's 14th annual British Classic Car Meet could have been in England. The sun barely peaked out on the collection of Triumphs and other British cars, making for a cool, and eventually wet, show May 7 at the Virginia Aviation Museum.

(Continued on Page 5)



Ho Yong Oertwig explains the history of the left-hand steer 1970 Triumph 2000 Mk II to visitors at the Virginia Aviation Museum enjoying the British car meet. The 2000 was classed with other closed British cars, and won first-place finish on its first official showing after a year-long restoration. The 2000 was at Britain on the Green, but failed to start and never made off the trailer.

PAGE 1 - British Car Day; Richmond British Car Show; **PAGE 2** - CTR Happenings; Brits By The Bay; Damascus Days British Invasion; **PAGE 4** - VTR National Convention; **PAGE 6** - Capital Driving Club Tech Tip and Autocross Series; **PAGE 8** - 5Rs; **PAGE 9** - From the Editor - BCD Classes and Recognition; **PAGE 10** - Events; Classified; **PAGE 11** - Club Info



CTR Happenings

Upcoming CTR Events

Key your calendar open for two upcoming CTR events

Lucas Evening Driving Tour - July 15th

This perennial CTR favorite includes an evening driving tour to prove that British car owners are not afraid of the dark. Details will be in the July newsletter or additional information may be obtained from Paul Edelstein.

Cruisin' for Crustaceans - August 27th

This year, CTR's search for the best the Chesapeake has to offer will take us over Southern Maryland's back roads to Skipper's Pier in Deale. Look for details in the July newsletter or contact Art Fournier for information.



Looking back at *The Standard*:

**Volume III, Number 6
June 1991**

The June 1991 issue of *The Standard* led off with an article on British Car Day. CTR was well represented in the rainy day show with awards going to Ed Williams, Steve Seward, Keith Dunklee, and Charlie Brown.

Upcoming club events included a car care products seminar hosted by Auto Elegance and a camping trip organized by Alan Crane. And in another link to this issue, there was an article on the upcoming VTR Convention in Cincinnati.

The issue included a pair of technical articles: one on a pre-start safety check and a "how to" piece on bleeding brakes while installing new disk brake pistons.

CTR Regalia



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

Brits By The Bay

Triumphs Around the Chesapeake (TRAC), the Baltimore area Triumph club, is holding its 5th annual Brits by the Bay car show on Saturday, July 29th at Downs Park located



near Gibson Island in Anne Arundel County. Since Downs Park is right on the water, you can expect Bay breezes to keep you cool on the hottest summer day. Pre-registration (June 30th or prior postmark) for this laid back show includes a free t-shirt and costs \$15. Late or gate registration runs \$20. Registrants receive dash plaques and are eligible for door prizes. There will be live entertainment. Grilled food, snacks and beverages are available. Contact Scott Reese at (410) 375-6226 or e-mail BritsByTheBay@tracld.org.

Damascus Days "British Invasion"

This is an informal gathering of British cars on the lawn of Damascus United Methodist Church, which is almost directly across the street from Damascus Chevrolet which hosts some 250 street rods for the event. We have music, food and other events on our lawn, and the whole town pretty much opens its doors for folks to walk around and enjoy the day.

Here are the details:

Damascus Days "British Invasion"
9700 New Church Street
Damascus, MD 20872 (across from Damascus Chevrolet)
Saturday, July 8, 2006 Field "opens" between 9 and 10am.
Events run till 4pm or so

Contact Paul Scuderi at (240) 876-7222 or tr6_guy@hotmail.com



The "Original British Car Day" June 4th, 2006





Reservations Still Being Taken for 2006 VTR Convention

Steve Oertwig

Rooms still are available for those wanting to attend the 2006 Vintage Triumph Register convention July 19-22 in Irving, Texas. The Omni Mandalay Hotel at Las Colinas reports that 50 rooms were open as of May 24.

Red River Triumph Club is the host for the annual gathering that commemorates the 40th anniversary of the GT6.

This year's national confab will be a longer drive than last year's meet held in Rockford, Ill. It is about 1,350 miles from Washington, D.C., to Irving, with an estimated drive time of 20.5 hours. Temperatures also may be drastically warmer than Rockford, which was about 975 miles from Washington, and only about 15 hours of driving.

Red River Triumphs has a variety of events planned. The schedule is on the VTR Web site — www.vtr.org — and registration can be completed online and paid through PayPal. Hotel reservations must be made by calling the hotel.

At least one Capital Triumph Register member plans to attend the Texas convention. Other members can join Stephen Oertwig for the long, hot drive to Dallas-Fort Worth area.

The VTR convention for 2007 will be much closer to home. The Delaware Valley Triumphs will hold the gathering at Valley Forge, Pa., in July 2007.

Oertwig also attended the 2005 VTR convention, driving a GT6. He tagged along with Jim Coleman and Harlan Schufeldt of the Richmond Triumph Register, who trailered their cars. After enduring cockpit temperatures of 125 degrees for almost 2,000 miles, Oertwig has learned it is easier to trailer a car and enjoy the comfort of an air-conditioned pick up. He is hauling the 2000 on a trailer to Texas.

Improvised AC was a cooler of ice. Every stop the water that had been ice would be poured out, and replaced with fresh ice. Putting towels into the ice water, and then draping them on legs, arms and necks helped make the ride in the GT6 bearable. It also was learned Jerry Moore of Richmond Triumphs that ear plugs quell the noise from convoys of 18-wheelers.



Stagnation was not a problem at Rockford. The four-day annual convention had events to meet the interests of every Triumph owner, and boasted the largest single gathering of Triumph Stags in the United States.

VTR members brought 209 Triumphs to the convention held July 26-29, 2005, and featured the TR3 and Stag. What started as a friendly challenge between TR3s and Stags became a battle to see which faction could turn out the most cars. It was a phenomenal turnout for both cars, but the antlers prevailed with 34 Stags compared to the 33 TR3s of all types.

Members of the Illinois Sports Owners Association were hosts, and let the antlers frolic from the opening of the convention. ISOA members counted heavily in the Stag count, but Triumphs of all types were well represented and spanned from the 1931 Standard Avon to the latest Spitfire 1500s. Welcome additions to the standard fare of TRs included two Renowns, an Italia, and a 2000 MK I. Modified cars of all types kept convention interesting, especially the V8-equipped TR3.

To qualify for the participants' choice and concours awards judging, drivers had to complete at least one driving event. Driving events were as low-pressure as an ice cream run to the quick-paced autocross on Rockford Speedway. There also was a time-speed-distance rallye, funkana and a refreshing early morning breakfast run. While only one driving event was required, most saw the majority of cars turn

(Continued on Page 5)



Richmond Car Show (Continued from Page 1)

Capital Triumph Register president Paul Edelstein, Stephen and Ho Yong Oertwig, and Rich Wilkins represented CTR in what was a worthwhile venture. Paul won first in the TR-7/8 class with his TR-8, and Stephen and Ho Yong won first in the closed-car class with the 2000 Mk II. Rich put his daily-driver TR-4 on display.

It was the inaugural showing for the 2000 after a failed attempt at CTR's Britain on the Green April 30. The 2000 refused to start at Collingwood after a cold bath the night before. The England-like weather at Richmond didn't have any effect on the 2000 the second time out.

This year's Richmond show was a repeat from last year as far as the weather goes, but it did not dampen the spirits of those showing cars and spectators. Triumphs and MGs dominated the field, but top billing went to the Jaguars that surrounded the SR-71 on display at Virginia Aviation Museum. The museum grounds make for a compact show area allowing spectators to admire cars in an orderly fashion.

Parts vendors were absent from this year's show, but there were door prizes galore. There were prizes for almost all entrants, making the show worth the drive to Richmond.

Featured car at the show was the Rolls Royce Healey, a one-off car. Also notable was the collection of Morgans, and the late appearance of a Triumph Herald making its first outing of the year.



Paul Edelstein gives his TR-8 a wipe down at Richmond Triumph Register's British Classic Car Meet. The shining paid off as Paul won first in the TR-7/8 class. It was cool day for Triumphs, and it later turned out to be a wet one for the ride back from Richmond.



Presidential Summit: Glenn Larson (left), Richmond Triumph Register president, and Paul Edelstein, Capital Triumph Register president, share a Triumph moment at the 14th annual British Classic Car Meet held May 7 in Richmond.

2006 VTR Convention (Continued from Page 4)

out. Part of the success of the "Time for Triumphs" was the mild temperatures. While most of the country baked, temperatures stayed in the 80s with clear skies. Activities were dampened only the first day with light rain. For most, it was top-down weather.

Informative technical sessions were offered everyday that covered Triumphs from front to back. A session on radiators revealed (as if it was not already known) that the radiators in most Triumphs were not designed for the 90-degree weather of the United States.

The Rockford convention also was a plea for unity among Triumph owners. While VTR has existed since 1974, there are many other model-specific clubs vying for the dollars, and support of drivers. VTR officials pointed out that unified support by all Triumph owners gives the organization the ability to support membership services. Officials said local chapters should actively encourage club members to join VTR. (CTR is an official chapter of VTR.) Membership in VTR is growing again, and the register is a financially sound organization.

Guest speaker at the awards banquet was Tony Beadle, editor of *Triumph World*. Winning a prestigious award were CTR and VTR members Jack and Carol Schmelyun. They won the George Rabey Preservation Award with their 1954 TR2. Oertwig's GT6 received first-place in its class in the autocross, and a second-place participant's choice plaque.

(For more on the 2006 VTR National Convention, see <http://vtr2006.com/>)



Capital Driving Club Tech Tip on Child Seats Ed Chan

We've all seen the news making a big deal of Britney Spears driving with her infant in the child seat. Forget for the moment that infants are supposed to be placed in a rear facing child seats.



Here's something that the news media doesn't often focus. When placing a child in a child seat in a car, remember this simple guideline. If you can insert more than two fingers between the harness and the child, the harness is too loose. Many people have discussed that the "rule of thumb" (no pun intended) should be even tighter with only one finger as the standard rather than two.

If we look at Britney's baby in the child seat, one may think that the harness appears to be loose enough that many fingers (even two hands) could be placed between the child and harness, which definitely breaks the two finger rule.

So if place a child in a child seat, remember the two finger rule and that infants below 20 pounds should be in a rear facing seat (the specific recommendation is "A child may be forward facing at a minimum weight of 20 pounds AND at least 1 year of age. Children who do not meet these criteria must be rear facing." For more information, check out the following link to the National Highway Traffic Safety Administration:

<http://www.nhtsa.dot.gov/people/injury/research/Misuse/images/misusescreen.pdf>

Appendix A of this report may be helpful, if you don't want to read the entire report.

Capital Driving Club Autocross Series Ed Chan

On Saturday May 27th the Capital Driving Club, sponsored by the Capital Triumph Register, held an autocross at Harry Grove Stadium, Frederick, MD.

The big news was Stephen Catlin and Brian Karwan. As you may have remembered, Stephen last month won FTD (Fastest Time of the Day) by borrowing a Corvette. This month, Stephen ran his Camaro for the first 5 runs, and then on his 6th run, he borrowed Steven Henri's Corvette and ran a 38.07 seconds.

Brian Karwan in his Honda Civic tried his best to beat Stephen. Brian even had a run in the 37 second range, but hit a cone, which is a two second penalty. His best run was then 38.09, only 0.02 seconds slower than Stephen. Close but no cigar!

In an effort to give our members more seat time and to allow more people to participate, we tried something new by holding our first Test and Tune Autocross Day the next day (Sunday May 28th). All the participants ended up getting 10 runs on the same course that was set-up from the day before. Surprisingly, many of the people that ran Saturday also ran Sunday.

These Test and Tune Autocross Days are great for people that want to try autocross and get a flavor of what goes when you read these monthly articles. When compared to SCCA autocrosses, our autocrosses are very friendly and relaxed. I've even read comments that our club is like going to a place where you know everyone, even if you don't. Our Test and Tune Autocross Days are even *more* relaxed with no official times being posted and even more runs – perfect to get use to navigating the course. As with all the autocrosses, several people are there to show you the ropes, ride with you and let them ride with them.

The feedback we received was very positive. If you have any comments about the Test and Tune Autocross Day, please e-mail us. We want to improve our events and feedback is an important part of the process.

We plan to hold Test and Tune Days after each Frederick autocross on Sunday, since the lot will be available.

The vintage and team results follow on page 7.



Vintage Results

First	Last	Year	Make	Model	3/25/06	4/15/06	5/27/06	Total Points to Date
Joe	Macinnes	1966	AH	Sprite	17	19	36	
Ed	Chan	1966	AH	Sprite	18	18	36	
David	Tucker	1972	DeTomaso	Pantera	19	17	36	
Peter	Mitchell	1980	Triumph	Spitfire	16	16	32	
Lionell	Mitchell	1973	Triumph	TR6	17	15	32	
Craig	Stuard	1966	FFR	Cobra		20	20	
Wade	Chamblin	1965	FFR	Cobra	20		20	
Todd	Pantezzi	1973	BMW	3.0 CS	20		20	
Al	Schmidt	1966	Lonestar	Cobra	19		19	
Herb	Smith	1965	Superformance	Cobra	18		18	
Doug	Smith	1965	Superformance	Corba	16		16	
Lawrence	Knox	1973	Volvo	142	15		15	
Woody	Woodworth		Dodge	Challenger	15		15	
Stephen	Price	1965	FFR	Cobra		14	14	
Tom	Delaney	1971	Morris	Mini	14		14	
Walter	Rosy	1979	Mazda	RX7	14		14	
Larry	Roberts	1967	AH	Sprite		13	13	
David	Stoesser	1978	Porsche	911	13		13	
Sean	Birger	1977	MG	Midget		12	12	

Team Series

Team	Raw Time Points	Indexed Points	Team Points 3/25	Team Points 4/15	Team Points 5/27	Total Points To Date
AWD, SQ 603			506	487	498	1491
Liam	Dwyer					
Vell	Johnson	89	69			
Michael	Kido					
Jose	Pagan	96	78			
Gonzalo	Puig	86	59			
David	Valeri	83	80			
Underdogs, SQ 605			422	356	639	1417
Vinson	Cornejo	63	98			
Jake	Moran	95	96			
Jen	Moran	48	95			
Mike	Moran	94	97			
Danny	Phillips					
Vacant						
Bulldog, SQ 602			460	471	443	1374
Maximo	Aviles					
Steve	Beckley	84	68			
Kyle	Bowker					
Dan	Kraus	60	65			
Alex	Lee	87	79			
Vacant						

(Continued on Page 8)



Capital Autocross Series (Continued from Page 7)

Rocco, SQ 601				331	186	327	844
Brendan	Bahr	57	56				
Ed	Chan	62	59				
Jarrold	Hills						
Peter	Mitchell	40	53				
Alex	Redding						
Linda	Redding						
Team BDR, SQ 607				0	288	478	766
John	Willemin	91	52				
Yaroslav	Burmaka	39	54				
Meiling	Wigney	47	62				
Ben	Jordan	74	63				
Ed	O'Donnell	75	83				
Daniel	Lee	87	79				
Team Cobra, SQ 606				155	205	86	446
Ryan	Deitrich						
Kirsten	Goodwin						
Greg	Keller						
Gerard	Pan						
Steve	Price	34	52				
Al	Schmidt						
Team Jim, SQ 604				355	0	0	355
Ed	Garlepp						
Jim	Kulbaski						
Chris	Maier						
Greg	Maier						
Tim	Maier						
Robert	Mattson						

The complete results of the autocross can be seen at: Capitaldrivingclub.com

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

➔ Miles Defeyter and Jessica Johnson, Sterling, VA

If any of the participants have any feedback on any event, please send them to me at capitaldriving@yahoo.com.

The 5 Rs

Bill Goodwin

*What are the 5 Rs ?
What do they have in
common with driving?*



If you remember my last article you already know I like to drive our Triumphs. The First "**R**" stands for **RALLY!** Carol and I once again were off to Millville N. J. for the Annual spring Thunderbolt Run, May 5, 6, & 7th. On Thursday afternoon I loaded our '64 Triumph Herald on the trailer

and we were on our way by 5:30 PM. Arrived in Millville at 9:10 sharp. We no sooner pulled in and before we could park, our good friend Dawn Seacrest was coming across the lot with a couple of cold beers! (What are friends for?) Dawn's husband Bill is our RallyMaster, they like a few die-hards, come early. Then it was off to the Pub for more beer and a bite to eat.

Friday morning was time for Tech-Inspection, greeting more friends as they arrived and then off to the practice run. We all gathered at the Thunderbolt Club in the evening for refreshments, a good meal and the Rally School. There is always a school for hints, tips and other important informa-

(Continued on Page 9)



The 5 Rs (Continued from Page 8)

tion about the next day's run. It also gives first timers (rookies) what they need to know on how to stay on course and on time. Early in the evening my right leg was hurting (It was bothering me for a few days) so I decided to let Dawn drive our car with Carol as the navigator on Saturday, and I would work check points. The official run started 8 AM and each car left one minute apart. As always, there was a break in the morning with lunch at the Lindenhurst Naval Air Station and a break in the afternoon. At the end of Saturday's run (4 PM) the girls were in first place in their class and 4th overall. By 5 PM we were all back at the Thunderbolt Club for more refreshments, dinner and the auction. We have an auction at each rally for charity.

My leg was better on Sunday, but I could not bring myself to brake up the winning team. I again ran check points. BUT! The girls blew it. Missed a turn, got off course and lost too much time getting back. In the end they finished 14th. Sunday's run is short and over by noon. At the end of Sunday's run we have the awards and a good lunch before everyone leaves for home. Once again, I invite all to attend. We hold two rallies a year: the first weekend in May (alternate years in Millville N.J and Binghamton, NY), and the last weekend in October in Millsboro, Delaware. The Rally is open to all cars. Sorry to say the only other Triumph this time, a TR6, blew his transmission on Friday. For more information about our Rally's our web site is: www.northeastrallyclub.com or contact me: redrag@radix.net

The other **Rs** are for Club Triumph's **Round Britain Reliability Run** in October. Since my last report: I Have a ride! And will attend. A fine chap, Ashley Mills (we met in Stafford last year) has added me to his team along with Peter Wenzel.

We will drive Ashley's Triumph Acclaim and are car # 70. The Run Will start on Friday October 6. at 7 PM, from the Plough Pub in London. From the Plough we will head North-East all the way to, John O' Groats, Scotland! That's as far North in Scotland as one can drive! Then, yes there is a then, we head back down South! All the way to Truro, England! And Then, yes, another Then! Back to the Plough Pub in London. Whew! Oh, did I note we return to the Pub on Sunday the 8th at 7 PM. Well, we should. That's the plan. Done the math yet? That's right, almost 2,000 miles in 36 hours. This is a Triumph Only Event. The field of 100 cars is full. Can you see it?

100 Triumph's driving that route around England and Scotland. One team is bringing a TR 6 from the mid west. Originally the field was limited to 90 cars. By March the field was FULL with a waiting list. Now at 100, and there is still a waiting list of over 20 cars. (in case someone drops out before the start) At least one of every model from TR 3s and up will run. Most of the Triumph owners Carol and I met last year will be their. Chris Allen, who we bought our Herald Estate from has bought another one to run with. More about the run can be found on the Club Triumph Web Site: www.clubtriumph.org.uk The club does this every other year. Why? Alternating years they do a 10 Europe Country's run in the 3 days. Of course I will have a full report upon my return. Now let's get out their and drive our Triumph's !!!



From the Editor:

British Car Day — Classes and Recognition

Don't get me wrong. I had a great time at British Car Day as I've done for more years than I care to remember and plan to attend in 2007. However, there is an area I feel the BCD organizers need to seriously examine. Namely, they establish car classes in advance and assign entrants to those classes whether or not enough cars enter to meet the minimum requirements (i.e., three cars) for a prize. If only one or two cars enter, no prize is awarded. It is very unfair to be arbitrarily put in a class where you cannot win a prize.

This was the case in both 2005 and 2006 with the Triumph Vintage/Variant class. This year there were two very nice cars entered in this class: Steve Oertwig's 2000 sedan and an 1800 Roadster. It is a shame the organizers did not either award a first prize in this class or else move the cars to a class where they could compete for recognition. And this wasn't the only class in which this situation occurred. Take a look at the list of classes and prizes on their website (http://www.chesapeakechaptermgtclub.com/06BCD/06BCD_Winners.htm) to get an idea of what I mean. Likewise, BCD's catchall class, "Other British Marques and Limited Production Including Vintage Racing," needs to be split into more discreet and meaningful classes. All of this should be done based on the number of pre-registered entrants.

The Chesapeake Chapter of the New England MGT Register has been running BCD for 28 years. And doing a fantastic job. Their show hooked many of us into the British car scene and is the yardstick by which other area shows are measured.

Art Fournier



EVENTS

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

Jun 24 - Autocross, Osbourn Park HS, Manassas, VA, Ed Chan ***CTR***

Jun 24 - Lead Sled Festival, Baltimore, www.baybrook.net or (410) 355-1100

Jul 1 - Autocross, Baysox Stadium, Bowie, MD, Ed Chan ***CTR***

Jul 8 - Damascus Day Car Show with "The British Invasion," 9700 New Church St. across from Damascus Chevrolet, Damascus MD, Paul Scuderi, (240) 876-7222 or TR6_Guy@hotmail.com or <http://www.chevytrucks.org/celebratedamascus/>

Jul 9 - British Invade Gettysburg show, Ralph Eriksen, (717) 979-9242, ralph_eriksen@yahoo.com

Jul 15 - Lucas Evening Driving Tour, Paul Edelstein ***CTR***

Jul 18 - Membership meeting (all members welcome), Bentley's Restaurant, Route 50, Falls Church, VA, Paul Edelstein, (703) 914-0507

Jul 19-23 - VTR Nationals, Las Colinas, TX ***CTR***

Jul 23 - British Car Show of Northern PAennsylvania, South Abington Park, Chinchilla, PA, www.bccnepa.com

Jul 29 - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan ***CTR***

Jul 29 - Brits by the Bay, TRAC, Pasadena, MD

Aug 5 - Autocross, Osbourn Park HS, Manassas, VA, Ed Chan ***CTR***

Aug 10-13 - TRF Summer Party, Armagh, PA ***CTR***

Aug 19 - Autocross, Baysox Stadium, Bowie, MD, Ed Chan ***CTR***

Aug 27 (Tentative) - Cruisin for Crustaceans Tour, Southern Maryland, Art Fournier ***CTR***

Sep 9 - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan

CTR

Sep 9-10 - British Car Festival, Tipton, PA, Jim & Lori Pastore, mgnut@atlanticbb.net or (814) 942-7742

Sep TBD - Winery Tour ***CTR***

Sep TBD - Autocross VA, Ed Chan ***CTR***

Sep 19 - Membership Meeting

Sep 30 - MGs on the Rocks, Rocks State Park, MD, Mike Lutz, mglutz@comcast.net or (410) 592-8610

Oct 6-8 - Shenandoah Valley British Car Club show, Waynesboro, Michael Brittingham, (540) 456-8436 or CarShowChair@svbcc.net

Oct 8 - Hunt Country Classic and CTR Picnic, www.mgcarclubdc.com, ***CTR***

Oct TBD - Autocross MD, Ed Chan ***CTR***

Oct TBD - Autocross VA, Ed Chan ***CTR***

Oct 14-15 (Tentative) - CTR Overnighter ***CTR***

Oct 27-29 - Rally, Millsboro, DE, Bill Goodwin

CLASSIFIED

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

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

1973 Spitfire for sale. Single owner car (father and son). Carmine red with silver Panasport wheels. 66,500 miles (3,500 on rebuilt engine). Black interior and top. Interior replaced 1995. Engine rebuilt in 2003 with .020" over pistons, mild APT cam, dual SU HS4 carbs, aluminum

valve cover, Crane electronic ignition and Mallory distributor. Roll bar with padded cover. Many upgrades. Numerous spare and original parts. \$7,500. Randy, TRIA73@aol.com, (330) 342-1186

Two Spitfires for sale. 1974 Spitfire. lavender color, custom interior, not running, LOTS OF NEW STUFF ON IT. 1978 Spitfire. Spraypainted powder blue, hard top, runs (but missing the hose that connects the radiator to the block), bad battery. Will take best offer. Ronald Hancock, (202) 257-4667

1979 TR 7 Anniversary model with luggage rack, approximately 104,000 miles. Garaged and on blocks for the last 12 years, one owner vehicle, convertible top....not original. Dark green....not original paint, but original color. Interior in fair to good condition. No dents, no accidents. 5-speed, contact Judy sheldonjudy1@aol.com

Wide range of **Spitfire parts** that have to go, a very nice set of 1-1/4" SUs on a manifold and rebuilt (\$225). Also, a primed hardtop complete in good shape, ready for paint and re-assembly \$75. Many other parts as well, including a nice chassis, a fair tub, doors, fuel tanks, seats, etc. Prices range from reasonable to please come get it. Contact Tom Burke at (703) 354-1361 or Tburke4@aol.com

TR4, 4A, 250 Parts for Sale. ALL FOUR wings (can purchase separately) in good shape; Hood in great shape; Trunk in....well....not so good shape (big dent); Doors with glass and mechanisms - very good shape; Seats - so so shape; Four-cylinder engine, said to be rebuilt, will be happy to assist in testing; Plastic hardtop - needs a little work; One 48-spoke wheel, good shape; Plus other parts. All parts stored indoors for last 18 or so years. Prices negotiable. Call Paul (240) 876-7222 or e-mail at tr6_guy@hotmail.com

3 TR6 Long Blocks. Real cheap to a good home. Everyone needs a spare bottom end! One to put real thrust bearings in. Bowie. John Stubblefield at tvrgeek@mailaka.net



CLUB OFFICERS

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THE STANDARD

Published by the Capital Triumph Register
Editor, Art Fournier

4729 Willows Road, Chesapeake Beach, MD 20732-4221

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

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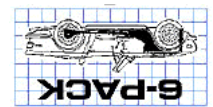
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THE STANDARD



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

Photo Credits

Pages 1 and 3 - Art Fournier
Pages 1 and 5 - Steve Oertwig
Page 8 - Bill Goodwin

CAR TRIVIA: One of the best modifications for the Ford Model T was a Frontenac head; one variation had twin overhead chain-driven cams and four valves per cylinder. Frontenac is not a familiar name in racing now, but we all know the family name of the three brothers who created it. What is it?

The Frontenac heads that made Fords so fast were designed by Louis Chevrolet and his two brothers. This was the same Louis Chevrolet who was the namesake of one of Fords biggest competitors.

With thanks to: www.endlessroad.com

Redneck Chopper?





THE STANDARD

The Official Publication of the
Capital Triumph Register
Volume XVIII, Number 7, July 2006

Making Miles in Maryland

Tom Burke

The 10th of June was another beautiful Spring day, so what better way to spend it than touring the back roads of upper Montgomery county and Howard County? Paul Edelstein, Ira and Mary Schoen, Tom and Paula McCandless, and George and Karen Earwaker all gathered at Carderock and set off into the hills. Our trip took us first through Laytonsville, which has held onto its image as a sleepy little postcard of a farm town, despite the million dollar mansions encroaching around it. I didn't think I could get lost in that area since I grew up there numerous decades ago, but I did manage to miss a church I wanted to show everyone (apparently it's hidden between two mansions now). This country was once on the very cutting edge of Maryland's North/South tensions during the Civil War and Laytonsville's Methodist congregation grew so bitter with each other that the Southern contingent split off and built a second church outside of town, but I digress.

We roamed over more of the countryside, passing through towns like Unity and Sunshine that are as quaint and pretty as



CTR members meet with John Tokar (left) at his shop during the recent Ellicott City tour

Lucas Tour V – Darkness Falls! ***Saturday, July 15, 2006***

Paul Edelstein

CTR and British Touring Car Club members will embark on the FIFTH ANNIVERSARY ***Lucas Tour*** on Saturday afternoon, July 15. The objective of the Lucas Tour – affectionately named after our favorite “Prince” – is to have a rigorous round-trip road tour, with an interesting midway destination, while escaping the sweltering midsummer day's heat.

We have had an excellent turnout for this event in past years. This year's tour will feature a return to a Northern Virginia route. We should all hope that the weather gods will cooperate (they've been cranky lately) and that everyone (you know who you are) will avoid Lucas-appropriate embarrassments.

The format of the tour will remain the same as past years. We will enjoy a rigorous two-part road tour, approximately 100 miles total, with a picnic dinner midway. The tour will start in the late afternoon and continue well into the evening. Although I have not yet planned the specific itinerary, I can tell you that departure time will be around 5:30 PM from a convenient central location and the destination will include a suitable

(Continued on Page 2)

(Continued on Page 5)

PAGE 1 - Making Miles in Maryland; Lucas Tour; PAGE 2 - CTR Happenings; Burtonsville Cruise In; PAGES 3 and 4 - Capital Driving Club Autocross Series and Rain Outs; PAGE 5 - Tidewater Triumphs hold Tidy Show in Norfolk; PAGE 6 - Events; Classified; PAGE 7 - Club Info



CTR Happenings

Cruisin' for Crustaceans - August 27th

This year, CTR's search for the best the Chesapeake has to offer will take us over Southern Maryland's back roads to Skipper's Pier in Deale. Look for details in the August newsletter or contact Art Fournier for information.

Cruise Ins - Know of Any?

Rich Bohan let us know about a recurring cruise in near Burtonsville (see the article below). If you know of any others, especially any that attract British cars, please let the editor know. Getting together for casual conversation can be a great way to spend a summer morning or evening.

Road Trips to Texas and Pennsylvania

If you're planning on attending the VTR National Convention in Texas, July 19-23, let Steve Oertwig (oertwig@mac.com) know. Likewise, if you are going to Armagh, Pennsylvania, for The Roadster Factory's Summer Party, August 10-13, contact Paul Edelstein (pgedelstein@capitaltriumphregister.com).

New Members

Please join us in welcoming CTR's newest members!

- ➔ Jamie Birger, Sykesville, MD
- ➔ Maury Cagle, Herndon, VA, TR2
- ➔ Patrick Carter, Arlington, VA, Spitfire
- ➔ Peter Dunlop, East Riding, VA, TR6

Burtonsville Cruise In

Rich Bohan

Every Sunday there's a get-together in a parking lot at the intersection of Rts. 29 and 198 in Burtonsville, MD. Usually there are about 50 hot rods and various restored Detroit iron. Usually comes together about 8 am and lasts a couple of hours at best. There is a Dunkin Donuts and a McDonalds.

Last week there were three TR6s, one TR3, one Healey, one Midget and a Sunbeam Tiger. Also, several Cobras and an Aston Martin. It's just a nice gathering of gear-heads.

Making Miles in Maryland (Continued from Page 1)

their names and arriving at mid-morning in Mount Airy. We were there to visit John Tokar's Vintage Restorations. Many of you know that John is one of the driving forces in organizing the Original British Car Day, which was just the Sunday before our visit to his shop. We appreciated John's hospitality all the more, knowing he had to be drained from the previous months of preparation for BCD. Doughnuts and coffee were served as John and his personable staff led us all around his nicely-kept business. Clean floors and a place for everything are the orders of the day at Vintage Restorations and the shop looked as nice as the cars within it. Through British car are his specialty, the centerpiece was a massive 1931 Packard Roadster, one four built with this body style. The running boards looked long enough to carry a couple of bugeye Sprites and the car loomed over the E-types, MGBs, MGAs, and a decidedly less spacious and bodacious Morris Minor. John showed us pics of his recent projects and even took us into his "scrape and sand" area, a separate shop where the real dirty work goes on. John does all facets of restoration except paint and major bodywork and he has a number of nice projects and satisfied customers to testify to his exacting standards. We all had great time there.

Then we pressed on to our destination, Ellicott City. Ellicott City is a very old, yet well-preserved town that was once a market, milltown and shipping point for goods going to and from Baltimore. The stonework and layout of the town bear much in common with the milltowns of England, and were it not for the steady crowds of shoppers and tourists, you could get a good idea of how waterpower, railroads, and hardwork converged to make places like this a home away from home for generations of immigrants.

We converged on the Ellicott Mills Brewing Company, hungry after many miles of rolling hills and scenic valleys. The Fish n' Chips there, prepared from Chesapeake Bay Rockfish, were delicious and their microbrews were macro-refreshing. The restaurant was a lumber mill in a previous life and the ceilings were high with sturdy wooden floors and large bright windows.

All in all, an enjoyable ride through one of those areas we usually only see from the Interstate at seventy miles an hour. Despite all the changes that come with modern life and suburban development, there's still plenty to remind us of the days when farm goods went to market along these same roads.



Capital Driving Club Autocross Series

Ed Chan

On Saturday July 1st the Capital Driving Club, sponsored by the Capital Triumph Register, held their first autocross at the Bowie Baysox Stadium in Bowie, MD.

After the previous week's autocross getting rained out, everyone was happy that the weather was without any rain.

The Bowie lot is the largest lot we've ever used. So designing a course for this lot is a challenge. With the parking lot being so large, Joe had plenty of room and made a very fun course with very little backtracking over previously driven areas (or so we thought).

The BMW club uses the connecting lower lot and Joe planned to also use this portion of the lot. To access the lower lot the vehicles must navigate past a row of islands with curbs. Our plan was to slow the cars down and then let the cars run a straight line just before entering the lower lot. The plan would allow the vehicle to travel straight into the transition to the lower lot.

At the morning of the event, we found that the Baysox team had left the club van in the lot, which blocked a straight entranceway to the lower lot. In addition, Richard Lipsky found that the space between the islands is only 25 feet. SCCA recommends that there should be 25 feet of clearance on both sides. So the idea of using the lower lot was quickly changed to a more complicated tight course.

Another problem we experienced was that the Baysox's away game was flooded from the rains. Now they were going to play a double header in Bowie instead. Although only a few baseball fans would attend, the event was a little crowded with baseball fans and players.

After being knocked out of the Fastest Time of the Day (FTD) the last few times, Brian Karwan was able to win FTD with a time of 39.96 seconds and the only person to break the 40-second barrier. Congratulations Brian! At the time of this writing, we not yet completed the results and don't yet know the indexed times. The times ranged from Brian's 39.96 to over 61 seconds. My guess is the average time was around 46 seconds.

With the rained out event on June 24th, we will be hold three autocross in the month of July (the July 1st event that we just had, July 15th at Manassas, VA and July 29th at Fre-

derick, MD). We will also hold another Test and Tune autocross on SUNDAY July 30th at Harry Grove Stadium in Frederick, MD.

If you wish to participate, e-mail us at capitaldriving@yahoo.com with your name, year, make, model, color and event date to reserve a spot!

When completed, the results of the autocross can be seen at: Capitaldrivingclub.com

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

- ➔ Ryan Chung, Herndon, VA
- ➔ Denis Vashik, Gaithersburg, MD

If any of the participants have any feedback on any event, please send them to me at capitaldriving@yahoo.com.



Alex Lee with Passenger Getting Ready at the Grid



Kyle Bowker (radio), Barrie G (scribing), and Maximo Aviles (timing and PA) running the event at the timing tent



Pete G. Ready to Give Instruction to the Driver and Passenger in Rear Seat



Drivers (including a father and daughter, who drove a Corvette) watching on the sidelines before their afternoon runs



Charles Tsui and Alexa at the Grid

Capital Driving Club Rain-Outs Ed Chan

We tried to hold an autocross at Osbourn Park High School on Saturday June 24th. However, the weather forecast on Friday the 23rd called for a 90% chance of rain with thunderstorms. We have to inform the high school around noon on Friday, if we want to reschedule for a rain date.

So due to the weather forecast, we postponed the date to July 15th. Wouldn't you know it, as many of you recall, we did get tons of rain, but it didn't start raining in Manassas until 6:30 pm on Saturday evening. The majority of Saturday was clear and sunny!

I know that many of you were disappointed (as were all the organizers and I). On Friday, the organizers e-mailed each other on what should be the best course of action in the future. Here are the options, we had:

Option 1. Hold the autocross. We can do this option (and pretty much do this at Harry Grove Stadium). The problem is that in the event of bad weather, we may have to stop. The other problem is that the number of "no-shows" may cause us to lose money.

At Harry Grove Stadium, we have to pay the fee regardless of whether we conduct an event or not. At Osbourn Park High School and at the Bowie Baysox Stadium, we can get a rain date at no charge. However, we have to tell them the day before that we won't be using the lot.

To ensure that we cover the expenses we could either increase the fee or require pre-payments. Both these ideas (of increasing the fee or pre-payments) don't sit well with me. I think people should be able to change their mind (as long as it's not habitual) on whether they attend an autocross or not, without a payment penalty. We want to project a casual atmosphere, not one that is too stiff or rigid.

I also don't like the idea of increasing the entry fee, just to ensure we hold an event on inclement weather.

Option 2. Postpone/Cancel the autocross on Friday (current policy). This option is a pain in the butt. The organizers are never sure if we're making the right call or not. Most of the equipment is transferred from the storage garage to the truck and van long before the event. All the food and sodas are purchased on Thursday, and all the timesheets are

(Continued on Page 5)



Autocross Rain-Outs (Continued from Page 4)

already printed with the waivers and participation lists.

Postponing the event typically means that some of participants cannot attend the rain date. Others that could not attend the original date can now attend the rain date but were not on the original date. We give priority to those on the original participation list, but they must e-mail us that they need to let us know to place them on the rain date list. Inevitably, several don't inform us, but show up on the rain date, and to be nice, we try our best to fit them in the field. As a result, we try not to over-book the event so that the field doesn't fill up too much. The rain dates usually have either too many people or are much smaller in size than normal (e.g. we don't cover our costs –the club lost money on two events last year, one of which was a rain date but would probably lose more money if we tried to run in bad weather).

In short, postponing an event is a logistical nightmare but has less chance of losing money for the club.

For now, we will continue with the current policy on inclement weather. I'm not sure if our participants realize the thought process that went (and goes) into determining our policies. I figure I should give everyone some insight on why we do the things we do. We try our best to put on a relaxed, fun, and safe event. And we are always open to new suggestions, either on our weather policy or other policies.

Believe me, the organizers don't like rain dates (especially when it doesn't rain). Imagine us shuttling equipment back and forth for nothing! However, it just comes with the territory.

If any of the participants have any feedback or suggestions on any event, please send them to me at capitaldriving@yahoo.com.

Lucas Tour (Continued from Page 1)

picnic area or location other dinner provisions. The post-picnic tour will end at an establishment suitable for confectionary rewards. Final details will be e-mailed to club members a few days before the event.

Plan to bring a picnic dinner (and, optionally, a

Tidewater Triumphs hold tidy show in Norfolk

Steve Oertwig

Tidewater Triumph Register members put on a tidy show at their 5th annual Brits-on-the-Bay 2006 British Car Show June 10. The show was held at Virginia Wesleyan College in Norfolk.

About 75 cars were grouped around a circle drive, which made viewing of cars a circular exercise. MGs dominated the inner radius, while Triumphs occupied the outer rim. A smattering of other British cars – Morgans, Jags and a Rolls Royce – filled out the field.

Largest class was for MGBs, with TR-2/3s and TR-6s and TR-7s making a good showing. Trophies were given in all classes.

Representing Capital Triumph Register were Stephen and Ho Yong Oertwig with a 2000 Mk II. They were entered into the closed-car category, which turned out to be one of the largest classes of the day. It included a 1979 Austin Mini, a Lotus, a Marcos, a GT6 Mk II and a MGA coupe. The MGA won the class with the GT6 winning best of show.

Weather was perfect for the show. Vendors were not present for Brits-on-the-Bay but TTR members sold hot dogs and refreshments, and passed out lots of door prizes.



Mixed class car shows are tough competitions. The Oertwig's 2000 had to compete against a GT6, Lotus, Austin Mini, MGA coupe and Marcos at the Tidewater Triumph Register's Brits-on-the Bay June 10 in Norfolk. The MGA coupe won the class.

side dish to share). Depending upon our destination, I suggest that you bring chairs, tables, and or blankets. I also suggest you bring a jacket. It can get chilly out there, and putting the top up is sacrilege ...

Oh, yes, because this is an anniversary year for the Tour, each

(Continued on Page 8)



EVENTS

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

Jul 8 - Damascus Day Car Show with “The British Invasion,” 9700 New Church St. across from Damascus Chevrolet, Damascus MD, Paul Scuderi, (240) 876-7222 or TR6_Guy@hotmail.com or <http://www.chevytrucks.org/celebratedamascus/>

Jul 9 - British Invade Gettysburg show, Ralph Eriksen, (717) 979-9242, ralph_eriksen@yahoo.com

Jul 15 - Autocross, Osbourn Park HS, Manassas, VA, Ed Chan *CTR*

Jul 15 - Lucas Evening Driving Tour, Paul Edelstein *CTR*

Jul 18 - Membership meeting (all members welcome), Bentley's Restaurant, Route 50, Falls Church, VA, Paul Edelstein, (703) 914-0507

Jul 19-23 - VTR Nationals, Las Colinas, TX *CTR*

Jul 23 - British Car Show of Northern Pennsylvania, South Abington Park, Chinchilla, PA, www.bccnepa.com

Jul 29 - Autocross, Harry Grove Stadium, Frederick, MD, Ed Chan *CTR*

Jul 30 - Autocross Test and Tune, Harry Grove Stadium, Frederick, MD, Ed Chan *CTR*

Jul 29 - Brits by the Bay, TRAC, Pasadena, MD

Aug 5 - Autocross, Osbourn Park HS, Manassas, VA, Ed Chan *CTR*

Aug 10-13 - TRF Summer Party, Armagh, PA *CTR*

Aug 19 - Autocross, Baysox Stadium, Bowie, MD, Ed Chan *CTR*

Aug 27 (Tentative) - Cruisin for Crustaceans Tour, Southern Maryland, Art Fournier *CTR*

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

Sep 9-10 - British Car Festival, Tipton, PA, Jim & Lori Pastore, mgnut@atlanticbb.net or (814) 942-

7742

Sep TBD - Winery Tour *CTR*

Sep TBD - Autocross VA, Ed Chan *CTR*

Sep 19 - Membership Meeting

Sep 30 - MGs on the Rocks, Rocks State Park, MD, Mike Lutz, mglutz@comcast.net or (410) 592-8610

Oct 6-8 - Shenandoah Valley British Car Club show, Waynesboro, Michael Brittingham, (540) 456-8436 or CarShowChair@svbcc.net

Oct 8 - Hunt Country Classic and CTR Picnic, www.mgcarclubdc.com, *CTR*

Oct TBD - Autocross MD, Ed Chan *CTR*

Oct TBD - Autocross VA, Ed Chan *CTR*

Oct 14-15 (Tentative) - CTR Overnighter *CTR*

Oct 27-29 - Rally, Millsboro, DE, Bill Goodwin

CLASSIFIED

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

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

1973 Spitfire for sale. With hardtop and new tires, brakes and windshield - asking \$4500. **Spitfire parts for sale:** 1975 rolling frame, 2 windshields, 2 sets of gauges, 2 complete rear ends, 4 doors, trunk lid, luggage rack, 1500 engine with transmission, additional overdrive transmission, alternators, starters, crankshafts, carburetors, steering columns, blower fans, etc., etc. Moving, need to sell by end of July. Shadyside, MD. Contact David White at (410) 867-3648 (home) or (703) 898-7041 (cell).

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

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

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

Two Spitfires for sale. 1974 Spitfire. lavender color, custom interior, not running, LOTS OF NEW STUFF ON IT. 1978 Spitfire. Spraypainted powder blue, hard top, runs (but missing the hose that connects the radiator to the block), bad battery. Will take best offer. Ronald Hancock, (202) 257-4667

1979 TR 7 Anniversary model with luggage rack, approximately 104,000 miles. Garaged and on blocks for the last 12 years, one owner vehicle, convertible top....not original. Dark green....not original paint, but original color. Interior

(Continued on Page 8)



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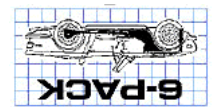
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THE STANDARD



Deadline for
the next issue of
The Standard:
August 4th!

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Pages 3 and 4 - Ed Chan
Page 5 - Steve Oertwig

Lucas Tour (Continued from Page 5)

participant will receive an appropriate party favor!

Please RSVP to me as soon as you can, but no later than Thursday morning, July 13, so I know to expect you (via email pgedelstein@capitaltriumphregister.com or (703) 914-0507). I'll send final info and details on Friday, July 14. Please also send me your home and cell phone numbers (if you have one) in the event of last-minute changes.

Shine on!

Classifieds (Continued from Page 6)

in fair to good condition. No dents, no accidents. 5-speed. Contact Judy at sheldonjudy1@aol.com

Wide range of **Spitfire parts** that have to go, a very nice set of 1-1/4" SUs on a manifold and rebuilt (\$225). Also, a primed hardtop complete in good shape, ready for paint and re-assembly \$75. Many other parts as well, including a nice chassis, a fair tub, doors, fuel tanks, seats, etc. Prices range from reasonable to please come get it. Contact Tom Burke at (703) 354-1361 or Tburke4@aol.com

TR4 Engine for Sale. Four-cylinder engine, said to be rebuilt, will be happy to assist in testing. Call Paul (240) 876-7222 or e-mail at tr6_guy@hotmail.com

CAR TRIVIA: Think Small was the 60s era slogan for what automaker?

Think Small was the 60s era slogan for Volkswagen.

With thanks to: www.endlessroad.com



THE STANDARD

The Official Publication of the
Capital Triumph Register
Volume XVIII, Number 8, August 2006

Cruisin' for Crustaceans Tour Sunday, August 27th Art Fournier

Please join us on Sunday, August 27th, for CTR's 13th annual Cruisin' for Crustaceans tour. This year we'll travel over country roads to Skipper's Pier located in Deale, Maryland, in southern Anne Arundel County (an area referred to locally as South County). Skipper's Pier offers indoor or outdoor seating, great views of the Potomac, and has an extensive menu to choose from. Their crabcakes and fish & chips are excellent – Sue and I tested them several times as part of our extensive research program for Cruisin' for Crustaceans (hey, it's hard work, but someone has to do it). Steamed crabs are available for those who enjoy the Maryland summer tradition of picking crabs. Prices vary with availability, but medium males are running about \$40 a dozen.

This year's rendezvous will be back at our traditional location – the Exxon Station at the intersection of Maryland Route 4 and Presidential Parkway/Suitland Parkway. From the Beltway, take Exit 11 – Route 4 (Pennsylvania Avenue) south toward Upper Marlboro. The Exxon Station is located on the left at the second traffic light. It will give you the opportunity to top off your tank, use a restroom, and stretch your legs

Our route this year will cover just under 40 miles and will take about an hour to run. This year's route includes some especially nice back roads. We'll plan on meeting at 10:30 or so and getting on the road around 10:45. Please let Art

Fournier – fournier@chesapeake.net or (410) 535-0690 – know if you'll be attending no later than August 23rd in order to give the restaurant a headcount. We hope to see you at what is one of CTR's best-attended annual events!



Lucas Tour V Mary Schoen

Saturday, July 15th, marked the fifth anniversary of the Lucas Tour – a truly fun event and the only *planned* evening Driving Tour organized by CTR. Earlier on Saturday, the weather had not looked promising – there was even a heavy rain shower for many of us mid-afternoon. But then the weather cleared and we were all set for a lovely evening. Even the humidity was tolerable. This Driving Tour was attended by fifteen participants in nine vehicles (mostly TR6s). The line-up included four TR6s, a TR3A, a TR8, a Cortina, and a Jaguar XJS.

Our evening began at the hotel located on the outskirts of Fair Oaks Mall. At approximately 5:30 PM, we departed on

(Continued on Page 3)



Why is Ira Schoen showing off his Cortina's engine compartment in the dark? For the answer, turn to page 3.

PAGE 1 - Cruisin' for Crustaceans; Lucas Tour; PAGE 2 - CTR Happenings; Manassas Cruise In; Manassas Antique Car Show PAGES 4 and 5 - Capital Driving Club Autocross Series and "I Found it on eBay"; PAGE 6 - Garage Spot - Renewing TR6 halfshafts; PAGE 7 - TR6 Petrol Tanks; Hot Time at VTR Nationals; PAGE 9 - Moonshine and Moonpie Tour; Richmond British Car Days; PAGE 10 - Events; Classified; PAGE 11 - Club Info



CTR Happenings

New or Upgraded Parts - Know of Any?

Lionel Mitchell has suggested a regular newsletter feature on new or upgraded Triumph parts. To get the ball rolling, Lionel submitted the item on page 7 of this issue on upgraded replacement TR6 petrol tanks. Please submit your favorites.

Manassas Cruise In

Rich Townsend

In the July Standard, there was a query about recurring Cruise-ins. There is a sizable one in Manassas that gathers every Saturday evening at the Burger King, which is close to the intersection of Route 234 (bypass), and Route 28, on the west end of Manassas. It is close to the Manassas Airport, and in the general vicinity of the Micron plant. I'd estimate it draws maybe 100 cars, mostly muscle and hot rods, but I've seen TR6s, including mine, Cobras, antiques, tuners, and motorcycles, too. Something for everybody. From I-66 find Route 234 Bypass exit and drive south approximately 7 miles. Exit at Route 28 South, and just as you enter Route 28, make a quick left across northbound lanes. The Burger King is on the left (McDonalds on the right). I believe it's sponsored by a Hot Rod organization. See you there!



Looking back at *The Standard*:

**Volume III, Number 7
August 1991**

The August 1991 edition of *The Standard* was a slim one. There was a report on the Virginia Scottish Games British Car Show. Six members and three or four future members attended. (How'd they know that?) There was a comprehensive article on stated value insurance and an interesting technical piece on servicing the Stromberg CD 150 carburetor.

CTR Regalia



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

A Triumph is a Triumph or is it?

Art Fournier

Could it be that the classic Triumph – MG rivalry could continue into the 21st century with a twist that could take the "British" out of "Little British Car"?

Rumors still persist that BMW will reintroduce the Triumph badge on a sporty car to accompany its Mini line. Several sources hint that it will be introduced (and built) at BMW's Spartansburg, South Carolina, facility in October during the 2006 Euro Auto Festival at which Triumph is the featured marque.

But that's not the strangest story of all! Many of you may know that the Nanjing Automobile Group of China bought MG-Rover in 2005. It would seem that they plan to produce the MG TF convertible at a plant to be built in Ardmore, Oklahoma.

If all or any of this house of cards should come to pass, would these new Triumphs and MGs be eligible to participate in British car shows? The owners of classic Minis have made it clear they don't like being in mixed classes with the British-built-by-BMW new Minis. How will MG and Triumph owners react to their American-built namesakes?

31st Edgar Rohr Memorial Antique Car Meet

September 23 (Saturday): 31st Annual Edgar Rohr Memorial Antique Car Meet, Manassas Museum, 9101 Prince William St., Manassas, Va. Sponsored by Bull Run Region AACA. Registration: 8 AM – 10:45 AM, spectator hours: 10 AM to 3 PM (free spectator admission). Enjoy historic downtown Manassas shopping, dining, sights, and yearly chili cook-off. Nineteen classic / antique car, truck and motorcycle classes, plus Street Rod & Modified, Military Vehicle, Foreign Vehicle, and Driver classes. Every registrant receives one free pass to the Manassas Museum, and is eligible for the door prize drawing. Dash plaques for first 100 registered vehicles. Registration: 1926-1981 vehicles: \$13 before 9/18/06, \$15 at gate; earlier cars, \$5. For more information see website www.aaca.org/bullrun. Additional information: Joann Richardson, (703) 768-1569 or (by e-mail) bullrunaaca@hotmail.com.



**Lucas Tour V** *(Continued from Page 1)*

Part I of the Tour by traveling a short period on I-66 West before exiting onto the Lee Highway running adjacent to the Manassas Battlefield. In short order, we were headed onto some spectacular roads in the Virginia Hunt Country – through small communities such as Haymarket, the Plains, and Rectortown – before heading to Sky Meadows State Park off of Route 17 (near Paris, Virginia). During this leg of the Tour, we saw several deer, cattle and horses, and even some large birds of prey.

At Sky Meadows, we quickly laid out our picnic fixings for an al fresco meal – sharing various selections. Sky Meadows has an interesting history. The land was donated in 1975 by Paul Mellon to the Commonwealth of Virginia. Located in Clarke County, it offers a peaceful getaway on the eastern side of the Blue Ridge Mountains and includes rolling pastures and woodlands, scenic vistas, and even access to the Appalachian Trail. Settlement of the area can be attributed to nearby Ashby's Gap, which gave settlers access to the Shenandoah Valley. Isaac and Mary Settle, prominent citizens in nearby Paris, Virginia built the Mount Bleak house on the property and gave it to their son as a wedding gift in 1835. During the Civil War, Mosby's Rangers, as they were known, spent some time in this area. In fact, a former Mosby's Ranger bought the property after the Civil War and lived there for about fifty years. The property changed hand several times before Mr. Mellon acquired the land and later donated it for all of us to enjoy.

After concluding our meal, we made plans to set forth for Part II of our adventure. However, my Husband (Ira) was having some technical difficulties with his Cortina which delayed our start. Even though the Cortina engine has been completely rebuilt (we have even taken it on several overnight journeys and it has been completely reliable), the throttle cable unexpectedly snapped as we were leaving Sky Meadows. Fortunately, all the gents in the group came together to figure out a "fix" so that we could travel home without further mishap. The Park Ranger on hand was also a big help as he patiently awaited our departure. Special thanks to Bill and Kathy Wemhoff for accompanying us on the journey to make sure we got home safely.

Because of our mishap, we missed Part II of the Tour but we understand it was great – again more winding and scenic country roads. In some ways, the journey was probably as interesting and certainly more challenging as it was definitely really dark by then! This part of the Tour began on Route 17, then Route 50, more country roads before heading into Leesburg on Routes 15 and 7. The final desti-



(Continued on Page 9)



Capital Driving Club Autocross Series

Ed Chan

On Saturday July 15th the Capital Driving Club, sponsored by the Capital Triumph Register, held an autocross at Osbourn Park High School, Manassas, VA. We had a threat of rain the entire day, and the temperature was hot. However, we all survived with just a little sprinkle in the afternoon.

Brian Karwan got the Fastest Time of the Day (FTD) at 37.95 seconds. Usually the fight for FTD is extremely close, but Brian got FTD by a larger margin this time by 0.43 seconds over Stephen Henri at 38.38. As you may guess, everyone else was a lot slower with the average being 43.68 seconds. Congratulations Brian.

Andrew Stowell received the best indexed time of 37.73 seconds. Congratulations Andrew.

Then we held another autocross on July 29th at Harry Grove Stadium, Frederick, MD. This time we practically melted in the 90+ degree day. The field was also much smaller with only 40 or so participants. The smaller field allowed us to run a longer course (average time 44.67 seconds) and everyone was able to have 7 runs, instead of 6 runs.

Again, Brian Karwan got FTD at 39.34 seconds, beating Zach Catlin at 39.39 seconds. No one else was able to go below the 40 second mark.

Zach Catlin did, however, get the best indexed time of 41.34 seconds. Jessica Johnson in her Honda Prelude tried her hand at autocrossing for the first time. Joe Seward rode with her and gave her instruction, along with her boyfriend, Miles De Feyter. By the end of the day Jessica turned in a time of 46.78 seconds, faster than a lot of experience drivers of the field.

All the results of the autocross can be seen at: CapitalDrivingClub.com

We're happy to welcome Roland Lo to the Capital Driving Club and the Capital Triumph Register

If any of the participants have any feedback on any event, please send them to me at capitaldriving@yahoo.com.



Copyright © 2006 Ryan Chung

John Willemin failed tech inspection because of a stuff toy monkey in his interior. So instead he mounted the monkey on his rear wing! Talk about having a monkey on his back! (Photo by Ryan Chung)



The Olson Family watching Jerry Olson work the course and drive. Matt and Lisa Olson also drove Jerry's car.



Copyright © 2006 Ryan Chung

Pete G. at Speed at Osbourn Park HS (Photo by Ryan Chung)



Larry Roberts ready to start his run in his 1967 Sprite



Steven Henri in his extremely fast Corvette



Tom Delaney in his Mini.

Capital Driving Club I Found it on eBay; I Just Didn't Know What I Was Seeing Ed Chan

I work with one of the founding members of the American Ferrari Club, Dick Merritt. Dick knows a lot about old sportscars and is an expert on Ferraris (he's a regular judge at Pebble Beach). For fun, I often show him interesting cars I see for sale, and he gives me his opinion on what it's worth.

One day Dick comes to my cubical and says, "I thought you were my friend! Did you see this Devin on eBay?" I replied, "Yeah, that piece of junk? Why do you ask?"

Dick replied, "Because that 'piece of junk' is worth \$1 Million! My friend Thom Shaughnessy (a Ferrari dealer) bought the car and got the deal of the century." It's not a Devin frame but a 1952 4.1L Factory Team Competition Ferrari frame and chassis. This thing is worth \$1M as it sits.

Basically, one of Thom's friends saw the car on eBay and told Thom for a \$20K finder's fee. Thom was happy to pay the \$20K. Thom flew out to look at the car and sandpapered the frame to find the chassis number as 202a and hauled it off to another buddy's barn for storage. The Ferrari factory has substantiated the frame and is willing to re-body the car. Dick figures that in the end, it will cost about \$300K to restore the car, but it can sell for about \$3M completed.

Too bad I don't know Ferraris. I thought it was just a piece of junk for sale. Dick said that if I showed him the auction, he would have split the profit with me – a quick \$400K for showing him an eBay auction!!! It gives a whole different meaning to "I found it on eBay."

BTW, Thom didn't tell Dick until the entire deal was done.

Here's the photo from eBay



Item number:
4649333573

Starting bid:
US \$3,000.00

Winning bid:
US \$26,912.00



The Garage Spot: Renewing TR6 Rear Axle Half Shafts and U-Joints Lionel Mitchell

The TR6 rear axle assembly is known to be a weak link (no pun intended). Any play in the coupling of the half shafts can cause problems in the way the car handles and in the wear of rear suspension parts. One critical aspect of having healthy half shafts is to keep them clean and greased. But what a pain greasing them is. You've got to take the whole assembly apart. You know the drill: unbolt the hub from the trailing arm, remove the rubber boots, and carefully extract one half of the assembly through the trailing arm, or unbolt the flange at the differential and pull the assembly apart from the inside. Either way, it's a pain. Then you have to clean and grease the two half shafts and reassemble the drive train assembly, rubber boots and all.

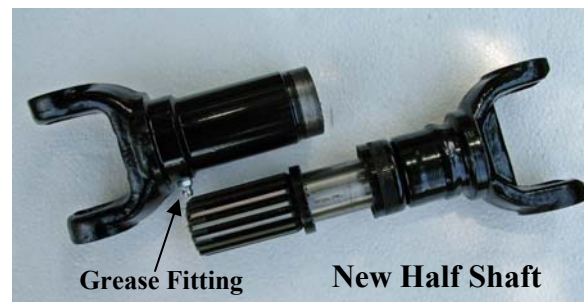
In completing my TR6 rolling chassis, I am to the point of assembling the rear hubs and axels to the differential. In looking for guidance on how much movement is unacceptable, I talked with my friend John Burket from Triumph Works. He told me that the assembly should not have any play. He emphasized the need to grease the shafts regularly (the service manual recommends every 6,000 miles – ugh!). He told me that he recommends putting a grease fitting on the yoke of the half shaft that fits to the differential. The grease fitting can be accessed by pushing the rubber boot towards the wheel, or you could cut a small hole in the boot to expose the fitting.

I examined my half shafts and decided that one had unacceptable play. I see that The Roadster Factory has the whole assembly listed as a single part (part # 145085) for \$199.95 new and \$165 used. The TRF parts database also lists a complete rear axle shaft assembly (part # TKC853) for \$219.95, but does not specify what's included. It likely includes the rubber boots, but not the U-joints or inner yoke flange. But then I remembered the \$100 Motorhead gift certificate that I won from last year's awards ceremony and decide to visit them. The parts guy at Motorhead showed me a diagram of the part in his parts book, and my eye was immediately drawn to the grease fitting on the yoke. So, I decided to replace both sides. Each assembly (part # RAX-100 T6) costs \$150. In addition to having the grease fitting, the part appears to be of higher quality than the factory original. As shown in the photos of the factory original and the new replacement part, the new part has a collar,

like the drive shaft, that keeps the shaft from disengaging. The shaft diameter appears to be slightly larger than the factory original. I kept thinking that I had seen these before. It finally dawned on me that I had seen a photo and review of an uprated half shaft from Revington TR in the Spring 2004 issue of the 6-Pack magazine. The Revington part (part # RTR1371) looks the same, but is described as having Teflon coating on the splines. This assembly costs 175 British Pounds, but includes two heavy duty U-joints assembled plus an inner yoke flange – then there's shipping cost from across the pond. Not cheap. The URL for Revington TR is www.revingtontr.com.



Old Half Shaft



Grease Fitting

New Half Shaft

Speaking of heavy duty U-joints, I decided to try the ones (Neapco brand) advertised by Richard Good of Goodparts on the half shafts. The photo below shows the Neapco U-joint on the left. It has larger trunnions and a thicker cross, the latter is not discernable from the photo. Note that the Neapco part has the grease fitting on a cap instead of in the cross, Richard claims that having the fitting in the cross weakens the U-joint. All sounds good in theory. I guess the question is whether they will last longer. I hope so, because it's a royal pain to change U-joints, IMHO! Good's part is \$22 each. At TRF, part number RFX327 (current price \$43.50) contains two U-joints with four flange bolts and nyloc nuts.





New and Upgraded Parts: TR6 Replacement Petrol Tanks

Lionel Mitchell

While browsing the Revington TR web site, I noticed a new product: a replacement petrol tank for the TR6. Here is the URL: www.revingtontr.com. Click on "New Products." The tank is made of aluminum and can be used on TR4, 4A, and 250 models as well. It has the following improvements over the original tank:

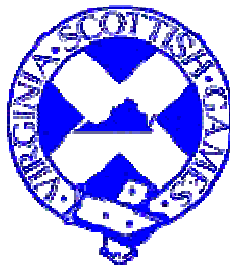
- ➔Lighter
- ➔Larger - about 14 gallons
- ➔Rubber mounts
- ➔Improved baffling and anti-surge reservoir design

The price is 295 British Pounds. It would be interesting to know how much shipping cost would be.

Virginia Scottish Games British Car Show

Tony Brooks

We are very pleased to announce that we are changing both the date and location of this year's Virginia Scottish Games to Saturday, September 16, 2006. We will be holding the Games at Fort Ward Park in Alexandria, just ¼ mile west on Braddock Road from our previous site. This will provide us with a much more enticing site, and much more temperate weather. We have also reduced the Games to a one-day event to be held just on Saturday.



The logistics of the car show, though, remain largely unchanged. We'll start at 9:00 Saturday morning this year, and we'll have light-hearted awards at approximately 3:00 pm. As ever, we'd love to see you at the show, and please don't hesitate to spread the word to other British Car Enthusiasts you might know. I'd just ask that you let me know if you will be able to attend. Feel free to contact me on (703) 946-7969 or at kexby@hotmail.com with any questions or to RSVP.

For more information about the Games, please visit our website at <http://www.vascottishgames.org/>

CTR Members Have a Hot Time in Texas

Steve Oertwig

Paris Hilton would have liked the 2006 Vintage Triumph Register national convention in Irving, Texas. It was hot. Hot doesn't fully describe the events of July 19-22. It was a drive into hell, with temperatures steadily climbing over the 1,300-mile, three-day trip from the Capital Region.

Opening day of the convention saw the mercury hit 106. The Dallas-Forth Worth area was in an 11-day 100-degree-plus heat wave that didn't end until the last day of the convention. High temperature reached only 98 degrees for the concours and participants' choice show.

Capital Triumph Register members Jack and Carol Schmelyun and their TR2 and Stephen and Ho Yong Oertwig with a 2000 Mk II made the long, hot trip to Texas.

The Red River Triumph Club was host for the event that celebrated the 40th anniversary of the GT6. Events started just one hour after registration opened, so it was busy almost all the time. Events included a funkhana that had drivers driving blind. Stephen and Ho Yong ran the funkhana on the asphalt parking lot that radiated the heat. The goal was not to win, but just to survive the scorching parking lot.



The second day started with a gimmick rallye. Stephen navigated for Richmond Triumph Register member Jim Coleman. Besides looking for signs along the route, they had to solve pictographs drawn on paper plates. Jim and Steve had not finished two-thirds of the route when Jim's TR4 vapor locked from driving slowly in the 100-degree heat. It was as if Triumphs had not been designed for the deserts of Texas. Icing down the carbs and letting the car sit for two hours didn't do any good because it was just too hot. Jim had to get a ride back to the hotel and put the TR4 on the trailer. The TR4 started right up after the cool ride back to the hotel.

A time-speed-distance rallye also was held July 20.

(Continued on Page 8)

**Hot Time in Texas** *(Continued from Page 7)*

July 21 started early with a breakfast run out to Grapevine Lake for the Richmond members, and was followed by an autocross at a Grapevine shopping mall parking lot. The autocross turned out to be one of the better-planned events of the VTR convention. The parking lot was large enough to give drivers enough twists and turns to keep it exciting, and allowed enough time for drivers to have three spins at the course.

The last day of the convention also started early with the panoramic photo on an equestrian course, which also was the site for the concours and participants' choice competition. The panoramic photo gave everyone a chance to see the 1934 Dolomite Straight Eight and two Gloria Southern Crosses. It also was the largest gathering of GT6s at any previous VTR convention.

The show field was compact and easy to navigate, making it easy to see all the cars. The heat, or just the distance required, seems to have kept many Triumphs away. Missing from this year's convention were Italias, 1800 and 2000 roadsters, Renowns, Mayflowers and Heralds.



Finale for the convention was the awards banquet. Jack and Carol again were standouts with their TR2 by winning the George Rabey Preservation Award. The preservation award for the car that is maintained to the highest standard while keeping with the spirit of VTR by participating in moving events. Stephen and Ho Yong tied for first in the special interest and modified classes with the 2000. The special interest and modified classes were shown in different locations on the show field, so the announcement of a tie was a surprise. The winning cars in both classes never were announced; only the owners were named.

The awards banquet did not have a guest speaker, but went long because of the number of raffle prizes given away.

Technical sessions kept those who didn't participate in all the driving events busy during the convention. Sessions included metal rehabilitation, suspension tuning and car detailing. One very good technical session was on rebuilding Stromberg and SU carburetors. Many questions were answered by mechanics who rebuild carbs daily.

Good news came out of the VTR membership meeting. The newsletter now will be published six times a year, and the Web page has been improved dramatically. Vernon Brannon, VTR president, announced that VTR would start hosting local club Web sites to help reduce club expenses. Old issues of the newsletter may be stored on the VTR Web site soon.



VTR also will standardize convention trophies to reduce the hosting club's expenses. The club also is looking at ways to better use funds its 2,600 members. VTR has about \$65,000 in the treasury.

One goal discussed at the general membership meeting was bringing all Triumph-oriented car clubs in the United States under the VTR umbrella so the power of a large organization could be leveraged. No discussion was put forth about how to get clubs such as Six-Pack, North American Spitfire Squadron and Stag Club to join with VTR, and what the new organization would be called.

Officers for VTR elected during this year's election were introduced. Jim Coleman won the Southeast Region representative seat this year. Brannon announced that after this three-year term, he would step down as VTR president because it was time for new blood to lead VTR.

It was never announced how many Triumphs were there, but an estimate was about 150. About 215 people attended the awards banquet, and that included many couples and people who did not drive Triumphs to Texas. Most of the events were held in Grapevine, a 10-minute or more drive through traffic from the hotel.

Next year's VTR convention will be hosted by the Delaware Valley Triumphs and will be held at Valley Forge, Pa. Host for the 2008 convention was not announced.



Moonshine and Moonpie Tour

**September 23 – 9:30 am Aldie,
VA**

Great Luck! We've found a source for the last category of refreshments in our "Booze Cruise" series. Belmont Farms Distillery near Culpeper, family-owned and operated, is dedicated to preserving a national tradition with their product, "VIRGINIA LIGHTNING," fresh corn whiskey – some of us may know it as "moonshine."



Belmont Farms produces the moonshine using an old family recipe. The corn for the whiskey is grown on the family farm, harvested and stored exclusively for use in production. Malt and yeast are added to the corn meal, cooked to a corn mash, then allowed to ferment. The mash is sent to a 2,000 gallon genuine solid copper pot still for distillation. The copper pot still was

constructed in 1930 and is the secret to preserving the aroma and taste of the whiskey.

Following our tour of the distillery, and a visit to their Gift Shop for some unique souvenirs, we will continue on to Culpeper for lunch at a local establishment. (I don't really know if they serve moonpies, but I thought it would make a



great name for the tour.)

Of course, our route to get to Belmont Farms Distillery will include some scenic back roads of the beautiful Virginia countryside. **The meeting place to begin our tour will be in Aldie at the old historic mill (about 2 miles west of the intersection of Hwys 15 & 50.) Please plan to meet around 9:30 am. We'll have a brief drivers meeting then begin the driving tour by 9:45 am.**

It would be helpful to have a general idea of how many plan to participate – so if there are last minute changes due to weather, etc., we will know who to contact. But please don't hesitate to come even if you have not RSVP'd. The bigger the turn out the more fun. Our contact information is below. On the morning of the tour, we'll have our cell phone on in case you're running late.

Thanks – hope to see you on September 23!

Kathy & Bill Wemhoff
Ph (703) 471-8276
wemhoff2@verizon.net
cell (703) 477-7874

Lucas Tour V (Continued from Page 3)

nation was the Baskin-Robbins on Route 7 – a local favorite. Participants reported seeing many deer on this leg of the Tour – and Bill and Holly Olson observed even more wildlife including several deer, a fox, and a raccoon as they headed to back to their Lovettsville home.

The following individuals participated on the 2006 Lucas Tour: Paul and Sharon Edelstein (hosts), David and Beverly Dougherty, Roger Morrison, Bill and Holly Olson, Rob Reynolds, Ira and Mary Schoen, Rich Smalling, Rich and Patti Townsend, and Bill and Kathy Wemhoff. Special thanks to Sharon for taking the terrific digital photos accompanying this article.

This Lucas Tour was another success – hats off to the Edelsteins for planning a fun adventure for us to enjoy!

Richmond British Car Days

September 16th and 17th

The Central Virginia British Car Club will hold its 22nd annual Richmond "Classics on the James" car and motorcycle show at Brown's Island on Sunday, September 17th from 9:00 am to 4:00 pm. Some 300 cars and motorcycles are expected.



Spectator admission is \$5 for adults. To participate, registrations must be received by August 25 — there is no on field registration! Registration is \$25. For information, visit the CVBCC website, www.britishcarclub.com, or call David at (804) 231-1964.



EVENTS

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

Aug 10-13 - TRF Summer Party, Armagh, PA ***CTR***

Aug 19 - Autocross, Baysox Stadium, Bowie, MD, Ed Chan ***CTR***

Aug 27 - Cruisin’ for Crustaceans Tour, Southern Maryland, Art Fournier ***CTR***

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

Sep TBD - Autocross VA, Ed Chan ***CTR***

Sep 1-3 - Historic Sportscar Racing, Virginia International Raceway, www.virclub.com

Sep 9-10 - British Car Festival, Tipton, PA, Jim & Lori Pastore, mgnut@atlanticbb.net or (814) 942-7742

Sep 19 - Membership meeting (all members welcome), Bentley’s Restaurant, Route 50, Falls Church, VA, Paul Edelstein, (703) 914-0507

Sep 16 - Virginia Scottish Games British Car Show, Tony Brooks, (703) 946-7969 or at kexby@hotmail.com

Sep 16-17 - British Car Days, Brown’s Island, Richmond, VA David, (804) 231-1964

Sep 23 - Moonshine and Moonpie Tour, Bill Wemhoff (703) 471-8276 or wemhoff2@verizon.net ***CTR***

Sep 23 - Edgar Rohr Antique Car Meet, Manassas, Joann Richardson, (703) 768-1569 or bullrunaaca@hotmail.com

Sep 28-Oct 1 - Sportscar Vintage Racing, Virginia International Raceway, www.virclub.com

Sep 30 - MGs on the Rocks, Rocks State Park, MD, Mike Lutz, mglutz@comcast.net or (410) 592-8610

Sep 30 - Wings and Wheels, Topping VA, (804) 758-2753 or info@wingsandwheels.us

Oct TBD - Autocross VA, Ed Chan

CTR

Oct 6-8 - Shenandoah Valley British Car Club show, Waynesboro, Michael Brittingham, (540) 456-8436 or CarShowChair@svbcc.net

Oct 8 - Hunt Country Classic and CTR Picnic, www.mgcarclubdc.com,

CTR

Oct 14-15 (Tentative) - CTR Overnighter ***CTR***

Oct 27-29 - Rally, Millsboro, DE, Bill Goodwin

Nov TBD - Autocross MD, Ed Chan ***CTR***

Dec TBD - Autocross MD, Ed Chan ***CTR***

CLASSIFIED

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

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

1973 Spitfire for sale. With hardtop and new tires, brakes and windshield - asking \$4500. **Spitfire parts for sale:** 1975 rolling frame, 2 windshields, 2 sets of gauges, 2 complete rear ends, 4 doors, trunk lid, luggage rack, 1500 engine with transmission, additional overdrive transmission, alternators, starters, crankshafts, carburetors, steering columns, blower fans, etc., etc. Moving, need to sell by end of July. Shadyside, MD. Contact David White at (410) 867-3648 (home) or (703) 898-7041 (cell).

Two TR3s for sale. ‘57 Smallmouth and ‘59 TR3A. In various stages of being apart, but there are plenty of goodies for a Triumph person. Some of the parts include a rebuilt engine, an overdrive transmission and new leather interior for the ‘57. Lots of other stuff of value to a TR3 restorer.

Located in Arnold, MD. Jim Privitera at jimpriv@verizon.net or (410) 319-7036, (410) 544-1622 or cell (410) 491-2873.

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

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

Two Spitfires for sale. 1974 Spitfire. lavender color, custom interior, not running, LOTS OF NEW STUFF ON IT. 1978 Spitfire. Spraypainted powder blue, hard top, runs (but missing the hose that connects the radiator to the block), bad battery. Will take best offer. Ronald Hancock, (202) 257-4667

1979 TR 7 Anniversary model with luggage rack, approximately 104,000 miles. Garaged and on blocks for the last 12 years, one owner vehicle, convertible top....not original. Dark green....not original paint, but original color. Interior in fair to good condition. No dents, no accidents. 5-speed. Contact Judy at sheldonjudy1@aol.com

TR4 Engine for Sale. Four-cylinder engine, said to be rebuilt, will be happy to assist in testing. Call Paul (240) 876-7222 or e-mail at tr6_guy@hotmail.com



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CTR website

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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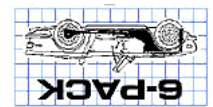
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The Triumph Register of America



4729 Willows Road
Chesapeake Beach, MD 20732-4221

THE STANDARD



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

Photo Credits

Pages 1 and 3 - Sharon Edelstein
Pages 4 and 5 - Ed Chan and Ryan Chung
Page 6 - Lionel Mitchell
Pages 7 and 8 - Steve Oertwig

CAR TRIVIA: Do you know where Chevrolet got the idea for their famous "Bow Tie" logo?

What Chevrolet calls a bow tie was, in fact, the design on the wallpaper in a hotel in Chicago, IL, where Louis Chevrolet stayed. The background of the wallpaper was black, and the "Bow Tie" was white. It is said that he tore off a sample to show the boys at GM.

With thanks to: www.endlessroad.com

Redneck Lawnmower?





THE STANDARD

The Official Publication of the
Capital Triumph Register
Volume XVIII, Number 9, September 2006

Cruisin' for Crustaceans

Art Fournier

What do 26 people, 10 Triumphs, a Jaguar, a Cortina, and two non-British cars all have in common? Crabs, of course. CTR's 13th annual Cruisin' for Crustaceans tour was held on August 27th. After a slightly rough start – the restroom was out of service at the rendezvous point near Andrews AFB – the caravan headed southeast toward Maryland's "South County." Don't look for South County on a map – you won't find it. However, most locals will tell you it's the rural southern part of Anne Arundel County. After crossing the Patuxent River, our tour never left South County and hardly ventured off winding narrow back roads. Imagine driving down what should be a one-lane road that carries two-way traffic and encountering a sign that says "road narrows" to get a sense of the route.

Part way along the tour, we were joined by RJ Fortwengler who backtracked the route. RJ's done that in the past, but this year his TR6 was facing in the right direction as we came up on him. No need for a hasty turn and a high speed catch up. RJ commented that he could hear the cars downshifting as we maneuvered a turn some distance from where he was waiting.

After a one-hour drive, we reached our destination, Skipper's Pier in Deale, MD. Skipper's Pier was largely destroyed during hurricane Isabel; however, they rebuilt and expanded. In addition to crabs, they make a fantastic crab cake and are known for their rockfish fish and chips. We ate in a covered area that opens onto the restaurant's

(Continued on Page 3)

Moonshine and Moonpie Tour

September 23 – 9:30 am Aldie, VA
Bill Wemhoff

Great Luck! We've found a source for the last category of refreshments in our "Booze Cruise" series. Belmont Farms Distillery near Culpeper, family-owned and operated, is dedicated to preserving a national tradition with their product, "VIRGINIA LIGHTNING," fresh corn whiskey – some of us may know it as "moonshine."

Belmont Farms produces the moonshine using an old family recipe. The corn for the whiskey is grown on the family farm, harvested and stored exclusively for use in production. Malt and yeast are added to the corn meal, cooked to a corn mash, then allowed to ferment. The mash is sent to a 2,000 gallon genuine solid copper pot still for distillation. The copper pot still was constructed in 1930 and is the secret to preserving the aroma and taste of the whiskey.

Following our tour of the distillery, and a visit to their Gift

(Continued on Page 3)



A row of Triumphs line up in the parking lot at Skipper's Pier in Deale, MD, during CTR's recent Cruisin' for Crustaceans tour.

PAGE 1 - Cruisin' for Crustaceans; Moonshine and Moonpie Tour; PAGE 2 - CTR Happenings; Triumph Frame Inspection Seminar; PAGE 4 - TRF Summer Party; PAGE 6 - Capital Driving Club Autocross Series; PAGE 7 - Garage Spot - TR6 Accelerator Bushings; New and Improved Triumph Parts; PAGE 8 - Future of Carlisle; Hunt Country Classic; PAGE 9 - Brits by the Bay; PAGE 10 - Events; Classified; PAGE 11 - Club Info



CTR Happenings

Post Hunt Country Classic Get Together

In what has become a CTR tradition of several years standing, Lionel and Nancy Mitchell have invited CTR members and friends to their home in Haymarket for a get together after the Hunt Country Classic on October 8th. Please RSVP to Lionel at (703) 754-7362 or haymarket4@verizon.net if you plan to attend.

Personal Triumphs

Have a story to tell about your Triumph? Why not write it up and submit it to the newsletter to share with other CTR members. This used to be a regular feature in The Standard. With many new members in recent years, maybe it's an idea whose time has come (again).

New Members!

Please join us in welcoming CTR's newest members:

- ➔ Cathy Virgenock, Springfield, VA, Spitfire
- ➔ Ron Lamb, Mount Airy, MD, Spitfire
- ➔ Donald Roberts, Alexandria, VA, TR3
- ➔ Bruce Swearingen, Sterling, VA, TR3
- ➔ Denis Vashua, Gaithersburg, MD
- ➔ Ryan Chung, Herndon, VA
- ➔ Ken Corbran, Gettysburg, PA
- ➔ Miles Defeyter, Sterling, VA
- ➔ John Journell, Woodbridge, VA, Spitfire 1500
- ➔ Roland Lo, Potomac, MD



Looking back at *The Standard*:

**Volume III, Number 8
September 1991**

The September 1991 edition of *The Standard* included information on planned overnight camping trip to Alan Crane's cabin near Little Washington as well as a Fall Foliage Tour that included a visit to Group 44 in Winchester, VA. There were reports on the Pittsburgh British Car Day by Ed Williams and TRF's Summer Party by Larry Rittenger. There was a welcome to the local 6-Pack chapter members who were merging with the club. Brian Lee reported on his TR6 in the Personal Triumphs column. And Ira Schoen was talking up a trip to Watkins Glen.

Triumph Frame Inspection Seminar

October 21st

Lionel Mitchell

John Burket of Triumph Works will conduct a frame inspection seminar on October 21st at my garage in Haymarket. John does a thorough job of inspecting a frame and will give you an honest assessment of any problems. This session is not just limited to TR6 models. John will work on any Triumph with a separate frame.

We'll start at 10 AM and go as long as we have frames to inspect. Coffee, tea, and Continental breakfast goodies as well as lunch will be provided. RSVP by calling (703) 754-7362 or email haymarket4@verizon.net. Inspections will be scheduled on a sign-up basis. So, call or email soon to get on the list.



John Burket at the 2006 Roadster Factory Summer Party.

CTR Regalia



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

**Cruisin' for Crustaceans** *(Continued from Page 1)*

pier on Rockhold Creek, with expansive views of masts and water traffic.

With number 13 in the books, Sue and I will have to begin looking for next year's destination and route. It's a hard job, but someone has to do it!

**Moonshine and Moonpie Tour** *(Continued from Page 1)*

Shop for some unique souvenirs, we will continue on to Culpeper for lunch at a local establishment. (I don't really know if they serve moonpies, but I thought it would make a great name for the tour.)

Of course, our route to get to Belmont Farms Distillery will include some scenic back roads of the beautiful Virginia countryside. **The meeting place to begin our tour will be in Aldie at the old historic mill (about 2 miles west of the intersection of Hwys 15 & 50.) Please plan to meet around 9:30 am. We'll have a brief drivers meeting then begin the driving tour by 9:45 am.**

It would be helpful to have a general idea of how many plan to participate – so if there are last minute changes due to weather, etc., we will know who to contact. But please don't hesitate to come even if you have not RSVP'd. The bigger the turn out the more fun. Our contact information is below. On the morning of the tour, we'll have our cell phone on in case you're running late.

Thanks – hope to see you on September 23!

Kathy & Bill Wemhoff
Ph (703) 471-8276
wemhoff2@verizon.net
cell (703) 477-7874





The Roadster Factory Summer Party 2006 (or "How I Spent My Summer Vacation")

Part I

Paul Edelstein

Sharon, Rebecca, and I now have a long history of TRF party attendance. This year was our eighth time attending, dating back to 1998 (there was no party in 2004). Indeed, it has become our summer vacation ritual and we wouldn't miss it for anything. Although attendance and the quality of the weather, organization, scheduling, events, and other factors have varied considerably over the years, we have always managed to have a great time, both with the TRF activities and non-car-related activities available in the area. As Charles Runyan (TRF proprietor) has stated many times, western Pennsylvania is indeed a beautiful location ideal for rest, relaxation and summer activities.

From the beginning, we have stayed at the Dillweed Bed and Breakfast in Dilltown. The Dillweed is a comfortable 5-room B&B that is a convenient five-minute drive to TRF. The Dillweed features a crafts shop and is located at the trailhead of the Ghost Town Trail, a 36-mile hiking and biking trail that goes all the way to Ebensburg. Over the years, we have gotten to know the inn owner, Cindy Gilmore, quite well. We look forward to seeing Cindy, her son and daughter-in-law Cory and Kira, and her long-time assistant Debbie, much like a family reunion.

Not surprisingly, we've also met a number of TRF attendees at the inn over the years. Occasionally, we've been joined by other CTR members (notably Charlie Brown and former member Dennis Eckhout).

Despite our good times while at TRF, each year seemed to bring something unpleasant to the trip, whether heat,

rain, traffic, or mechanical breakdown. The last straw was the now-infamous "mud bowl" of 2003, when it rained hard much of the time for four days and nights, including the trip there and home. After all of this, combined with the 400 "gratuitous" miles than ended up on the Triumph each year, I decided that I was not going to drive a Triumph to TRF again. I was to join the legions and go the trailer route. As it turns out, I had 2 years to prepare for this since Charles decided to skip the party in 2004.

In November 2004, I purchased my Range Rover to be used as the tow vehicle. I did not get around to buying the trailer, though, until July 2005. I received it about three days before we were to depart for the 2005 party, which left me inadequate time to rig it and learn how to use it. So, last year we went in just the Range Rover. While it is not a Triumph, it *is* British and made for some humorous memories as I drove it in many of the TRF events, including

the TSD rally, LeMans start competition (believe it or not, I did not come in last place!), and the Gymkhana. There is even a picture of Rebecca and the Range Rover in the Gymkhana in TRF's 2006 party materials!

After the 2005 party, I had plenty of time to prepare the trailer. And I did. I left it to the last minute to decide which car to take – TR8 (which had always gone before) or TR6 (which I was anxious to bring back to the source of most of its parts). Since the weather forecast was cool and dry (for a change), I took the TR6. The trip up was not uneventful (is it ever??) Just outside of Johnstown, about 20 minutes away from the destination, the trailer brakes quit. Fearing the steep grades to come, I did an improvised roadside repair of a

pinched wire using a nail clipper, a piece of scrap wire, and duct tape. After about an hour, we were on our way again. No more than five minutes later, the brakes quit again. Rather than stop again, we made the rest of the trip making heavy use of Rover's 2nd and 1st gears for the downhill grades

(Continued on Page 5)



Preparing to leave home



The Dillweed



TRF Summer Pazrty (Continued from Page 4)

and arrived unscathed. (As it turns out, my repair held, but the *other* wire pinched in the same place. Can British electrical problems be communicable to North Carolina trailers??)

We finally arrived at the Dillweed at about 7 pm. Although we missed Cindy (she left the keys for us), we saw ourselves in. Soon after we unloaded, up drives Charles in his newly completed black TR3. At first I thought it was a personal "welcome to TRF" stop (not really), but it turns out he was test-driving the route for the Poker Run (scheduled for Friday) that featured the Dillweed's trailside shop as its first stop. We chatted for a few minutes, and he offered a restaurant recommendation for dinner.

Following Charles' recommendation, we ventured to Blairsville (about 15 minutes west of TRF towards the dragstrip and Pittsburg) and found Pie Cucina, a very nice Italian bistro located on a back street that we would never have found without detailed directions. After din-

ner, I dropped the ladies off at the inn and ventured up to TRF to see who, if anyone, had arrived. Near the Georgia group (the "Flamingos") and their following, I found Rich and Joanne Wilkins who had set up camp. They had had an uneventful trip up that afternoon. I noticed something a little bit odd at their campsite. Those of you who know Rich and Joanne know that they are not short people; yet, they had the smallest tent I think

I have ever seen. As they tell the story, they accidentally took their grandchildren's tent. But, they were stoic about it and already planned to venture out on Thursday to find a new tent. And, there are very few situations that beer cannot fix, and the beer supply was plentiful Leaving Rich and Joanne to their, er, contortionist destiny, I retired to the comfort of the inn for the night.

Since there were no TRF activities planned until later in the day on Thursday, we took advantage of the free time

Thursday morning to take a bike ride on the trail. In late morning, we all ventured up to TRF to register, see what was what, and find out how the Wilkins' survived the night.

To find out how it all turned out, tune in next month for Part II!



Rebecca and the Wilkins' tiny tent

6-Pack Trials September 28-30



The 6-Pack Trials will be held September 28-30 in Cuyahoga Falls, OH. The Trials feature a variety of activities: car show, rally, tech sessions, etc. For information, see their site www.6-pack.org



Wings and Wheels September 30th

The annual Wings and Wheels car and air show will be held at the Hummel Airfield in Topping, VA on September 30th. Registration is \$15 after September 15th. Information is on their site www.wingsandwheels.us or by calling (804) 758-2753 or (804) 694-5995 or by e-mail from info@wingsandwheels.us

Fall British Car Festival October 6-8

The Shenandoah Valley British Car Club will host the 25th annual Fall British Car Festival in conjunction with Waynesboro's Fall Foliage Festival in Virginia's beautiful Shenandoah Valley. The show will be on Saturday, October 7th. Pre-registration is \$20; day-of registration is \$25. For information, see their site www.scbcc.net or contact show chair Michael Brittingham at CarShowChair@svbcc.net or (540) 456-8436.





Capital Driving Club Autocross Series Ed Chan

We were supposed to have an autocross at Osbourn Park High School, Manassas, VA on August 5th, but on Friday morning the school found out that the parking lot was scheduled to be repaved that weekend. We frantically e-mailed and called all the participants to let them know that the autocross was cancelled. With luck none, of you showed up to an empty lot.

We wanted to reschedule, but the only date that fit our schedule and the school's was October 7th. As a result, we didn't have a Virginia autocross in August and won't have an autocross in Virginia during September.

On August 19th, we were able to hold an autocross at the Bowie Baysox Stadium in Bowie, MD. With summer vacations in full swing, we only had 49 participants (9 of whom were organizers). We just barely covered our costs. On the other hand, all the participants were able to run 7 runs on a course that averaged over 54 seconds (the longest course this year). So if you missed the August autocross, you missed one of the best we've done.

The course was designed by Joe Seward with Larry Rittinger. They took a lot of time and effort to design the course and even held an organizer's meeting over dinner to ensure that the course was safe and enjoyable. Thanks Joe and Larry.

Joe and Larry's effort really showed. I heard many of the participants (without asking) comment how good the course was compared to past CDC courses and compared to many other clubs' courses.

Brian Karwan got the Fastest Time of the Day (FTD) at 49.07 seconds. Usually the fight for FTD is extremely close, but Brian got FTD by the largest margin this year with 1.06 seconds over Stephen Henri at 50.19. As you may guess, everyone else was a lot slower with the average being 54.63 seconds. Congratulations Brian. Brian and Stephen are also in first and second place in this year's points race.

Stephanie Krepinevich received the best indexed time of 59.79 seconds. Congratulations Stephanie!

All the results of the autocross can be seen at: capitaldrivingclub.com

We're happy to welcome the Roland Lo to the Capital Driving Club and the Capital Triumph Register.

If any of the participants have any feedback on any event, please send them to me at capitaldriving@yahoo.com.

Capital Driving Club Osbourn Park High School New Pavement Ed Chan

As I mentioned in the earlier article, the parking lot at Osbourn Park High School has been repaved. Not only is the surface nice and flat, Prince William County also made the lot about 30 feet wider. So the lot is much more usable for us. Now, here's the big thing...We need to ensure that this lot does not get damaged!

Several years ago, many clubs use to autocross at the Manassas Northern Virginia Community College (NVCC) parking lot. Everything was fine. Then NVCC re-sealed the parking lot. The next week on a hot day, one of the car clubs autocrossed on the lot. The surface, still not fully cured, was torn to bits. That was the last time any autocrossing was allowed at NVCC.

With the Osbourn Park HS lot now repaved, we need to make sure that we don't repeat history. So on the October 7th autocross at Osbourn Park HS, we will make the following changes:

1. If you use a jack or jack stands, we ask that you place a small piece of plywood under the jack/stand so that the jack/stand does not sink into the asphalt. We will bring some plywood with us that day.
2. The start gate will be a rolling start with the timing trigger after a very sharp turn. Each vehicle will roll thru the sharp turn (under 5 mph) then accelerate thru the start sensor. Our thought is that accelerating when you are rolling is much better than a drag race type start.
3. Tire spinning will not be allowed and may result in a DNF or ejection from the event.

If any other participants have additional suggestions to protect the new lot, please let us know.

We can not afford to damage this new lot and repeat what happened at NVCC. As long as we are careful and respectful to the new asphalt, we can have a safer lot, a more fun day, and make the CDC/CTR autocrosses series gain an even better reputation. Remember, more fun means more responsibility.



The Garage Spot: TR6 Accelerator Bushings

Ed Chan

Several years ago, I read a tech tip on the Triumph Newsgroup about an alternative bronze bushing for the accelerator bushing found on the firewall of TR6s (also possibly for other TRs). For those that have replaced (or tried to replace) this plastic bushing, you know it's a pain in the butt.

Instead of using the plastic bushing on the firewall, one of the guys found a commercially available bronze bushing and collar.

Larry Rittinger is now replacing the accelerator bushings and was interested in the bronze alternative. However, I couldn't remember or find the article. I placed a request on the Friends Of Triumph (FOT) newsgroup, and Chuck Arnold gave me the information.

The hardware is available thru McMaster Carr <http://www.mcmaster.com/>. Larry ordered the items below (you only need 2 of each but it's so cheap, why not get a spare for another car).

So for under \$8, you get a much better bushing that's a lot easier to install.

Line	Quantity	Part Number	Description	Unit Price	Total Price	Ships
1	4 Each	6435K13	One-Piece Clamp-On Collar Steel, 3/8" Bore, 7/8" Outside Dia, 3/8" Width	\$1.85	\$7.40	today
2	4 Each	6338K461	SAE 841 Bronze Flanged-Sleeve Bearing for 3/8" Shaft Diameter, 5/8" Od, 1/2" Length	\$0.71	\$2.84	today
					Merchandise	\$10.24
					Shipping	\$4.00
					Your credit card will be charged	\$14.24



Triumph Parts Lionel Mitchell

You may have read in the December '97 issue of *British Car* magazine (now known as *Classic Motorsports*) or in the Summer '97 issue of the *6-Pack* journal about supercharging a TR6 engine with an Eaton supercharger and a single SU carburetor. The owner, Nick Formica, raved about the power and said the only problem he had was keeping a clutch in the car. I later saw the car for sale on e-bay. Now, I see that Moss Motors is offering a Supercharger kit, complete with water pump, electric fuel pump, Holley 2 barrel carburetor, and air filter for \$3495.00. Look for "New Products" on the Moss home page.

Quoting from the Moss web site:

"The TR6 supercharger system uses the same Eaton positive displacement roots-type supercharger found on contemporary OE applications such as Mercedes Benz and Jaguar. The supercharger is the latest M62 design which features helical rotors and an internal vacuum controlled bypass

valve for high efficiency and economic cruising.

"The comprehensive instructions and all necessary parts make it easy for a competent DIY mechanic to install the kit over a weekend.

"As supplied the kit can provide an approximate 50% increase in rear wheel horsepower on a stock, good condition motor. No internal engine modifications are necessary for safe use, but it is essential that the ignition system, including advance mechanisms be working correctly."

I noticed on the 6-Pack web site that someone had already ordered one. As a cost comparison, you should be able to get the same level of power increase from a fast road cam and better carburetion and exhaust. For example, the Good-Parts approach of a fast road cam, associated upgraded valve train components, and three carb manifold costs about \$1300. Then, there's the cost of a third Stromberg carb (used), milling the head to raise the compression and an exhaust header to complete the package – estimate \$2000 total. With the supercharger, it's apparently not necessary to raise the compression or use a header to get the power increase. So, the

(Continued on Page 8)

**From the Editor:****The Future of Carlisle***Art Fournier*

The annual Import, Kit and Replica show in Carlisle, Pennsylvania, has been a May destination for British car fans for years. And it is only one of 11 themed shows Carlisle Productions holds each year. Recently there has been talk that the fairgrounds have been sold and Carlisle Productions was looking for a new home for their shows. However, according to their website (<http://www.carsatcarlisle.com/>) this is untrue. While there is concern about development and expansion of the adjacent Pennsylvania National Guard Armory, Carlisle Productions lists a 2007 schedule on their site. (May 18 through 20 are the planned 2007 dates for the Import, Kit and Replica show, by the way.)

There is another concern about the Carlisle show, however. There seems to have been a dramatic decline in the number of vendors selling used parts. There used to be row upon endless row of tarps and tents filled with rusty and greasy bits and pieces, some identifiable and others of very questionable origin. A daylong search could turn up just about any obscure part you might need. In recent years there have been fewer and fewer of these vendors. Why? Has our hobby changed? Has the supply of rusty parts run dry? Have our buying habits changed? Have the internet and eBay become the modern equivalent of flea markets and used part sales? Whatever the reason, Carlisle is losing one of its drawing cards. My interest is in British cars. I have only a passing curiosity of kit and replica cars, and can only admire French, German, Swedish, Italian and other classics for so long. It's a fairly long drive from Chesapeake Beach to Carlisle. And there seem to be fewer and fewer people at the show that I know. We'll have wait and watch and see what's in the future for Carlisle.

New and Improved (Continued from Page 7)

supercharger is maybe \$1500 more, without considering the labor cost for the engine work.

Just as a cautionary note, one British car mechanic told me several years ago, when I mentioned the idea, that it would be a major mistake to supercharge a TR6 engine. Another well-known British car mechanic seems to be pretty much against any non-stock modifications. As with any modifications beyond stock specifications, you pay your money and you take your chances. The eternal quest for more power from our Triumphs is likely replete with stories of regrets and elation, not to mention drained bank accounts.

Hunt Country Classic

October 8th

The 11th annual Hunt Country Classic will take place on Sunday, October 8th, at the Willoughby Farm between Marshall and Middleburg in Virginia's Hunt Country. The show is hosted by the MG Car Club Washington D.C. Centre and traditionally marks the end of the British car show season in the Washington area. Registration is \$20 through September 30th and \$25 thereafter. Food is available from either a hot buffet (\$13.00) or a sandwich buffet (\$7.50). Children's portions are available for \$6.00 and \$5.00 respectively. As in the past, there will be a silent auction, vendors, bagpiping, hayrides and apple pressing.



CTR always has a large turnout at the Hunt Country Classic (especially with Nancy and Lionel Mitchell offering a post-event get-together in Haymarket). If you haven't received a flyer, information may be obtained from their site at www.mgcarclubdc.com/hcc/hcc_main.html, by e-mail from huntcountryclassic@mgcarclubdc.com, or by mail from MGCCWDCC, PO Box 6321, Arlington, VA 22206.

MGs on the Rocks

September 30th

Despite its name, MGs on the Rocks is open to all British cars. The show is held at scenic Rocks State Park near Belair in Harford County, MD. The show, sponsored by MGs of Baltimore, attracts over 200 cars, many of which are from Pennsylvania, Delaware and New Jersey. In other words, a different mix of cars than many area shows. Food choices include pit beef. There are vendors along with a large number of parts and cars for sale. Registration is \$20 after September 1st. Information may be found on their website www.mgsofbaltimore.com or from Mike Lutz, Rocks Chairman, at (410) 592-8610 or e-mail MGTLUTZ@Verizon.net.





Brits by the Bay

Art Fournier

It was hot on Saturday, July 29th. Really, really hot. Common sense said it was too hot to take part in a car show. However, Downs Park near Pasadena, MD, is right on Chesapeake Bay with many large trees. The Bay breeze and shade made the high temperatures much more tolerable than they would have been otherwise. Adding to the comfort was live entertainment provided throughout the day by a small combo.

TRAC's annual Brits by the Bay show is pretty laid back to begin with. It's actually more of a gathering than a show since there is no participants' choice judging. The organizers present a few awards, but the odds of winning one are pretty slim. Consequently, there's no need to spit shine your lug nuts or take a toothbrush to the engine compartment. (Those of you that know me probably can't imagine me doing that sort of thing anyway.) With no pressure, there's no excuse not to sit back, enjoy the music, do a little socializing, and wait for your number to be called out for one of the many nice door prizes that were given out. And some of those door prizes were pretty serious – Orioles' tickets and regalia, for example.

Triumphs made up the majority of participating cars, which are grouped by year rather than by model. However, there were several interesting cars of other marques, especially among the older classes.

There were only a few CTR members to be found. While at the show I ran into Richard Guba who was there with his TR6, as well as Beverly and David Dougherty and Sherman and Camellia Taffel who were enjoying the shade of the Jaguar club's canopy. Brits by the Bay really is a pleasant show that more of us should take advantage of.





EVENTS

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

Sep 1-3 - Historic Sportscar Racing, Virginia International Raceway, www.virclub.com

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

Sep 9-10 - British Car Festival, Tipton, PA, Jim & Lori Pastore, mgnut@atlanticbb.net or (814) 942-7742

Sep 19 - Membership meeting (all members welcome), Bentley’s Restaurant, Route 50, Falls Church, VA, Paul Edelstein, (703) 914-0507

Sep 16 - Virginia Scottish Games British Car Show, Tony Brooks, (703) 946-7969 or at kexby@hotmail.com

Sep 16-17 - British Car Days, Brown’s Island, Richmond, VA David, (804) 231-1964

Sep 23 - Moonshine and Moonpie Tour, Bill Wemhoff (703) 471-8276 or wemhoff2@verizon.net *CTR*

Sep 23 - Edgar Rohr Antique Car Meet, Manassas, Joann Richardson, (703) 768-1569 or bullrunaaca@hotmail.com

Sep 28-Oct 1 - Sportscar Vintage Racing, Virginia International Raceway, www.virclub.com

Sep 30 - MGs on the Rocks, Rocks State Park, MD, Mike Lutz, mglutz@comcast.net or (410) 592-8610

Sep 30 - Wings and Wheels, Topping VA, (804) 758-2753 or info@wingsandwheels.us

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

Oct TBD - Autocross, MD, Ed Chan *CTR*

Oct TBD - Fall Overnighter *CTR*

Oct 6-8 - Shenandoah Valley British Car Club show, Waynesboro, Michael Brittingham, (540) 456-8436 or CarShowChair@svbcc.net

Oct 8 - Hunt Country Classic and CTR

post event get-together, www.mgcarclubdc.com, *CTR*

Oct 14-15 (Tentative) - CTR

Overnighter *CTR*

Oct 27-29 - Rally, Millsboro, DE, Bill Goodwin

Nov 4 - T4 VA locations *CTR*

Nov TBD - Autocross MD, Ed Chan *CTR*

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

Dec TBD - Autocross MD, Ed Chan *CTR*

Dec 10 - Holiday Party *CTR*

CLASSIFIED

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

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

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

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

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

White at (410) 867-3648 (home) or (703) 898-7041 (cell).

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

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

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

Two Spitfires for sale. 1974 Spitfire. lavender color, custom interior, not running, LOTS OF NEW STUFF ON IT. 1978 Spitfire. Spraypainted powder blue, hard top, runs (but missing the hose that connects the radiator to the block), bad battery. Will take best offer. Ronald Hancock, (202) 257-4667

TR4 Engine for Sale. Four-cylinder engine, said to be rebuilt, will be happy to assist in testing. Call Paul (240) 876-7222 or e-mail at tr6_guy@hotmail.com



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CTR website

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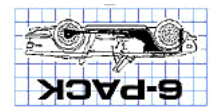
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The Vintage Triumph Register,
6-Pack, and
The Triumph Register of America



4729 Willows Road
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THE STANDARD



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

Photo Credits

Pages 1, 3, and 9 - Art Fournier

Page 2 - Lionel Mitchell

Pages 4, 5, and 6 - Paul, Sharon, and Rebecca
Edelstein

CAR TRIVIA: The first speed limit was established in England in 1903. How fast was it?

The first posted speed limit was 20 Miles Per Hour.

With thanks to: www.endlessroad.com

Dust Art



When the dust gets thick on the back window of his Mini Cooper, Scott Wade uses it as a canvas to create temporary works of art. Wade used his finger and other implements to etch this homage to Vincent Van Gogh's 'Starry Night' and Leonardo da Vinci's 'Mona Lisa.' Wade lives off an unpaved north of San Marcos, which dusts the back windows of his car and gives him the canvases to create his own works of art. Wade takes pride in his creations, but he knows that with one good shower, his work will just wash away.



THE STANDARD

The Official Publication of the
Capital Triumph Register
Volume XVIII, Number 10, October 2006



A row of Triumphs line up in front of the Belmont Farms Distillery during CTR's recent Moonshine and Moonpie Tour

Moonshine and Moonpie Tour **Art Fournier**

A small but enthusiastic group of CTR members met at the Aldie Mill near Middleburg for the 90-plus mile jaunt through Virginia's horse country that was this year's Fall driving tour. The weather on Saturday was warm and overcast, with rain threatening but never materializing. Organized by Bill and Kathy Wemhoff, the Moonshine and Moonpie tour completed a series of driving events that have included stops at wineries, breweries, and distilleries in the northern Virginia countryside. Bill is considering new themes for future events.

The initial part of the tour took us west then south through Middleburg and Marshall to a rest stop near Hart's Crossroads where Bill and Kathy broke out a box of Moonpies and a cooler

(Continued on Page 3)

CTR's Ninth Annual T4 **Saturday, November 4, 2006** **Paul Edelstein**

This year's Tasty Triumph Technical Tour (better known as the T4) once again returns to northern Virginia. A perennial CTR favorite, the T4 will be our last driving event of the season and will feature three interesting technical topics *plus* an opportunity to exercise your car through the rapidly diminishing back roads around the suburban area. And, of course, food will be provided.

For members unfamiliar with T4s of years past, here is how it works: participants will meet at the starting host's house, indulge in breakfast, and participate in a tech session of the host's choosing. Then, the group will drive over a pre-planned route, in caravan formation, to the next

(Continued on Page 2)

PAGE 1 - Moonshine and Moonpie Tour; T4; PAGE 2 - CTR Happenings; PAGE 4 - TRF Summer Party Part 2; PAGE 6 - Capital Driving Club Autocross Series; Fairfax Decals; PAGE 7 - Garage Spot - Ignition Lights; New and Improved Triumph Parts; PAGE 8 - Virginia Scottish Games; PAGE 9 - Capital Triumphs Invade Richmond; Road Rally; PAGE 10 - Events; Classified; PAGE 11 - Club Info



CTR Happenings

Fall Overnighter Cancelled

For a number of reasons, the CTR Fall Overnighter planned for October 14th and 15th has been cancelled. We regret any inconvenience and will try again next year.

BOG 2007

Britain on the Green has been scheduled for Sunday, April 29, 2007. Once again, our largest event will be at Collingwood Library and Museum, located between the George Washington Parkway about halfway between Alexandria and Mount Vernon.

As always, the BOG Committee will need help from as many CTR members and friends as possible. To find out how you can help, contact Tom Burke at tburke4@aol.com or (703) 354-1361.

VTR National Convention 2007

The 2007 VTR National Convention, hosted by Delaware Valley Triumphs, will be held July 17-21 in Valley Forge, Pennsylvania. That's too close to the Washington area to miss!

New Member!

Please join us in welcoming CTR's newest member:

→ Sandy Thomson, Trappe, MD, TR6



Looking back at *The Standard*:

**Volume III, Number 9
October 1991**

The leadoff story in October 1991 issue of the newsletter described the club's visit to Group 44 on a tour led by Charlie Brown. At Group 44, the club was hosted by "Lanky" Foushee. Along the way, Dennis Eckhout's TR6 required help for a heating system leak.

A second tour was a trip to Al Crane's "country estate" near Washington, VA, organized by Elene Gillespie. The trip

included an unexpected side tour when several members accidentally followed someone who wasn't taking the planned, scenic route.

A number of club members participated in the Richmond British Car Day, then held at Berkley Plantation, while Keith Dunklee reported on the Meeting of the Marques show in Boiling Springs, Pennsylvania.

To round out the issue, George Barczewski reported on the TRA national meet in Frederick, Maryland, Brian Lee discussed the National Motorists Association, and Art Fournier was congratulated for the 1991 club service survey.

T4 (Continued from Page 1)

host's house for lunch and new technical discussions. This gets repeated three times in total over the course of the day. The program will be about an hour and a half at each host's house, including lots of informal car chat, the tech talk, and victuals. T4s past have attracted many members to their first event – a great way to meet club members while indulging in Things Triumph!

As you read this, we have just begun planning this year's event, so we don't have a lot of details yet. I can tell you that we will have stops at my house, Joe Cannon's house, and (probably) Charlie Brown's new dwelling in Dale City. We will begin at about 10:00 AM and finish around 3:00 PM. More details, including tech topics and sequence, will be e-mailed to club members as the day approaches.

Please RSVP to me if you are interested, and I'll make sure you get all the data when available. You can e-mail me at pgedelstein@capitaltriumphregister.com, or call (703) 914-0507. Plan to bring yourself, passengers if desired, your Triumph if it's on the road, your appetite, and your thirst (for knowledge, of course!)

CTR Regalia



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



Moonshine and Moonpie Tour (Continued from Page 1)



of RC Cola. Not everyone in the group was familiar with this traditional southern snack. Kathy found the Moonpies at a local Harris Teeter grocery store; however, it was unclear whether they were in the snack, gourmet or international section of the store.



While at the rest stop, Bill asked if we wanted to continue on back roads or abbreviate the next leg of the tour by switching to highways. The answer was unanimous – stick with the back roads! So the caravan – Bill and Kathy, Joe and Rita Cannon, and Scooter Mauck in TR6s, Art Fournier in his Spitfire, and Rich and Lisa Smalling in their

son Stephen's Miata (their TR6 is waiting for new brake lines) – continued along Bill's route, which took us through villages and farm country as we made our way south toward the Belmont Farms Distillery near Culpeper where we were

joined by Steve and Ho Yong Oertwig with their GT6.

Featured in both History Channel and upcoming National Geographic shows on white lightning, Belmont Farms Distillery is a fairly low volume operation. It produces about 20,000 bottles of Virginia Lightning legal moonshine and an additional 6,000 bottles of Copper Fox Virginia whiskey a year. That our host, Chuck Miller, enjoys his work became very obvious during the tour of his distillery. His wife, Jeanette, was also on hand to answer questions in their giftshop. The Commonwealth of Virginia now allows Belmont Farm to sell its products at the distillery, but doesn't allow tasting or sampling on premises. A shame, but something to overcome later in the day.

From Belmont Farm, we proceeded into Culpeper, where we had a very nice lunch at the "It's About Thyme" restaurant. While we waited for our table, some members of the group (by coincidence, all the ladies) began to explore some of the many small gift and craft shops that make up Culpeper's rejuvenated downtown. After an excellent lunch and much car-related conversation, the ladies continued to explore Culpeper's shops, while the men found an opportunity to taste a very small sample of Belmont Farm's finest.

Having now sampled both moonshine and Moonpies, the tour was officially over. In all, I put over 300 miles on my Spitfire and had a grand time. As always, Bill and Kathy's routes and planning were first rate and I look forward to whatever theme they choose for their 2007 tour!



The Roadster Factory Summer Party 2006 (or "How I Spent My Summer Vacation")

Part 2

Paul Edelstein

Last month, I told you more than you really wanted to know about our journey to TRF. Well, here is how it turned out

I wasn't sure what to expect from the TRF party this year. Prior to the party, Charles had made it abundantly clear that registration and attendance were off significantly from prior years. Although he decided to go ahead with the party after contemplating cancellation (out of deference to those of us who had preregistered – thanks, Charles!), he also said that he would not commit to another party for five years since he was too close to the break-even point. Further, few CTR members were planning on attending. Indeed, before we departed, only Lionel Mitchell had told me for sure that he was going. In past years, CTR had as many as ten or more members in attendance. The reasons for the fall-off in popularity of this erstwhile well-attended event are a subject best left to a whole other discussion.

Our friends to the South from the Richmond Triumph Register (RTR) had also had an historically strong representation at the summer party. Typically, they were 10+ strong, camping at TRF, with a highly visible setup. This year, however, only two of their members were planning to attend, with no campers at all!



As it turned out, CTR representation was respectable. In addition to us, Lionel Mitchell attended in his TR6. Lionel was joined by his daughter, Laura, who made a seven-hour trip from Michigan to join us (talk about die-

hard!). Rich Smalling put in a last-minute appearance in his TR6. Glenn Minucci and his Stag made the trip up from southern Maryland. Of course, Rich and Joanne Wilkins attended in their TR4. Lyle Farmer attended with a friend. Sandy and Joanne Thompson and their three boys ventured from the Eastern Shore (near Easton) with their immense Ford truck, TR6 on trailer, and very elaborate camp setup including, among other amenities, a gas grill. The Thompsons are perennial TRF party attendees, and actually joined CTR at TRF. Welcome to our new members!

We were joined by the uncharacteristically small RTR contingent consisting of Glenn Larson (Spitfire) and Ken Nachman (XK8). Glenn and Ken (isn't that cute?) stayed at the Dillweed in relative luxury, breaking with the camping tradition set by their absent brethren.

So the stage was set and the festivities were about to begin.

Although Thursday was the official first day of the party, there were no organized activities scheduled until the evening. Registration was to start at noon. So, we took advantage of the free time and spectacular weather (sunny, dry, temp in the 70s) to do some bike riding on the Ghost Town Trail. Because the bike rental place in Dilltown shut down several years ago, the Dillweed acquired four "beater" bikes. After some lubrication, gear adjustment, seat adjustments, and lots of pumping, I managed to make three of them trail-worthy. Yes, those honed Triumph restoration skills (not to mention the Triumph/Rover/Trailer tool kit) do come in handy for other endeavors!

Following the bike ride, we made our way up to TRF to see wassup and register. We met up with the other CTR folks and hung around until the registration area finally opened around 2:15. As I wandered around checking things out, I noticed a bright yellow but unfamiliar TR6 with Virginia tags and a Prince William county sticker. Who could that be, I thought to myself. More on that later. We obtained our materials from registration and planned our agenda for the weekend. We enjoyed a tasty dinner with the CTR and RTR folks at Benjamin's in Indiana (a surprisingly urbane establishment), followed by a stop at Budner's for ice cream on the way back. TRF regulars are quite familiar with Budner's – it is a seasonal ice cream and burger place about half way between TRF and Indiana. It is also a regular stop on the Poker Run event. Back at TRF, we took in Charles' Bedsheet Movie, *Goldfinger*, selected to fit the James Bond theme of the party. Oddly, there were fireworks *during* the movie. I wonder who planned that??

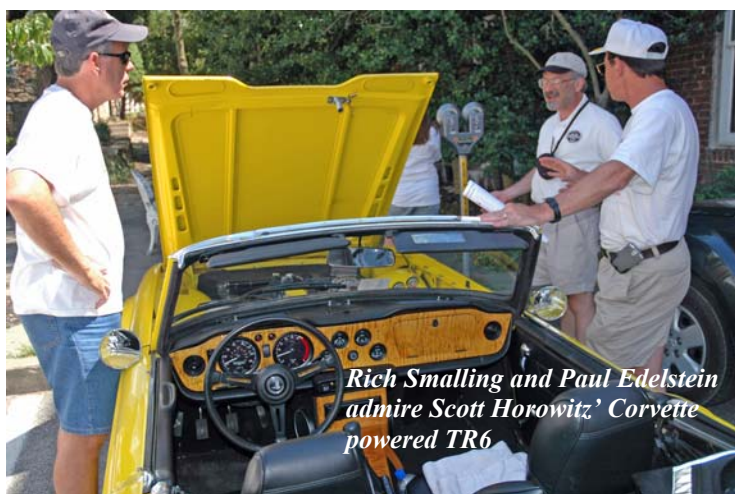
(Continued on Page 5)



TRF Summer Pazrty (Continued from Page 4)

Friday brought the Poker Run, mountain road tour, and TRF-traditional drag racing. The Poker Run is a very easy rally, of sorts, with five stops. At each stop you obtain a card, and submit your "hand" at the end. The winner gets cash. Last year, Rebecca won 2 of the 3 poker runs. No such luck this year as among the three of us we had nary a pair, much less the 4 queens she had last year. Oh, well. Notably, the poker run had wildly incorrect mileage and some wrong instructions (destinations were noted on the left, where they were really on the right). I attribute these idiosyncrasies to Charles putting the rally together in his newly-finished TR3. We did enjoy lunch at a relatively new barbeque establishment that was one of the stops.

Upon our return to TRF, we joined the legions lining up for the mountain road tour. There in line was that yellow TR6, occupied by Scott Horowitz and his daughter Arielle. As it turns out, Scott works for NASA and lives in Haymarket, so he has a lot in common with Lionel. The road tour was a brisk one-hour jaunt proceeding southwest from TRF to a very quaint small town, Ligonier. Once there, the group, now including Scott and Arielle, joined up for a cold beverage and snack in a local pizza establishment. Scott's yellow TR6 is quite a unique piece of workmanship – it is possibly the only TR6 with a Corvette drivetrain, including engine, 6-speed transmission, and rear axle, so tastefully engineered and installed that you would never know it wasn't original unless, of course, you know it wasn't original. As Scott put it simply, "I like things that are fast."



*Rich Smalling and Paul Edelstein
admire Scott Horowitz' Corvette
powered TR6*

The Friday evening activity was drag racing at the former Keystone Raceway Park, about 22 miles west of TRF towards Pittsburgh. Although most did not drag race (Lionel learned his lesson last year, eh?), all attended and enjoyed watching the others push their cars to the limit. Scott did do a few runs, and took a shot at the LeMans Start

competition. No surprise he took second place, since he is an avid runner and drives a Corvette-engined TR6. After drag racing, we all headed for Papa Sal's, a nice casual Italian restaurant we found last year about half way back to TRF. The dinner highlight (besides the *large* portions of food) was watching Rich Smalling, Lionel, Scott, and Ken Nachman attempting to beam each other data using their blackberry-type devices. Boys and their toys at its best!

Are we having fun yet? I think so!



*Paul Edelstein with his TR6
at the Gymkhana*

Saturday was actually the busiest day. Again, the weather was nearly perfect. Autocross and Gymkhana started early morning and continued all day. MGs of Baltimore put together a wonderful TSD rallye through winding country lanes and farms that ran in the morning. The later part of the afternoon provided an opportunity to wash the cars for the *concours d'elegance*, to be held on Philadelphia Street in downtown Indiana during the evening. Whew. We participated in the rally, the Gymkhana, the car wash, and the show. Whew (did I say that already?). We converged at Coney's for dinner, and attended the awards ceremony (for all events) that began around 9:30. Although smaller than in past years, the show remains a sight to see – British cars filling blocks of a closed-off downtown area.

CTR members were well represented in the awards for the weekend. Glenn Minucci won 2nd place in the Stag class; your truly won 1st place in the early TR6 class, Sandy and Joanne Thompson won 1st place in the Gymkhana; and Scott Horowitz won 2nd place in the LeMans start competition.

Sadly, Sunday came all too soon and it was time to load up and go home. Although smaller than in past years, this was one

(Continued on Page 8)



Capital Driving Club Autocross Series

Ed Chan

The September autocross was at Harry Grove Stadium at Frederick, MD on September 9th. The weather was terrific and we had about 78 participants, including a modified MGA with a V8, a Lotus Elise, with the usual mixture of Cobras, Vettes, MGBs, and Sprites.

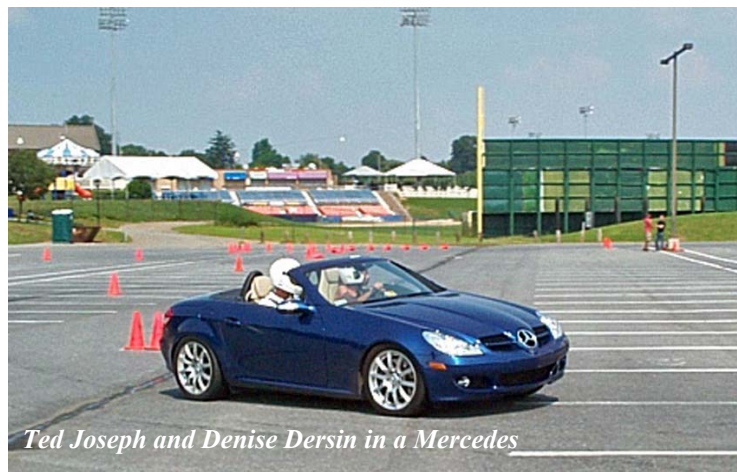
I know that the recap sounds like a broken record, when I say Brian Karwan got the Fastest Time of the Day (FTD) at 40.43 seconds with even a larger margin of over 1.8 seconds fast than Jose Pagan in second place. The mean time for the course was 46.96 seconds. Larry Roberts, to his surprise, got the fastest indexed time of 41.08 seconds in his 1967 BRG Sprite! Congratulations to Brian and Larry.



Modified MGA with V8 engine

In the points race, Brian Karwan is in the lead with 1312 points with Steve Henri at 1253 points. Since we drop the 4 lowest scores, the results reflect one event being dropped. Since Brian only received 176 point on the September event, his points for this event are dropped. This occurrence seems ironic since Brian received FTD and won by the largest margin. The reason for the lower points is due to his index getting so large that his indexed points were only 76 points. In fact, seven other participants earned the same or more points from the September event, with Hil O'Herlihy getting 195 points in his 1965 Factory Five Cobra.

Since the index is based on the participant's performance on their last three CDC events, many new drivers can get just as many points as the more experienced fast drivers. For example, Hil's relatively new to autocrossing and has a relatively low index, and Larry Roberts received the highest indexed points with his slower Sprite.



Ted Joseph and Denise Dersin in a Mercedes

All the results of the autocross can be seen at: Capitaldrivingclub.com

We're happy to welcome Roland Lo to the Capital Driving Club and the Capital Triumph Register

If any of the participants have any feedback on any event, please send them to me at capitaldriving@yahoo.com.



Brand New Honda S2000 with less than 300 miles being broken in

Capital Driving Club Fairfax County Decals

Ed Chan

If you live in Fairfax County, you probably know that Fairfax County is no longer using County Decals on vehicles for their residents. However, did you know that all the other remaining counties in Virginia still use County Decals? On the surface, you may not think it's a big deal, until you park your car in another county.

One CTR member works in Arlington County and many

(Continued on Page 7)



Fairfax Decal (Continued from Page 6)

of his coworkers live in Fairfax County. Since last July, Fairfax County has not issued them county stickers. Guess what! When they went to work in Arlington and parked their car without a decal, the meter maid slapped them with a ticket for not having a county sticker! The only way they could resolve the problem was to contact the Arlington County Traffic Court. When disputing a ticket, you're even assessed a \$10 fine! This occurrence has happened several times with many

different coworkers. Now all the Fairfax County residents place a sign in their dashboard stating "Fairfax County Resident – No County Decal was issued." Although this story is about Arlington, I assume that other counties may be similar.

If you have the 2006 Fairfax County decal on your car, this probably isn't an issue right now. However in November, you might save yourself from a headache by making a little sign to put on your dash.



The Garage Spot: That Ignition Light Means Something

Ed Chan

Jim Stuart (one of the MG guys at our hobby shop) recently installed a Rover V8 for Dave Mumford (another guy at the hobby shop). The MGB has great power with the Rover V8 and really transforms the car. The only problem was that after a couple of days, the car wouldn't start. Dave found that his brand new battery was completely dead. Dave brought the car our shop and all of us scratched our heads. Was there something wrong with the charging system? Was the battery defective? Was the alternator working properly? Richard Lipsky walks in the shop, and asks, "Does the ignition light come on? Because if it doesn't turn on, your charging system won't work."

Dave and Jim found that a wire wasn't attached and all

was good. What we learned was pretty simple. If the light doesn't come on when you turn on the ignition (with motor off) something isn't right. Believe it or not, that little light bulb is part of the charging circuit, not just on MGBs but most all cars (even modern ones!). So if the ignition light burns out, the car probably won't charge the battery.

Conversely, I've also found that when the ignition light remains on once the engine begins the run, there's something wrong with the charging system. On Pat Thompson's TR6, we experienced a ignition dim light that not turn off when the engine started and found that the alternator had a bad diode.

As a side note, the alternator has several diodes and often one bad diode will be enough to leave the ignition light glowing dimly, but for some reason the alternator shop (to remain nameless) could not detect the bad diode. The alternator shop insisted that we didn't need an alternator and wouldn't sell us an alternator. Only after we ended up purchasing a new alternator from Motorhead, did we confirm the problem.



Triumph Parts Lionel Mitchell

The ultimate Triumph part, at least for the separate frame Triumph cars, is the frame. As our cars age and the proverbial tin worm eats away, the frame becomes a worry, especially for those among us who drive our cars in a spirited way. Now, there is a source of new Triumph frames from Roadtronics Automotive Technologies Company (www.ratco.com) in Yaphank, New York. You may have seen their advertisements in the Vintage Triumph Register magazine. The frame has upgrades compared with a factory frame: the metal gauge is thicker and the normal trouble spots for suspension and differential mounts have been strengthened. The extra steel adds around 40-50 pounds to the weight of the

frame. Frames are currently available for TR-4A (IRS)/TR-5/TR-250/TR-6 models and TR-3/TR-4 frames will be available this Fall. The basic price is \$2450 but paint and rust-proofing options can add another \$400-700 to the price. Crating and shipping is \$350.

As a cost comparison, John Burket of Triumph Works (www.triumphworks.com) repairs Triumph frames. His web site list the separate frame repair for \$1600 and the on-car frame repair for \$1970. John will pick-up and deliver frames at a mileage cost. The repair job typically includes cleaning dirt from the interior cavities, replacing the trailing arm cross members and lower breast plate, reinforcing front differential mounting pins and brackets, painting with POR-15 paint, and blowing machine oil into the interior cavities for rust proofing. For the on-car repair John now advertises that he replaces the trailing arm bushings and does a rear wheel alignment.



TRF Summer Party (Continued from Page 5)

Rebecca and Paul Edelstein receive the TR6 Concours award from Charles Runyan on the streets of Indiana, PA



of the most fun TRF parties. Perhaps it was the perfect weather. Perhaps it was the group of friends. Perhaps it was the uniqueness of the event. Or perhaps a combination of all. I sure hope TRF continues to have the summer party. It offers one of the few opportunities to meet British car owners from all over the country and participate in several days of non-stop fun. If you have not ever been, perhaps you'll come next year!



Laura and Lionel Mitchell at the TRF Summer Part Concours d'Elégance

Virginia Scottish Games Car Show

In past years the Virginia Scottish Games' British car show was held in late July on the second day of a two-day event. The July heat was intensified by the lack of shade at the Episcopal High School site in Alexandria. And, to be honest, there wasn't a lot happening on the second day of the Virginia Scottish Games.

This year, the organizers moved the location, changed the date, and consolidated to a single-day event. Fort Ward Park in September has a lot going for it: cooler temperature, abundant shade, and lots of activities. Unfortunately, the weather forecasters fibbed a bit predicting a dry day that never materialized.

Sharon and Paul Edelstein showed up in their Range Rover, while Glenn Minucci made the long drive from St. Mary's County in his Stag. The only other CTR member to be found was Art Fournier, who left his Spitfire at home, but brought his bagpipes. Go figure.

The organizers have announced that the Virginia Scottish Games will be at Fort Ward Park in Alexandria again next year. Hopefully they'll follow through with a September date as well. With decent weather, the Scottish Games could have been a lot of fun with much more to see and do than the typical car show.



British cars and a British car owner with bagpipes at the Virginia Scottish Games at Fort Ward Park in Alexandria





Capital Triumphs Invade Richmond Show

Stephen Oertwig

Capital Triumph Register members went south to Richmond September 17 and brought home the spoils of victory at the 22nd Annual Classics on the James. Matt Schipani and Stephen and Ho Yong Oertwig attended the British and European Classic Car and Motorcycle Festival hosted by the Central Virginia British Car Club. While British cars dominated the field at Brown's Island, the featured marque was cars of Germany.

Classics on the James was a well-planned and delightful show to attend. The weather was great. Even though it was a preregistration-only show, Brown's Island was full of show cars, vendors and dealers showing their latest models. There were more than 200 cars registered.

Triumphs were parked near show central, making it convenient to progress down the rows of Jaguars, Rolls-Royces, MGs and Austin-Healeys, and on through to the Saabs, Fiats, miscellaneous British cars, and Ferraris, and then off to the German high flyers of Mercedes-Benz, BMW, Porsche and Audi.

Volkswagen was represented well with bugs, campers and buggies. A Volkswagen dealer had the new Eos convertible that featured an amazing hood that disappeared into the boot through the aid of hundreds of moving panels, gears and levers. After watching the hood go through its paces on the Eos, someone commented that if it had been a Triumph it would have had a hand crank.

Triumphs were represented well with almost every popular model on display. From TR2s through TR8s, and Spitfires, GT6s, Italia and Stag in between, there were many cars to see. The Spitfire and GT6 class was the largest, but ended up with a strange companion when a Stag was included in the class.

Voting for best in each class was by popular choice. For the second row in a year, Matt won class with his GT6. Steve and Ho Yong's 2000 was sitting on jack stands awaiting refitting of refurbished brake calipers and cylinders, so their GT6 faced off again Matt. The sight of two pimento GT6s facing off made for an interesting image.

Besides the awesome looking Triumphs, there were many elegant cars. One noticeable point – besides the number of Jaguars polished to perfection – was the number of Rolls-Royces and Bentleys. While German and Italian

cars have their lustful appeal, one standout was a 1962 Aston Martin DB-4 with only 12,000 miles. The car looked as if it had just rolled off the showroom floor and was an enticing example of the allure and mystique that British cars had in the 1960s. The owner brought not only the DB-4, but also a DB-9, E-type, XK-8, and two Rolls-Royces. He evidently was a person who loves to drive British cars.



*Matt Schipani
at Brown's Island*

Road Rally! - October 27-29

Bill Goodwin

A rally is coming up this month! And there is still time to enter. Cost is only \$285.00 and this includes meals. Only extra cost is motel and gas. Once again we are in Millsboro, Delaware, only 2 ½ hrs from the Bay Bridge. Friday the 27th is check in, a practice run and dinner. Saturday is a full day of rallying with breakfast, pit and lunch stops. Saturday night is dinner followed by an auction for charity (the Millsboro Volunteer Fire Dept. & Youth Club). Sunday after breakfast another 4 hours of rallying! Everything finishes at 1:00 pm with a great lunch and awards presentation, off to home by 2:00 pm.

The rally is open to any car, truck or whatever as long as its street legal. The Delaware Valley Jag club will be there in force. We need more Triumphs to go with my Herald. Remember this is a time-distance rally and not a race. It's you and your navigator against the clock! More information is at our web site: northeastrallyclub.com or you can contact me at regrag@radix.net or by phone at (301) 870-8594. Hope to see some of you there.

As you know I will be in England the first week of October for the Club Triumph Round Britain Run. More on the Run and Rally next month! You can check out the Britain Run at: clubtriumph.org.uk – 100 Triumphs, 2,000 miles in 48hrs! I will be with Ashley Mills and Peter Wenzel in Ashley's '82 Acclaim.



EVENTS

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

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

Oct 6-8 - Shenandoah Valley British Car Club show, Waynesboro, Michael Brittingham, (540) 456-8436 or CarShowChair@svbcc.net

Oct 8 - Hunt Country Classic and CTR post event get-together, www.mgcclubdc.com, *CTR*

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

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

Oct 27-29 - Rally, Millsboro, DE, Bill Goodwin

Nov 4 - T4 VA locations, Paul Edelstein *CTR*

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

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

Dec 2 - Abridged Autocross (no points), Harry Grove Stadium, Frederick, MD, Ed Chan *CTR*

Dec 10 - Holiday Party at Paul Scuderi's in Damascus, MD *CTR*

2007

Jan TBD - Awards Banquet *CTR*

Feb TBD - Indoor Karting *CTR*

Feb TBD - Winter Dinner *CTR*

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

Autocrossers: 4 AVON ACB 10 race tires for sale. Size 7 X 21 X

13. Translates to 195/205 50 13. Fits on 5.5 to 7.5 inch rims. Soft and sticky. Very light compared to radials. DOT legal. If you have a British car, use the best -- AVON. \$75. each. Call Ira at Pterodactyl Racing, (703) 698-1691

1973 Triumph TR6 for sale. Sapphire blue. Frame-off restoration in 1996. Priced fairly at \$11,900.00. Tim Koller, York, PA, (717) 755-5412 or tlkoller@comcast.net

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

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

1973 Spitfire for sale. With hardtop and new tires, brakes and windshield -- asking \$4500. **Spitfire parts for sale:** 1975 rolling frame, 2 windshields, 2 sets of gauges, 2 complete rear ends, 4 doors, trunk lid, luggage rack, 1500 engine with transmission, additional overdrive transmission, alternators, starters, crankshafts, carburetors, steering columns, blower fans, etc., etc. Moving, need to sell by end of July. Shadyside, MD. Contact David White at (410) 867-3648 (home) or (703) 898-7041 (cell).

Two TR3s for sale. '57 Smallmouth and '59 TR3A. In various stages of being apart, but there are plenty of goodies for a

Triumph person. Some of the parts include a rebuilt engine, an overdrive transmission and new leather interior for the '57. Lots of other stuff of value to a TR3 restorer. Located in Arnold, MD. Jim Privitera at jmpriv@verizon.net or (410) 319-7036, (410) 544-1622 or cell (410) 491-2873.

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

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

Two Spitfires for sale. 1974 Spitfire. lavender color, custom interior, not running, LOTS OF NEW STUFF ON IT. 1978 Spitfire. Spraypainted powder blue, hard top, runs (but missing the hose that connects the radiator to the block), bad battery. Will take best offer. Ronald Hancock, (202) 257-4667



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THE STANDARD

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

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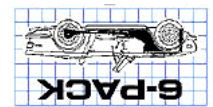
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THE STANDARD



Deadline for
the next issue of
The Standard:
November 10th!

Photo Credits

Pages 1, 3 Top, and 9 - Steve Oertwig
Page 3 Bottom - Art Fournier
Pages 4, 5 Left, and 8 Left - Lionel Mitchell
Pages 5 Right and 8 Right - Sharon Edelstein
Page 6 - Ed Chan

CAR TRIVIA: A question from the Ford family history: What automotive flop was named after Henry Ford's only son?

The automotive flop that was named after Henry Ford's only son was the Edsel. It is said that they are still plentiful in Cuba. Maybe that is what Ford did with them after the car bombed here.

With thanks to: www.endlessroad.com

Dust Art - Take Two



Here's another of Scott Wade's very temporary works of art. When the dust gets thick on the back window of his Mini Cooper, Scott Wade uses it as a canvas. Wade used his finger and other implements to etch his version of the gambling dogs. Wade lives off an unpaved north of San Marcos. Wade takes pride in his creations, which will wash away in the next shower.



THE STANDARD

The Official Publication of the
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Volume XVIII, Number 11, November 2006



Triumphs and other LBCs on Lionel and Nancy Mitchell's lawn after the Hunt Country Classic

Hunt Country Classic

Art Fournier

October 8th was beautifully clear, if a bit crisp early in the morning. The weather was so perfect that it brought out a record number of participants for the Hunt Country Classic. The broad lawns of the show fields at Willoughby Farm were laid out in neat rows for the many car classes.

Well, most of the classes were given large expansive

areas while the four Triumphs classes were cramped into a small corner of the field. There were classes for TR6s, Spitfires and GT6s, Wedges, and Other Triumphs. As you might expect, the Other Triumph class represented a varied collection of models: TR2s and 3s, TR4s and 250s, Stags, a 2000 sedan in rally trim, and an Italia. None of the classes had enough space, so cars were parked three deep and the classes were mixed together. The fault is probably a low number of preregistrations

(Continued on Page 4)

PAGE 1 - Hunt Country Classic; PAGE 2 - CTR Happenings; Holiday party; PAGE 3 - Frame Restoration Inspection; PAGE 6 - Capital Driving Club Autocross Series; PAGE 7 - Capital Driving Club End-of-Year Points; PAGE 8 - New and Improved Triumph Parts; MGs on the Rocks; PAGE 9 - Rockville Show; Shenandoah Valley Show; PAGE 10 - Events; Classified; PAGE 11 - Club Info



CTR Happenings

Joint CTR RTR Event in the Works

We've talked for a few years about the possibility of a joint event with our neighbors to south in the Richmond Triumph Register. After a number of false starts, it looks as though we have something set up for the spring in Frederickburg. Watch for more details.

2007 Calendar of Events

CTR's schedule of activities for early 2007 will be one of the main topics at the membership meeting on November 14th. If you have any suggestions, please let one of the board members know. Or attend the meeting and make your preferences known.

One suggestion we recently received is participation in the Rockville Classic and Antique Car Show next October (see page 9).



Looking back at *The Standard*:

**Volume III, Number 10
November 1991**

The November 1991 newsletter was a busy one. It led off with a recap of a tech session presented by Auto Elegance's Zymol products. As is typical of the season, plans were under-way for the club's holiday party to be held at Elene Gillespie's home in Arlington.

Jaime Goffaux wrote about his personal Triumph, a TR7, Kevin Kelly described a method of removing a steering wheel with minimal damage to it and your forehead, and a tip from Len Renkenberger on how to remove a tie rod end was reprinted from 6-Pack's newsletter.

Brian Lee described the Triumph action at the SCCA races at Road Atlanta in Georgia. The National Motorist Association received a plug. And there was an article on silicone brake fluid, a topic of discussion that continues to this day. The opinion in 1991 (and now)? Advantages outweigh disadvantages — go for it.



*10th Annual
Britain on the Green
Sunday, April 29, 2007*

CTR Holiday Party

Paul Scuderi

Paul and Patty Scuderi will host CTR's Holiday Party at their new old home featuring the "Garage Mahal II in Damascus, MD at 3:30pm on Sunday, December 10th. Please bring your favorite "specialty dish". If you don't have a specialty dish, folks with last name beginning with A – M bring a side dish; N-Z, bring a dessert. If you're in the side dish category, please let me know ahead of time what you're bringing. You can contact me via e-mail at tr6_guy@hotmail.com, or by phone at (240) 876-7222.



Staying with tradition, we'll again feature a gift giving exchange. The gift can be serious, outrageous, holiday or automotive. Please keep it clean and in the "gift" department (remember, there will be ladies present, and no spark plugs please). Keep it inexpensive – somewhere around \$10.00. In this exchange, each will pick a random number.



Lowest number starts the selection – next person can either pick a new gift from the pile of "steal" a gift already opened. If someone "steals" your gift, you go to the pile. "Steals" will be limited to 3, so choose wisely! This format makes for a LOT of fun, so come prepared to smile!

Directions: From the Capital Beltway – North on Rte. 270. Take exit 16 – Father Hurley Blvd./Rte. 27 towards Damascus. ("Father Hurley" changes to "Ridge Rd."). Continue on Ridge Rd. into the town of Damascus. RIGHT at Bethesda Church Rd. (traffic light after Damascus High School). Continue to stop sign. RIGHT at stop sign onto Woodfield Rd. to 25901 Woodfield Road - fifth

CTR Regalia



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



CTR CSI - Triumph Frame Inspection Tech Session

Lionel Mitchell

Saturday, October 21, 2006. Haymarket, Virginia.
CTR Crime Scene Investigation.

The victims: 8 Triumph TR6s. The accomplices: Scooter Mauck, Paul Edelstein, Pete Dunlop, Bill Wemhoff, Rob Reynolds, Stephen Smalling, Rich Townsend, and Lionel Mitchell. The witness: Rich Wilkins. The crime scene investigator: John Burket of Triumph Works. The perpetrator: rust, aka the tin-worm.

CTR members became an integral part in the search for clues on the health of their frames as John Burket poked, prodded, and inserted a fiber optic scope into the orifice of the trailing arm support section of the TR6 frames. At times, it did actually look like a crime scene with human bodies lying underneath the cars. Members could look through the bore scope and see for themselves the dirt and rust inside their frames. Each driver anxiously awaited the verdict on whether their frame would need repair now or later. As one might expect with 30-year old cars, it's just a matter of time before rust takes its toll. Although as a group, CTR members faired reasonably well. John encouraged all of us to clean out the dirt in the trailing arm sections with compressed air and spray a coat of fine machinist oil inside the channels.



After inspecting half of the cars, we took a break and enjoyed lunch on the veranda. There, we had our traditional "mystery parts" contest. John Burket made the correct guess on a vent extension for a gas filler neck (early TR6) after the CTR members all drew blanks, and Rich Townsend guessed correctly on the non-Triumph replacement part for the throttle shaft bushings from McMaster Carr. We then went back to the crime scene to inspect the remaining victims but took the cookies and fruit with us for sustenance.

When John came down in July of 2004 to do a tech session on what could be wrong with a Triumph frame, members went away apprehensive about the condition of their frames. This time, they left the session with concrete information on the condition of their frames. This time, we knew whether the patient needed immediate care, or whether we could get a few more miles or years out of the ol' Triumph.

Thanks to all members who attended and contributed to the success of the frame inspection session and especially to John Burket for making the trek from Claysburg, Pennsylvania with his bore scope and jack stands. He provided us with very valuable and personal information on our cars. For those who missed the session and would like to contact John, go to his web site www.triumphworks.com for his contact information.



Hunt Country Classic (Continued from Page 1)

and higher than expected field entries. However, the organizers should have allowed more expansion space for the Triumph classes. The British mean something entirely different by the phrase "auto jumble," but it's a good descriptor of the small space allocated to the Triumphs. Next year, be sure to preregister!

But enough of my grouching. The Hunt Country Classic remains one of my favorite shows. The setting is perfect, the number, quality and variety of cars impressive, and the vendors and activities provide ample diversions for spouses and children. Hats off to the MG Car Club Washington DC Centre for putting on this fine show year after year!

Congratulations to CTR members who took prizes: TR6 – 2nd Bob Fabie (1975 TR6); Spitfire/GT6 – 3rd Tom Costigan (1975 Spitfire 1500); 1st Steve Oertwig (1973 GT6 Mk III); TR7/8 – 1st Paul Edelstein (1980 TR8); Triumph Other – 3rd Paul Malandrino (1962 TR3B); MGA – 3rd Bill Wemhoff; and MG T Series – 2nd Joe Cannon (MG TD).

And special thanks go to Lionel and Nancy Mitchell for once again hosting a post show picnic at their home in nearby Haymarket! Each year the number of LBCs from the Capital and Richmond Triumph Registers on their lawn grows due to their hospitality and generosity.





Post Hunt Country Classic Picnic at Lionel and Nancy Mitchell's





Capital Driving Club Autocross Series Ed Chan

October was filled with three autocross events (one of which was a Test and Tune autocross).

The first October autocross was October 7th at Osbourn Park High School. The chance of rain was at first slim but as we got closer to the date the chance of rain was 50%. We decided to go for it! As we started to set up for the course, it started to rain heavily – good thing we just set up the tent. The rain let up and we started running the cars a little late (around 10:00 am). In the afternoon, we had a few sprinkles and one more down pour, which made us stop for about 20 minutes. Despite the bad weather, we still had 51 participants! The organizers were amazed to see the fanatics coming out to the cold wet weather. As most as suspect, the All Wheel Drive (AWD) cars did best, with Jake Moran getting his first Fastest Time of the Day (FTD) ever with 41.09 seconds, followed by his brother Mike in a distant second place at 42.62 seconds (with the same car). The average time was 46.61.

The best indexed time was Michael Brose in his Mazda
3. Congratulations Jake and Michael!



The second autocross in October was back to Harry Grove Stadium in Frederick, MD on the 21st. This time the weather was better but windy and cold. The make matters worse, the City was making improvements to the baseball field. So we had to design a course around a pile of gravel at the end of the parking lot. At least it was at the end and off to the side. Again, Jake Moran got FTD at 40.45 seconds followed by Steve Catlin with 40.76 seconds. The average time was 46.14 seconds.

The best indexed time was Larry Roberts in his Austin Healey Sprite. Congratulation Jake (again) and Larry.



The following day (October 22nd) we held a Test and Tune autocross at Harry Grove Stadium with no posted times, using the same course. Everyone seemed to have a good time and received over 11 runs and more if they wanted fun runs. These Test and Tune days are great for participants getting practice and for the organizers to hone their skills with a smaller group.

All the results of the autocross can be seen at: Capitaldrivingclub.com

At the October events, we started taking new members and received a bunch. We'd like to welcome the following new members:

- ➔ Andrey Andreev, Montgomery Village, MD
- ➔ Scott Brooke, Mt. Airy, MD
- ➔ Ernest and Rinaldo Campana, Bristow, VA
- ➔ Larry Casey, Frederick, MD
- ➔ John Davidson, Olney, MD
- ➔ Paul Ford, Burke, VA
- ➔ Bradley Greene, Germantown, MD
- ➔ Juan, Carlos, and Ricardo Guzman, Herndon, VA
- ➔ John and Tina Hubbell, Sterling, VA
- ➔ Jim and Ellen Kent, Mt. Airy, MD
- ➔ Alex Kolankiewicz, Reston, VA
- ➔ Arturo Lopez, White Plains, MD
- ➔ Craig Milsovic, Frederick, MD
- ➔ Hil O'Herlihy, Annapolis, MD
- ➔ Cliff Paris, Manassas, VA
- ➔ Frankie Patton Jr, Manassas, VA
- ➔ Rick and Lynn Perkins, Frederick, MD
- ➔ Ronald and Kristy Perkins, Millersville, MD
- ➔ Alex Podpaly, Derwood, MD
- ➔ Ryan Pond, Aldie, VA

(Continued on Page 7)



Autocross Series (Continued from Page 6)

- ➔ Sam Ro, South Riding, VA
- ➔ Craig Stuard, Shadyside, MD
- ➔ Matt Sturgeon, Sterling, VA

If any of the participants have any feedback on any event, please send them to me at capitaldriving@yahoo.com.

Capital Driving Club End of Season Points Race Ed Chan

The Autocross for Saturday November 11th is now cancelled.

We just got a refund for the Harry Grove parking lot with an attached message notifying us that the City of Frederick will not allow any use of the upper and lower lot until the baseball field is renovated. This decision was based on the liability concerns with the heavy equipment at the same place with people and cars.

We tried to change the location of the November 11th autocross to Osbourn Park HS but their parking lot is not available (volleyball tournament that weekend), and the lead time is too short to schedule the Bowie Baysox lot (our insurance paperwork and forms would not be filled out in time, while Osbourn Park has our information electronically).

As a result, we have to cancel the November 11th autocross.

We are currently investigating another location for the December autocross.

The November 11th autocross was to have been the last points event for the autocross championship. With this event being cancelled, the points race is over. We calculated the total of each participant and dropped the 4 lowest events (either not attended or lowest points) and here are the results for the trophy winners:

- ➔ First Place (FTD 10/7/06, 10/21/06), Jake Moran (1151 Points), Season Pass
- ➔ Second Place (FTD 7/1/06, 7/15/06, 7/29/06, 8/19/06, 9/9/06), Brian Karwan (1130 Points), 8 Free Passes for 2007

- ➔ Third Place (FTD 4/15/06, 5/27/06), Stephen Catlin (1108 Points), 4 Free Passes for 2007
- ➔ Fourth Place, Stephen Henri (1103 Points), 2 Free Passes for 2007
- ➔ Fifth Place (Most Improved 7/29/06), Zachary Catlin (1072 Points), 1 Free Pass for 2007

Al Schmidt wins the vintage class (Joe Macinnes and myself are not eligible) with 21 points in his Cobra Kit car. Al will get 1 free pass for 2007.

In the team series, the Underdog Team (Jake Moran, Mike Moran, Jen Moran, Vinson Cornejo, and Danny Phillips) won with 4033 points. Each of the team members will get a free pass for 2007 along with their trophy.

Other winners for 2006:

- ➔ Mick Frankel, FTD 3/28/06
- ➔ Ryan Dietrich, Most Improved 3/28/06
- ➔ Lionell Mitchell, Most Improved 4/15/06
- ➔ Andrew Stowell, Most Improved 5/27/06, 7/15/06
- ➔ Larry Roberts, Most Improved 9/9/06, 10/21/06

We also need to thank the hard work from the CDC Organizer Staff. Without them, we wouldn't be able to run any events.

- ➔ Maximo Aviles
- ➔ Aaron Bee* (Web Master)
- ➔ Charlie Brown
- ➔ Francois Bru
- ➔ Kyle Bowker
- ➔ Denise Dersin
- ➔ Liam Dwyer* (Now in Iraq with the Marines)
- ➔ Barrie Gochman
- ➔ Pete Gochman
- ➔ Ted Joseph
- ➔ Stephanie Krepinevich
- ➔ Richard Lipsky
- ➔ Joe Macinnes
- ➔ Gonzalo Puig
- ➔ Larry Rittinger
- ➔ Joe Seward
- ➔ Kenny Shum
- ➔ Toby Shum
- ➔ Charles Tsui
- ➔ David Valeri

We should note that each trophy winner will receive only one trophy with all the honors engraved on the single trophy. The awards will be given out at the CTR awards dinner.



**New &
Improved**

Triumph Parts Lionel Mitchell

Many new and improved Triumph parts come from racing applications. In the process of racing Triumph cars, the racers inevitably find the weak links. They then set about finding solutions to upgrade the weak components. In this episode, we look at upgraded front axles for TR3-6 models.

I first read of the upgraded axle kit in an article written by Kas Kastner in the VTR magazine (No. 91, Fall 2004). The axle kits are now featured in a catalog from TRF just published.

The problem that this kit addresses is referred to as "pedal drop." This apparently happens at the worst possible time when you need to brake after hard cornering and the pedal goes to the floor. The main cause of this drop is flexing of the front axle. To quote Kastner: "When the axle bends, the disc moves back and forth and knocks the brake pads away from the disc." Pumping the brakes will correct this malady but not before a dreadful fright to the driver. To correct this problem, veteran Triumph racer Jack Drews developed a spacer and shims to install on the stub axle to make the assembly more rigid and thereby eliminate the flexing. Jack's fellow Triumph racer Mark Weathers machined a beefier stub axle since they concluded the more rigid axle assembly would be subjected to more stress than the stock axle might support.

As reported in the VTR article, these axle kits are available from British Frame and Engine (email: BFE-KEN@copper.net or phone: 626-443-0939), and as mentioned above, from TRF (www.the-roadster-factory.com). At the latter source, the spacer kit (part # HP660) is \$119.95 for both sides, which can be used with the stock axles. The kit including the upgraded axles is \$249.95. As a comparison, stock axles (part # 115763) are \$39.95 each.

So, do mere mortals like us guys who are occasional autocrossers (or even serious autocrossers) and otherwise spirited drivers really need these upgraded axles? Several months ago, I called the guy at British Frame and Engine to inquire about these. He asked me what kind of driving I did, and whether I had ever experienced pedal drop before. His general comment was to the effect that you're not likely to experience this phenomenon in hard street driving and autocrossing. Dave at TRF says that it can occur in autocrossing. I've not experienced it in my limited autocrossing. If any of you hard-driving car nuts out there have experienced pedal drop, why don't you give us the benefit of your heart-stopping experience by writing a newsletter article.

MGs on the Rocks Art Fournier

Well, the weathermen lied again. Saturday, September 30th was to have been dry and 70°. That wasn't the case in Bel Air, Maryland, where it rained off and on throughout the morning and early afternoon during the MGs on the Rocks show. Despite the weather, there was a pretty good turnout. As the show's name implies, MGs dominated the show field, but there were strong turnouts by other marques, notably Triumph and Austin-Healey. And in one corner of the hodge-podge class of older British cars were nine Rover sedans in a row – something you don't see everyday.

It was probably a fluke of low pre-registrations, but the Triumph classes were jammed together with classes somewhat intermixed and congested. There were classes for 4-cylinder TRs, 6-cylinder TRs, and other Triumphs. Kind of an odd way of sorting the cars, but what do MG guys know. TR4s were grouped with TR2s and 3s while TR250s were classed with TR6s. The other Triumph class included five Spitfires, a GT6, a TR7, two TR8s and an Italia. Guess which car won that class? The Italia was gorgeous and belonged to Dave Hutcheson from Pennsylvania. Dave is one of the Delaware Valley Triumph Club's organizers for the 2007 VTR national convention to be held in Valley Forge in July.

And speaking of odd classes, MGs on the Rocks had two classes for Midgets – chrome and rubber bumpers – but Sprites were mixed into a single class with big Healeys and a Jensen-Healey. Ah well.

I enjoy going to MGs on the Rocks. There's solid participation from Pennsylvania and points north, so you see different cars than here in the Washington area. Rocks State Park is a nice setting for a car show – plenty of room, but an efficient layout. If only the weather forecasters had been right.



TRs under tarps at The Rocks



Rockville Classic and Antique Car Show

Patrick Carter



I attended the 2006 Rockville Classic and Antique Car Show (<http://www.rockvillemd.gov/events/carshow.htm>) at

Glenview Mansion October 14th. There were over 400 cars on display and a huge turn-out from the public. My Triumph Spitfire was one of only six Triumphs at the show and the only Spitfire. Many other regional clubs sponsor the event (fiatdc.org, Ferrari DC, Early V8 Fords, etc.) It would be a great venue for CTR and I would be more than happy to help organize club participation in this event next year.



Shenandoah Valley British Car Show

Steve and Ho Yong Oertwig participated in the Shenandoah Valley British Car Show in Waynesboro, VA, on October 7th. Steve took first in the Spitfire and GT6 class; however, as you can see from the photo, there wasn't much competition due to heavy rain. Ouch! We all hope the Shenandoah Valley British Car Club has better luck with the weather next year.



Paul Bess Wins at Virginia Motor Speedway

Capital Triumph Register and Capital Driving Club member Paul Bess of Quantico, VA, won the feature 25-lap race at the Virginia Motor Speedway on September 30th. Although he had finished within the top-5 4 times and the top-10 12, this was Paul's first win of the season at the dirt track in Jamaica, VA. A little change of pace from CDC's autocross series!





EVENTS

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

Nov 4 - T4 VA locations, Paul Edelstein *CTR*

Nov 11 - Autocross, Cancelled, Ed Chan *CTR*

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

Dec 2 - Abridged Autocross (no points), Harry Grove Stadium, Frederick, MD, Ed Chan *CTR*

Dec 10 - Holiday Party at Paul Scuderi's in Damascus, MD *CTR*

Dec TBD - Autocross, Location TBD, Ed Chan *CTR*

2007

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

Jan TBD - Awards Banquet *CTR*

Feb TBD - Indoor Karting *CTR*

Feb TBD - Winter Dinner *CTR*

Apr 22 - All British Car Show, Williamsburg, VA, ColonialVintage@aol.com

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

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

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

CLASSIFIED

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

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

1977 Triumph Spitfire 1500 for sale.

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

Autocrossers: 4 AVON ACB 10 race tires for sale.

Size 7 X 21 X 13. Translates to 195/205 50 13. Fits on 5.5 to 7.5 inch rims. Soft and sticky. Very light compared to radials. DOT legal. If you have a British car, use the best -- AVON. \$75. each. Call Ira at Pterodactyl Racing, (703) 698-1691

1964 and 1965 Spitfire MK2 for sale.

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

Needed: Distributor for 1974 Spitfire

1500. Please call Gary Unthank at (703) 846-9058 or email at gunthank@hitt-gc.com.

1973 Spitfire for sale.

With hardtop and new tires, brakes and windshield -- asking \$4500. **Spitfire parts for sale:** 1975 rolling frame, 2 windshields, 2 sets of gauges, 2 complete rear ends, 4 doors, trunk lid, luggage rack, 1500 engine with transmission, additional overdrive transmission, alternators, starters, crankshafts, carburetors, steering columns, blower fans, etc., etc. Moving, need to sell by end of July. Shadyside, MD. Contact David White at (410) 867-3648 (home) or (703) 898-7041 (cell).

Two TR3s for sale. '57 Smallmouth and '59 TR3A. In various stages of being apart, but there are plenty of goodies for a Triumph person. Some of the parts

include a rebuilt engine, an overdrive transmission and new leather interior for the '57. Lots of other stuff of value to a TR3 restorer. Located in Arnold, MD. Jim Privitera at jimpriv@verizon.net or (410) 319-7036, (410) 544-1622 or cell (410) 491-2873.

For Sale, best offer. Trailer Dolly

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

1973 Spitfire for sale.

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

Two Spitfires for sale.

1974 Spitfire. lavender color, custom interior, not running, LOTS OF NEW STUFF ON IT. 1978 Spitfire. Spraypainted powder blue, hard top, runs (but missing the hose that connects the radiator to the block), bad battery. Will take best offer. Ronald Hancock, (202) 257-4667



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CTR website

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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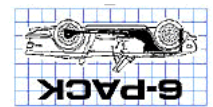
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6-Pack, and
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THE STANDARD



Deadline for
the next issue of
The Standard:
December 8th!

Photo Credits

Pages 1, 3 and 5 - Lionel Mitchell
Page 4 - Sharon Edelstein and Art Fournier
Page 6 - Ed Chan
Page 8 - Art Fournier
Page 9 Top - Patrick Carter
Page 9 Center - Steve Oertwig
Page 9 Bottom - Virginia Motor Speedway

CAR TRIVIA: Where do the initials ACBC on the Lotus cars come from?

The initials ACBC on the Lotus cars are for its founder, Anthony Colin Brown Chapman.

With thanks to: www.endlessroad.com

Oops!



Our sense of good taste precludes us from making any obvious comments about what's emerging from the windshield — we'll leave that up to you!



THE STANDARD

The Official Publication of the
Capital Triumph Register
Volume XVIII, Number 12, December 2006

Awards Brunch
January 28th - See Page 2



Dave Smith of Special Love accepts a donation for Camp Fantastic from members of the Capital Triumph Register, including Danielle Croke, at the Hunt Country Classic.

CTR “Gives Something Back” to the Community

CTR has been financially fortunate over the past few years. Following our “muddy” BOG in 2002, we’ve had steadily improving shows at Collingwood. Plus, our membership has nearly doubled, due in significant part to our un-

ion with the Capital Driving Club and their avid auto-crossers. As a result, our bank account balance has been slowly, but surely, growing. We are extremely fortunate to be in this position – many a hobby and social club have failed due to financial problems. Our successes will help assure that we remain intact for many years to come!

(Continued on Page 3)

PAGE 1 - CTR Gives Something Back to the Community; PAGE 2 - CTR Happenings; Awards Brunch; New and Improved Triumph Parts; PAGE 4 - T4; PAGE 6 - Capital Driving Club DG's Work in Progress; PAGE 8 - Round Britain Reliability Run (Part 1); PAGE 10 - Events; Classified; PAGE 11 - Club Info



CTR Happenings

2007 Calendar of Events

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

E-Mail Address Updates

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

Welcome CTR's Newst Members

- ➔ Scott Smith, Columbia, MD, TR6
- ➔ James Meechie, Annapolis, MD, TR4
- ➔ Bill Ettinger, Burke, VA, GT6
- ➔ George Evancheck, Broadlands, VA, Spitfire
- ➔ Dave Gibson, Fredericksburg, VA, TR250
- ➔ Frederick Cook, Arlington, VA, TR3
- ➔ William Yurasko, Vienna, VA, TR250
- ➔ John Burket, Claysburg, PA

CTR and CDC Awards Brunch January 28th, 2007



The Capital Triumph Register and the Capital Driving Club will hold an Awards Brunch on Sunday, January 28th, at around 11:30. The annual awards banquet is our opportunity to recognize those members of the club who have been conspicu-

ous in their participation at events throughout the year. It's also a good reason to get together with old friends, socialize and talk cars during a time of year when many of our cars are off the road.

Plans are still firming up, but it looks like we will hold the event at Madigan's Waterfront at 201 Mills Street in Occquan, Virginia, located about 10 minutes south of the Beltway off I-95. Details will follow in the January newsletter. For more on Madigan's, check out their website: <http://www.madiganswaterfront.com>. For more information, contact CTR's Virginia event coordinator Rich Townsend at retownsendjr@adelphia.net or (540) 788-4588.



Triumph Parts Lionel Mitchell

One of the first things I noticed after having not driven a TR6 for 10 years was what I considered marginal braking capability. In that 10 year time period, I had been driving a sporty rice-burner with 4-wheel, ventilated disc brakes. So, I've been on a quest to find improved brake components for Triumphs.

Some of these products have been around for a good while. Some are likely more for looks than actual improvement unless you're racing your Triumph. But we all spend money on cool-looking stuff, at one time or another, that doesn't do much. As with any upgrades, you pay your money and you take your chances. With that said, here are some products for your consideration.

Various vendors offer ventilated, slotted, drilled, or dimpled discs. The advantage of these is to dissipate heat. This is probably not an issue unless the ambient temperature is very high and you're doing a lot of braking, like racing in the summer. An example is the EBC slotted and spot drilled discs at TRF (TR6 part # HP253, price \$189.95 for a pair) – compare with the stock disc (TR6 part # 209327, price \$36.50 each). www.the-roadster-factory.com

Continuing on with a stock caliper configuration, TRF offers Kevlar brake pads which have higher friction and better stopping ability. The variety for street is called Green Stuff (TR6 part # EBC153/GS at \$79.9). Compare with stock pads (TR6 part # GIGP283 at \$16.95) or semi-metallic ads (TR6 part # TRFCD152 at \$27.95). They advertise these as providing 20% better braking. But 20% of what is the question.

In the UK, Racetorations (www.racetorations.co.uk) offers a kit for TR2-6 models consisting of alloy calipers with drilled discs and alloy front hubs for mere 950 pounds sterling.

(Continued on Page 3)

CTR Regalia



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



CTR Gives *(Continued from Page 1)*

In that we are about having fun, not accumulating wealth, last summer the ESB formed a committee to discuss our finances and develop recommendations for how best to use our funds. The committee consisted of me, as President, Vice President RJ Fortwengler, Treasurer Rich Smalling, and Treasurer “emeritus,” now Member-at-Large, Joe Cannon.

The committee met and discussed several alternatives. We agreed to recommend a three-point plan:

1. Maintain an established minimum bank balance to assure continued club operations in the event of membership reductions or bad-weather shows.
2. Use club funds to enhance members’ participation experience, through event subsidies and investment in club equipment.
3. Give back to our community and hobby by making donations to appropriate charitable organizations.

The committee presented its recommendations to the ESB. After some discussion, the committee’s recommendations were adopted unanimously.

As we enter the 2006 holiday season, I am pleased to report that our new plan is well underway. Specifically, per the committee’s recommendations, CTR has made two significant charitable contributions.

The first contribution, for \$500, was made to Calvert Hospice located in Prince Frederick, MD. This hospice is a recently formed organization that provides care for the terminally ill and bereaved in Calvert County. CTR friends Michael and Mary Oritt have been active fundraisers for Calvert Hospice since its inception -- you may know the Oritts through their involvement in the Capital Area Austin Healey Club and their perennial support and participation in BOG. For more information about the hospice, please visit their web site, <http://www.calverthospice.org>.

The second contribution, for \$1,000, was made to Special Love Inc. This organization, located in Winchester, VA, runs “Camp Fantastic” during the summer and various year-round programs for children with cancer and their families. Member-at-Large Joe Cannon has first-hand experience with Camp Fantastic – his granddaughter Danielle has attended and continues to participate in organizational activities! CTR had the pleasure of presenting our gift in person – Dave Smith, the CEO of Special Love, attended the Hunt County Classic in October. This provided an excellent opportunity

for a number of club members to participate in the gift giving against an appropriate backdrop of British Cars! For more information about Special Love, please visit their web site, <http://www.speciallove.org>.

CTR plans on continuing and expanding our generosity, financial conditions permitting, in the months and years to come.

My best wishes to all members, family, and friends for a joyous holiday season and happy and healthy new year!

Paul Edelstein

New and Improved *(Continued from Page 2)*

Now, on to the 4-piston alternatives for front caliper replacements. The UK shop RevingtonTR (www.revingtontr.com) has aluminum 4-pot calipers for TR2-8 models for 365 pounds, no discs included, and with big vented discs for TR7-8 models for 1187.50 pounds. The web site www.tr6car11.bravehost.com advertises Wildwood 4-pot forged calipers with vented discs and alloy hubs. Kit prices range \$850-\$1250.

One front caliper alternative used by numerous TR6 enthusiasts, including Ed Chan in our club, is the Toyota 4-piston caliper from the late-80s – early-90s 4Runner or 4WD pick-up models. These are bolt-on using the metric bolt from the late TR6 but require some minor surgery on the dust shield plates behind the calipers. An article in the Fall 2000 issue of the VTR magazine describes the conversion. This is probably the lowest cost 4-piston alternative. The cost at Advance Auto Parts locally was \$125 for a pair, including core cost and brake pads, a couple of years ago.

Finally, a few products are available for rear brake improve offers a rear disc brake conversion for 565 British pounds for TR2-4 models and dual brake circuit with two master cylinders for TR2-4A models for 435-465 pounds. If you’re using 4-piston calipers on the front, you may need to compensate for the front-bias. One approach is to use an Austin Healy 3000 rear cylinder, which has a larger bore than the TR6 cylinder, with the Toyota calipers. Another approach is to use a proportioning valve on the rear brake circuit.

A product that is likely more for looks than any actual braking improvement, unless you’re racing, is aluminum, finned rear brake drums. These have hardened steel inserts on the friction surface and have to be drilled for the screw pattern for the TR6. TRF lists part # TRFCD63 at \$89.95 each.



T4 2006

Rich Townsend

Flux Collapse – For most of us, this means you’ve eaten more than your share of Pizza, and now it’s 3 in the morning, and you’re groping in the dark for the Gaviscon. For the T4 attendees, we now know that our flux is collapsing approximately 20,000 times per minute while driving our Triumphs. And if it were not, we’d be parked. We also found out that ethanol and MTBE are key ingredients in more products than just salad dressing. And, perhaps most astonishing, President Paul Edelstein revealed that restoration of his TR6 took him to the brink, and then cathartically rescued him from the edge. As they say, there is a method to the madness.

The 2006 T4 outing included the traditional Tour, Taste, Tech, and, let me see, oh yeah, Tree Trimming (I better get back to you and the 4th T). Please bear with me. Attending the T4 on a chilly but sunny November 4, 2006 included CTR members Bill Goodwin, Stephen Prior, Stephen’s son Chris, Sherman D. Taffel, Lionel Mitchell, Paul Edelstein, Art Fournier, Bruce Hislop, Jason Wolff, Bill Wemhoff, Joe Cannon, Charlie Brown, and me, Rich Townsend. Charlie and Jason thumbed their noses at the 40-ish temperatures, and went tops down in their Spitfires (They did wear long pants, however, which showed that they have accepted that winter is nigh.)

The Tour started at Charlie Brown’s own personal “Monster House”. Most houses are measured in so many bedrooms, so many baths. A real estate ad for Charlie’s

abode might read: “Wonderful Rambler on wooded lot – 1 kitchen, 1 bedroom, who needs walls?” His house makeover is a very ambitious undertaking, and was quite a conversation piece. Charlie served up a fine breakfast and coffee, and then spoke of the benefits of converting to DOT 5 brake fluid. DOT 5 is silicone based brake fluid, which is not hygroscopic (moisture absorbing) like the traditional DOT 3 and 4 fluids, which are glycol based, and over time will absorb moisture. The DOT 5 repels water to the lowest point of the system (removed by bleeding), and also will not harm paint finishes. Charlie went on in the second part of his presentation to demonstrate quite convincingly how important it is to safeguard our fuel systems through the winter. He discussed how water will enter the fuel systems through condensation, rain, and through gas station pumps as well. Charlie did the research on the ethanol and MTBE additives to gasoline, and determined that the ethanol additive (more common in the Washington Metro area) will allow water to remain in the fuel system, where gas with the MTBE additive (used in less populated areas) will only tolerate about .5 teaspoon per gallon, and because of this has the potential to separate, accumulate in the bottom of the fuel tank, be picked up in the fuel line, and cause stalling. Charlie made a strong case for winterizing your fuel system with an isopropyl alcohol gas treatment, which has the added benefit of being a rust inhibitor.



The tour portion from Charlie Brown’s in Woodbridge to Paul Edelstein’s in Annandale took a beautiful route through Prince William and Fairfax County back roads. The sight of our caravan, at least 8 classic brit-mobiles, was surely a treat for many along the way. The sun was out, the pace was brisk, and the fallen leaves swirled in our wake.

A fine Lunch was served at Paul’s when we arrived, and shortly we began discussion on things restoration. Most of us could complete a restoration in the time that Paul Edelstein



(Continued on Page 5)



T4 2006 (Continued from Page 4)



dedicates to project organization and attention to detail. During his presentation about restoration in general and his TR6 project in particular, Paul stressed and reiterated that "The devil is in the details". By making sure that there are no overlooked aspects of a restoration that detract from the otherwise near perfect standards insures a stunning result, as evidenced by Paul's 1971. Paul walked his attentive audience through an exhaustive outline of the resources required to tackle a major automotive restoration. These resources include everything from personal skills, vendor identification, and printed material, to the mental discipline required to take one step at a time, and to not become overwhelmed. Moving from Paul's living room to his operatory (garage) the group inspected the award winning TR6 up close while Paul answered questions and volunteered information on many of the techniques and products he used in his painstaking renewal of the car he has owned since 1982.



From Paul's house, we traveled north on I-495 from Braddock Road to the Rt. 50/Rt. 29 interchange, and on to Joe Cannon's garage in Merrifield for the wrap-up of T4-2006. Joe's chosen topic was Triumph ignition systems,

and his hypothesis was surprisingly, "Lucas got a bad rap." Joe contends, and backs it up with facts and cases in point, that it was MG (not Triumph) that, through insufficient grounding of the system circuits to chassis, created the symptomatic electrical failures heretofore attributed to the electrical apparatus manufactured by the Prince of Darkness. Of course, Lucas manufactured the components, but had no control over the application of those components by the car manufacturers. Professor Cannon diagrammed on the chalkboard a schematic of a typical ignition system, and explained in layman terms what happens to create each and



"And that, boys and girls, is how you hotwire a car."

every spark from each and every point contact closure. Every time the points close (approximately 20,000 times per minute depending on RPM) it creates magnetic flux in the primary and secondary windings of the ignition coil. When the points open again, the "flux collapses," and thusly things explode, and push, and lift, and turn, and make for happy Motorheads. Joe provided refreshments and snacks during and after the class time.

T4-2006 was adjourned, and the attendees returned home refreshed and more learned. Thank you to our hosts, and also to the members for their attendance. Maybe the 4th "T" stands for TRIUMPH !?!?!



Capital Driving Club DG's Work in Progress

Ed Chan

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

Below is an excerpt from his draft book:

Driver Effectiveness

Consider the following: you invent a robot that can drive any car on any course on any surface and on any conditions, absolutely perfectly. As such, you can put this robot in any car, send it out on any course, and the resulting time will be the quickest possible for that car/course/conditions.

But cars aren't driven by robots, they are driven by people. People are never perfect - occasionally they may approach perfection - but there is always some variability in their performances. We can represent this as a percentage value, where a given driver on a given performance achieves a given percentage of the maximum possible performance of that car.

*Remember: **NO** driver can do better than perfection; no matter how good of a driver you might be, your best possible outcome is to equal the performance of the robot.*

Now no driver ever drives exactly the same way every single run, and some drivers are better at approaching perfection than others. We can express the quality of a driver as two numbers: a minimum performance number, and a maximum performance number.

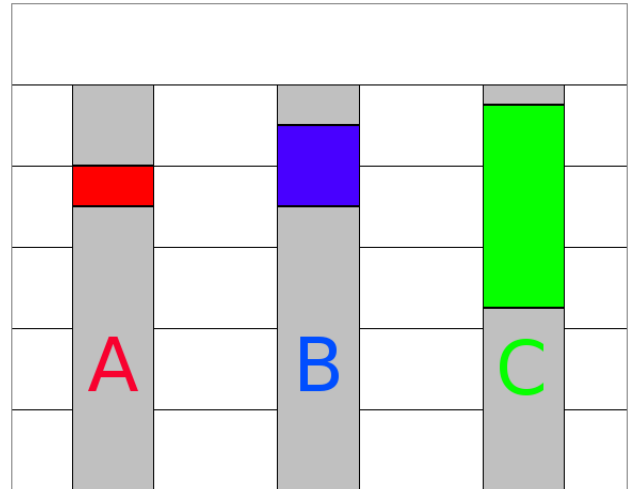
(Strictly speaking, we need a third parameter, a function that expresses the probability of a given performance level in that range. But I'm trying to keep this simple for the moment)

Consider Driver A. Driver A is very consistent, but he is consistent at under-driving the car. His minimum performance is 70%, and his maximum performance is 80%

Driver B is much less consistent, but sometimes he does very well. His minimum is 70%, and his maximum is 90%.

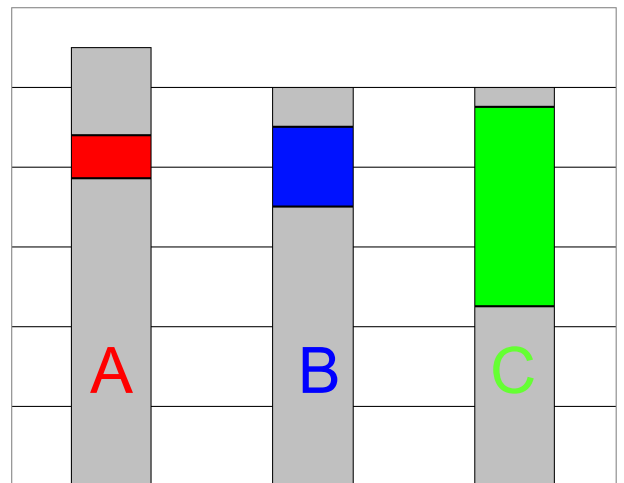
Driver C is a loose cannon, "spin or win." His minimum is 45% and his maximum is 95%.

If we put all three drivers in the exact same car on the exact same tires, we get a graph that looks like this:



Based on this graph, we see that any one of our three drivers can win; the determining variable being where in his performance range each driver winds up during the event.

Now let's say that Driver A goes out and spends a ton of money and winds up with a car that is 10% faster. Now we have a graph that looks like this:



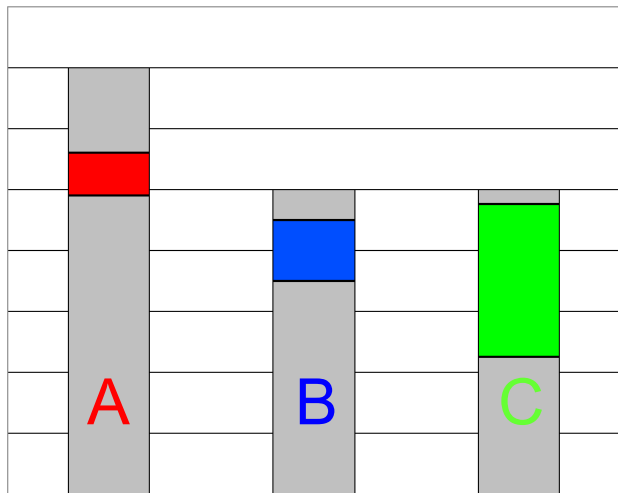
In practical terms, that hasn't accomplished all that much, has it?

*So how much faster does Driver A have to make his car so that he can expect to **always** beat Drivers B and C?*

(Continued on Page 7)



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



Would you believe **forty percent faster?**

So you can see that the driver's influence on ultimate performance is by far the single greatest determinant of actual time, and that it can take a pretty big increase in potential car performance in order to offset driver performance.

Now admittedly, these are artificial numbers, and they are probably exaggerated. There is a research paper waiting to be written analyzing the delta times between different cars in the same class, and particularly different drivers in the same car, at high-level events like Tours and Pros, to get a feel for the actual scale of variability driver to driver and car to car. My gut is that the range from slowest to fastest is on the order of 90%-98%. But the underlying concept is valid - it takes a whole lot of car to make up for an underperforming driver.

In practical terms, if you are getting beat, the first place to go looking for problems is in the driver; it is the driver who has the most effect on the car's performance.

Most red blooded males think that they spring from the womb the reincarnation of Ayrton Senna (not to mention Casanova and Sgt. York), but that simply isn't true; driving in competition is a learned skill and not one that comes naturally to anybody. It must be practiced, practiced, practiced until it is mastered, and until it is mastered, there is very little that car tuning can do for you. There are no shortages of expensive, slow cars out there. No matter how much money and time you spend tweaking the car (and some have spent hundreds of thousands of dollars) money cannot overcome skill and physics.

Most of the times that I got beat, I got beat because I was out-driven, not out-engineered. And most of the times I was

out-driven, I put in a lousy performance where my opponent put in a good one. I beat myself much more often than I got beat despite my best efforts.

So then, why bother spending the money at all? If it's all driver, why waste any effort on the car?

Once the driving skill has been raised to a certain level, once you and your competitors are capable of putting in high-percentile performances, then the small differences between cars start to become significant. At the National level, performances amongst the top drivers are high enough such that the variation in potential between different tire constructions is of a similar order to differences between driver performances. Differences between other aspects of the car tend to be of a far smaller order than tires, but get enough small things right and they start to add up. Once you get good enough as a driver, you **can** get beat because you were on the wrong tires, or because your setup was suboptimal.

Of the number of times I got beat, I figure 75% of them were due to me not driving at my full potential, 20% of them due to being on the wrong tire, and the remaining 5% due to being on the wrong shocks/springs/bars. Of the people I beat (not counting blatant blackmarkers) I think I only out-car-ed everybody (where there was no chance of me losing if I put in a decent performance) maybe once or twice - certainly no more than 5 times.

That ratio - 75% driver, 20% tire, 5% setup - feels about right, for cars similarly classed.

Bottom line here: learn to drive before you start spending money and turning wrenches; it's the best investment you can make.

I think this excerpt was informative and explains how many of the experienced drivers in much slower cars can beat the less experienced driver in their faster cars. However, a better thing to take from this lesson is that to get better performance from the vehicle, we should first start with the driver.

This lesson holds true on the track, the autocross lot, and on the road. Driving with ABS or in an \$80K Porsche doesn't help you as much as not eating a taco while driving or not paying attention. So by driving at our best, we can be more effective in our 40 year old Triumphs than the average Joe in his modern vehicle both at the autocross and on the public roads.

The link to see the rest of his draft can be found at:
http://farnorthracing.com/autocross_secrets.html



“RBRR” Club Triumph’s 2006 Round Britain Reliability Run

Bill Goodwin

Part 1: Pre Run

Early in the afternoon of October 2nd I left home, headed to Dulles for my redeye flight to England. Stopping along the way for dinner with friends, who would keep my car while I was gone. Arrived at Heathrow Tuesday morning 10AM London time. Jason Chinn, a good mate I met on my last trip, picked me up at the airport and took me to his home in Reading.

After lunch and a few beers, out to his garage to work on his Vitesse. Since I last saw the car, Jason had added fuel-injection along with a few other go fast goodies. I brought Iridium spark plugs and a couple of fuel filters with me to complete the prep work for the “Run.” Do you think Jason’s car made it? Read on. That afternoon Jason took me for a ride in the Vitesse, ran a few errands then back for dinner. That evening we went to a “Pub” for a local club meet. I met some more good chaps and of course had more beer.



Wednesday morning I was off to Luton, by train. Why Luton you ask? That is where Ashley Mills lives. Ashley, who I also met on my last trip, invited me to be part of his team on the run. Upon arriving in Luton I checked into my hotel that just happened to be over a PUB! One of the few pubs in England that stays open till 2AM. Can you guess why I chose to stay there? I met up with Ashley that evening and off to his house where we had dinner (Ashley can cook!) and met up with Peter Wenzel the other member of

our team. I also got a look at and a chance to drive the 82 Acclaim that we used for the run. From that point it was clear the three of us had the making of the perfect team.

Thursday was a free day for me so I went into London. Stopped by VOA’s studios, met co-workers I talk to from Washington each morning then off for sightseeing. Went up on the Eye, and then took a bus tour. That evening met up with a fellow Herald owner, Seth Kennedy. Spent the evening at a cruise-in, that night was “Mini Night.” Seth drove me back to Luton for a good night’s rest, (but remember the pub stays open till 2, need I say it?) as Friday was the BIG DAY!

Part 2: The Run



After a sound nights sleep, good meal, checking over the instructions and maps, Ashley picked me up and we were off. Well almost, stopped to pick up a few things and a meal for Ash. He ate as I drove on to the Plough Pub, the starting point and where Pete was going to meet us.

Then it hit! Traffic and Rain plus something just did not feel right with the car’s rear end. You would have thought it was rush hour on the Woodrow Wilson bridge in a snow storm. Yes, it was that bad. The M25 (London’s Beltway) was backed up for miles. But we managed to arrive before the official start time of 7PM. Out of 106 entered cars 96 made it to the start.

With little time after check in, out came the jack and off with a rear wheel. After a thorough check we could find nothing wrong. Can you say Oops? The three of us were ready to go after the final drivers meet. Before we left I looked all over for Jason and another mate, Chris Allen and his Vitesse Estate. No luck, could not find either. (I bought my Estate from Chris last year.)

(Continued on Page 9)



RBRR (Continued from Page 8)

Off and running! On to the A1 headed north to Scotland. Rain stopped, speed 60mph, remember Oops? Rear of car has a fair amount of sway at speed. We decided with care the car was safe so onward to the first check point at the Blythe service area arriving at 10PM, 143 miles so far. Still have not seen Jason or Chris. Upon leaving we saw the team from Detroit who brought over a 70 Spitfire. They had run through a large puddle and were dead in the water. Will we see them again?

On to the town of Corbridge, the Angel Inn, check point 2, 12:45AM and another 134 miles. Driving at night is quiet with almost no other traffic. You notice that except for street lights in the towns there are almost no other lights. Seems everyone goes to bed early. (Most Pubs close around 10PM) Since we went through Corbridge just after midnight, we did our best to be quiet, drive slowly as not to disturb the townsfolk. Remember this is not a race or rally. Our team was very mindful that we represented Club Triumph. In the spirit of the event, obeyed the speed limits and no hot-dogging. (In towns or by speed cameras.)

On our way out of town we were stopped by the local constable (Barney?) who wanted to know what was going on. Why so many cars. Seems the week before a group of MGs came through making lots of noise. (Me thinks Joe Cannon was there.) Although not a happy camper he let us go. We just could not bring ourselves to tell him that about 80 more Triumph's were yet to come.



On the way to the next check point, Edinburgh Airport, driving along a straight section of road we were passed by a yellow GT6! Sure looked like Jason but how could that be? Drove into the airport at 2:20AM, at 380 miles, where there was supposed to be late night snack. Here was the only SNAFU on the run. The airport thought we were coming the next night. Hence nada, zip, nothing. But here was Jason! Pulling into his co-driver Andy Cook's drive-

way the crank, yup, the crank snapped! Ouch! At the last moment they switched to Andy's GT6, they were late arriving at the start but made it! Still no Chris?

Next stop and check point is as far northeast as you can go. John O'Groats, Scotland! Due to arrive at 8:30AM and another 300 miles with sunrise along the way. Not much to see or tell you about while traveling at night even though we



had clear weather and a full moon. (no rain so far, but) Sunrise was breathtaking even with a few clouds, the wind picking up and temperature dropping. We made it, arrived at the Seaview Hotel on time where a fantastic full English breakfast awaited us. Talk about putting on the "Feed Bag." Hats off to the hotel staff, great food and service. We, like most of the other teams checked over our car and all we needed was a quart of oil but, we still could not find the problem in the rear. Oh the sway! Some needed major work but with so many cars, parts were plentiful.



Once underway we took a short detour to Dunnet Head, the northern most point in the U.K., pictures and then southbound.

(To be continued in January 2007— Will they make it?)



EVENTS

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

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

Jan 20 (Tentative) - Tech Session, Paul Edelstein *CTR*

Jan 24 - BOG Kickoff Meeting, Tom Burke

Jan 28 - Awards Banquet, Rich Townsend *CTR*

Feb 17 - Indoor Karting, Charlie Brown *CTR*

Feb 24 - Winter Dinner, MD location *CTR*

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

Apr 22 - All British Car Show, Williamsburg, VA, ColonialVintage@aol.com

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

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

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

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

CLASSIFIED

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

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

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

Autocrossers: 4 AVON ACB 10 race tires for sale. Size 7 X 21 X 13. Translates to 195/205 50 13. Fits on 5.5 to 7.5 inch rims. Soft and sticky. Very light compared to radials. DOT legal. If you have a British car, use the best -- AVON. \$75. each. Call Ira at Pterodactyl Racing, (703) 698-1691

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

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

1973 Spitfire for sale. With hardtop and new tires, brakes and windshield -- asking \$4500. **Spitfire parts for sale:** 1975 rolling frame, 2 windshields, 2 sets of gauges, 2 complete rear ends, 4 doors, trunk lid, luggage rack, 1500 engine with transmission, additional overdrive transmission, alternators, starters, crankshafts, carburetors, steering columns, blower fans, etc., etc. Moving, need to sell by end of July. Shadyside, MD. Contact David White at (410) 867-3648 (home) or (703) 898-7041 (cell).

Two TR3s for sale. '57 Smallmouth and '59 TR3A. In various stages of being apart, but there are plenty of goodies for a Triumph person. Some of the parts include a rebuilt engine, an overdrive transmission and new leather interior for the '57. Lots of other stuff of value to a TR3 restorer. Located in Arnold, MD.

Jim Privitera at jmpriv@verizon.net or (410) 319-7036, (410) 544-1622 or cell (410) 491-2873.

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

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

Two Spitfires for sale. 1974 Spitfire. lavender color, custom interior, not running, LOTS OF NEW STUFF ON IT. 1978 Spitfire. Spraypainted powder blue, hard top, runs (but missing the hose that connects the radiator to the block), bad battery. Will take best offer. Ronald Hancock, (202) 257-4667

*10th Annual
Britain on the Green
Sunday, April 29, 2007*



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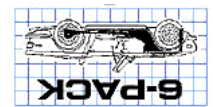
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THE STANDARD



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

Photo Credits

Page 1 - Sharon Edelstein
Pages 4 and 5 - Art Fournier
Page 5 (bottom left) - Lionel Mitchell
Pages 8 and 9 - Bill Goodwin

CAR TRIVIA: CTR member and knowledgeable reader Kyle Bowker pointed out an error in last month's car trivia answer, which gave the name of Lotus founder as Anthony Colin Brown Chapman instead of Anthony Colin Bruce Chapman. Kyle's source for the correct information? Lotus' website:

<http://www.grouplotus.com/grp/>

**In this holiday season, avoid
temptation, and drive responsibly!**

